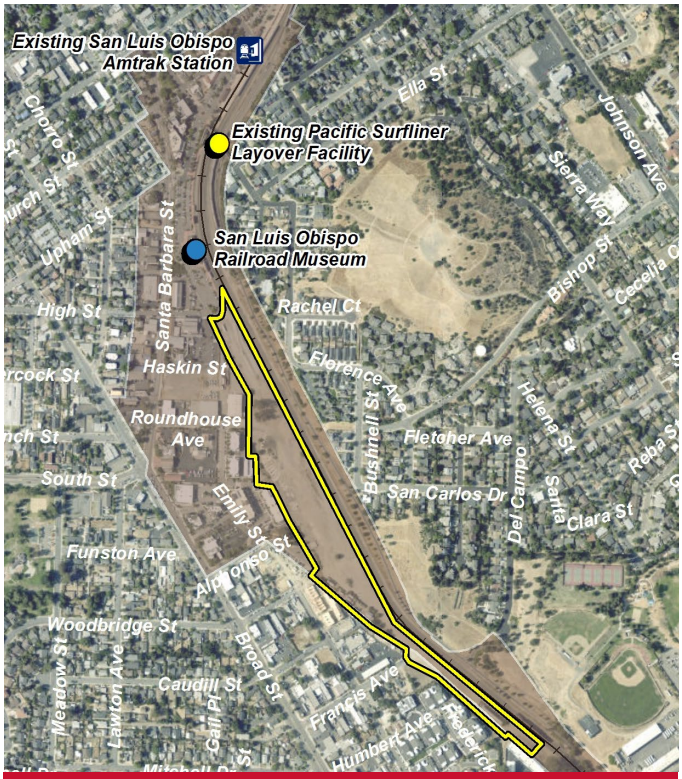


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Draft Environmental Impact Report

Central Coast Layover Facility Project

SCH No. 2021020444

San Luis Obispo, California

November 2021

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B Visual Resources Technical Memorandum
C Air Qualty Analysis Report
D Biological Resources Techunical Report
E Cultural Resources Technical Report (CONFIDENTIAL)
F Preliminary Geotechnical Design Report
G Phase I Environmental Site Assessment Report
H Water Quality Technical Memorandum
I Hydrology and Hydraulic Report
J Noise and Vibration

Acronyms

AB	Assembly Bill
ADL	aerially deposited lead
AF	acre feet
ALUC	Airport Land Use Commission
ALUP	Airport Land Use Plan
ALUPA	Airport Land Use Planning Area
AP	Alquist-Priolo
APCD	Air Pollution Control District
APS	Alternative Planning Strategy
ARB	Air Resources Board
ATCM	Air Toxics Control Measure
BACT	Best Available Control Technology
bgs	below ground surface
BMP	best management practices
BSA	Biological Study Area
CAAA	Clean Air Act Amendments
CAAQS	California Ambient Air Quality Standards
CAFÉ	Corporate Average Fuel Economy
CalEPA	California Environmental Protection Agency
CALFIRE	California Department of Forestry and Fire Protection
CalRecycle	California Department of Resources Recycling and Recovery
Cal Poly	California State Polytechnic University
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CAP	Climate Action Plan
CAT	Climate Action Team
CBC	California Building Code
CCAA	California Clean Air Act
CCIC	Central Coast Information Center
CCLF	Central Coast Layover Facility
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFC	California Fire Code
CFCs	Chlorofluorocarbons
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH_4	methane
CHC	Cultural Heritage Committee
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalents
CPUC	California Public Utilities Commission
CRHR	California Register of Historic Resources
CWA	Clean Water Act
CY	cubic yards
dB	decibel
dBA	A-weighted decibel
DBH	diameter at breast height
DHS	Department of Health Services

DOT	Department of Transportation
DPM	diesel particulate matter
DPR	Department of Parks and Recreation
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
EI	Expansion index
EIR	environmental impact report
ERIS	Environmental Risk Information Services
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Endangered Species Act
ESA	Environmental Site Assessment
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zones
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FTA	Federal Transit Administration
FY	Fiscal Year
GC	Government Code
GHG	greenhouse gas
GSA	Groundwater Sustainability Agency
GWh	gigawatt hours
H_2S	hydrogen sulfide
HMMP	Hazardous Materials Management Plan
HRA	health risk assessment
HSC	Health and Safety Code
IGP	Industrial General Permit
IPR	indirect potable reuse
IS-ND	Initial Study-Negative Declaration
JAA	Jurisdictional Assessment Area
JD	jurisdictional delineation
KOP	Key Observation Point
L_{dn}	day-night average sound level
LED	light-emitting diode
LEED	Leadership in Energy and Environmental Design
L_{eq}	equivalent noise level
LID	Low Impact Development
LOS	level of service
LOSSAN	Los Angeles – San Diego – San Luis Obispo
MBTA	Migratory Bird Treaty Act
MEI	maximally exposed individual
ML	monitoring location
MMT	million metric tons
MOW	Maintenance of Way
MPO	Metropolitan Planning Organizations
MS4	municipal separate storm sewer system
MSAT	mobile source air toxics
MT	metric tons
N2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NEHRP	National Earthquake Hazards Reduction Program
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NO_2	nitrogen dioxide

NOA	naturally occurring asbestos
NOI	Notice of Intent
NOP	Notice of Preparation
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_3	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PFOA	perfluorooctanoic acid
PFOS	perfluorooctane sulfonate
PG&E	Pacific Gas and Electric
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PM_{10}	particulate matter less than 10 microns in diameter
PPD	pounds per day
PPV	Peak particle velocity
PRC	Public Resources Code
Project	Central Coast Layover Facility
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental conditions
rms	root mean square
ROG	reactive organic gasses
ROW	right-of-way
RPS	Renewables Portfolio Standard
RTC	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
S&I	Service and Inspection
SAP	Strategic Action Plan
SB	Senate Bill
SCCAB	South Central Coast Air Basin
SCS	Sustainable Communities Strategy
SGMA	Sustainable Groundwater Management Act
SHPO	State Historic Preservation Officer
SLF	Sacred Lands File
SLO	San Luis Obispo
SLOAPCD	San Luis Obispo Air Pollution Control District
SLOCOG	San Luis Obispo Council of Governments
SLOFC&WCD	San Luis Obispo Flood Control and Water Conservation District
SO_2	sulfur dioxide
SOx	sulfur oxide
SoCal	Southern California
SVP	Society of Vertebrate Paleontology
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCR	tribal cultural resources
TMP	traffic management plan
TPQ	tons per quarter
TPY	tons per year
U.S.	United States
UCMP	University of California Museum of Paleontology
UP	Union Pacific
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
USC	United States Code
USFWS	United States Fish and Wildlife Service

USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VdB	vibration decibels
VMT	vehicle miles traveled
VOC	volatile organic compound
VRP	visibility reducing particles
WDR	Waste Discharge Requirements
WRRF	Water Resource Recovery Facility

Executive Summary

ES.1 Introduction

This Executive Summary is provided in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15123. As stated in the State CEQA Guidelines Section 15123(a), "[a]n EIR shall contain a brief summary of the proposed actions and its consequences. The language of the summary should be as clear and simple as reasonably practical." State CEQA Guidelines Section 15123(b) states, "[t]he summary shall identify: 1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; 2) areas of controversy known to the Lead Agency, including issues raised by agencies and the public; and 3) issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects." Accordingly, this summary includes a brief synopsis of the proposed Central Coast Layover Facility Project, environmental impacts and mitigation, areas of known controversy, and issues to be resolved during environmental review.

ES.2 Project Overview

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency is proposing the relocation and expansion of the existing Pacific Surfliner layover track and facility, located at the northern end of the LOSSAN rail corridor in San Luis Obispo, California. The proposed Central Coast Layover Facility (proposed project or CCLF) would increase overnight layover and storage capacity to support the service goals and objectives outlined for the Pacific Surfliner in both the 2018 California State Rail Plan and the LOSSAN Rail Corridor Agency's Fiscal Year 2019-20 and 2020-21 Business Plan.

The LOSSAN Rail Corridor Agency is proposing to construct a new rail yard, storage and servicing tracks, operations and maintenance buildings, landscape improvements, pedestrian improvements, and safety and security features on approximately 13 acres of relatively undeveloped land in the City of San Luis Obispo, California. The city is situated along the Central Coast region of California, approximately 190 miles north of Los Angeles. The existing Pacific Surfliner layover facility is located directly across from the San Luis Obispo Amtrak Station, located at 1011 Railroad Avenue. The proposed project is located approximately 0.3-mile south of the existing San Luis Obispo Amtrak Station (1011 Railroad Avenue). The project site extends from south of the San Luis Obispo Railroad Museum's parking lot to east of Lawrence Drive. The project site is between the Union Pacific Main Tracks and existing commercial and residential development to the west.

Since funding is not available to construct the entire facility at once, construction phasing for the project is anticipated. This includes constructing the initial most critical portions of the facility, and the remaining components as need arises and funding becomes available. A detailed phasing discussion is provided in Chapter 2.0, Project Description (see Section 2.3.11).

ES.3 Project Objectives

- Address current and future need for capacity. Increase overnight layover and storage capacity at the northern end of the LOSSAN rail corridor to support the service goals and objectives outlined for the Pacific Surfliner in both the 2018 California State Rail Plan (State Rail Plan) and the LOSSAN Rail Corridor Agency's Fiscal Year (FY) 2019-20 and 2020-21 Business Plan (Business Plan).
- Address current need for increased maintenance capabilities. Ability to perform additional maintenance services including inspections will improve equipment utilization and operational flexibility of service plans; currently each vehicle laying over in San Luis Obispo must regularly cycle through the Los Angeles maintenance facility to perform inspections every 3 to 4 days.
- Create opportunity to accommodate planned ultimate project phasing. Construct the facility on a site that meets minimum planning criteria for ultimate space needs, including capacity for storage of 4-5 train sets.
- Create opportunity to accommodate planned phasing of maintenance capabilities. Construct a facility that meets the programmatic requirements and site layouts for the facility including planning ratios and space needs pertaining to the unique functions and equipment required at the CCLF.
- Maintain or improve operational efficiency. Provide reasonably efficient operation to and from the future facility including accessibility by rail and proximity to the terminal station in San Luis Obispo. Ideally, the site would be adjacent to tangent mainline track.
- Minimize or avoid operational impacts to Union Pacific (UP). The current layover facility location requires trains to make a reverse move onto the UP mainline in single track territory to enter and exit the facility, preventing other trains from passing through the corridor during the move.
- Support service goals and improvements for the Central Coast region as defined by the 2018 California State Rail Plan for the short-term, mid-term and long-term horizons.

ES.4 Agency Roles and Responsibilities

The LOSSAN Rail Corridor Agency has been designated as the lead agency for the proposed project, per Section 21067 of the CEQA and Sections 15367 and 15050 of the State CEQA Guidelines. CEQA defines a lead agency as "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment."

Responsible and trustee agencies are public agencies responsible for certain discretionary project approvals or implementing specific onsite and/or offsite components of the project. For the purposes of CEQA, a "responsible agency" includes all public agencies other than the Lead Agency which have discretionary approval power over the project (CEQA Section 15381). A "trustee agency" is defined as a state agency having jurisdiction over certain resources held in trust for the people of California but do not have legal authority for approval of the project (CEQA Section 15386). Additionally, some agencies may have permitting authority over certain aspects of the project. Potential responsible, trustee and regulatory permitting agencies for the project include the following:

- U.S. Army Corps of Engineers (USACE)

  - Clean Water Act (CWA) Section 404 permit (if required)
- California Department of Fish and Wildlife (CDFW)
  - Endangered Species compliance
- Central Coast Regional Water Quality Control Board (RWQCB)
  - National Pollutant Discharge Elimination System (NPDES) Construction General Permit
  - NPDES General Permit for Waste Discharge Requirements (WDR) for Stormwater Discharges from Small Municipal Separate Storm Sewer Systems
  - NPDES General Permit for Storm Water Discharges Associated with Industrial Activities
- San Luis Obispo Air Pollution Control District (APCD)
  - Construction Permit Requirements – Portable generators and equipment with engines that are 50 horsepower or greater
- Union Pacific
  - Approval of track design connecting to existing main tracks
  - Approval of property purchase or lease to the LOSSAN Rail Corridor Agency

ES.5 Summary of Impacts and Mitigation Measures

Table ES-1 provides a summary of the environmental impacts for the proposed project. The table provides the level of significance of the impact before mitigation, recommended mitigation measures, and the level of significance of the impact after implementation of the mitigation measures.

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

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Aesthetics			
Impact 3.2-1: Scenic Vista. The proposed project would not have a substantial adverse effect on a scenic vista.	NI	No mitigation is required.	NI
Impact 3.2-2: Scenic Resources. The proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway.	NI	No mitigation is required.	NI
Impact 3.2-3: Degrade Existing Visual Character. The proposed project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings.	LTS	No mitigation is required.	LTS
Impact 3.2-4: Light and Glare. The proposed project would not significantly affect the day or nighttime views in the project area.	LTS	No mitigation is required.	LTS
Air Quality			
Impact 3.3-1: Conflict with or Obstruct Implementation of the Applicable Air Quality Plan. The proposed project would not conflict with or obstruct Implementation of the applicable air quality plan.	LTS	No mitigation is required.	LTS
Impact 3.3-2: Cumulatively Considerable Net Increase of Any Criteria Pollutant. The proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.	LTS	No mitigation is required.	LTS
Impact 3.3-3: Sensitive Receptors. Project construction activities could generate substantial localized quantities of dust and expose sensitive receptors to San Joaquin Valley Fever. The project would result in excavation and grading of soils, which may release naturally occurring asbestos into	S	**AQ-1 Construction Valley Fever Plan.** The LOSSAN Rail Corridor Agency and contractor(s) shall prepare a Construction Valley Fever Plan to ensure the implementation of the following measures during construction activities to reduce impacts related to Valley	LTS

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

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
the air.		Fever. A. If peak daily wind speeds exceed 15 mph or peak daily temperatures exceed 95 degrees Fahrenheit for three consecutive days, additional dust suppression measures (such as additional water or the application of additional soil stabilizer) shall be implemented prior to and immediately following ground disturbing activities. The additional dust suppression shall continue until winds are 10 mph or lower and outdoor air temperatures are below a peak daily temperature of 90 degrees for at least two consecutive days. B. Heavy construction equipment traveling on un-stabilized roads within the project site shall be preceded by a water truck to dampen roadways and reduce dust from transportation along such roads. C. The LOSSAN Rail Corridor Agency shall notify the San Luis Obispo County Public Health Department and the City not more than 60 nor less than 30 days before construction activities commence to allow the San Luis Obispo County Public Health Department the opportunity to provide educational outreach to community members and medical providers, as well as enhanced disease surveillance in the area both during and after construction activities involving grading. D. Prior to any project grading activity, the project construction contractor(s) shall prepare and implement a worker training program that describes potential health hazards associated with Valley Fever, common symptoms, proper safety procedures to minimize health hazards, and notification procedures if suspected work-related symptoms are identified during construction, including the fact that certain ethnic groups and immune-compromised persons are at greater risk of becoming ill with Valley Fever. The objective of the	

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

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		training shall be to ensure the workers are aware of the danger associated with Valley Fever. The worker training program shall be included in the standard in-person training for project workers and shall identify safety measures to be implemented by construction contractors during construction. Prior to initiating any grading, the LOSSAN Rail Corridor Agency shall provide the City and the San Luis Obispo County Public Health Department with copies of all educational training material for review and approval. No later than 30 days after any new employee or employees begin work, the LOSSAN Rail Corridor Agency shall submit evidence to the City that each employee has acknowledged receipt of the training (e.g., sign-in sheets with a statement verifying receipt and understanding of the training). E. The LOSSAN Rail Corridor Agency shall work with a medical professional, in consultation with the San Luis Obispo County Public Health Department, to develop an educational handout for on-site workers and surrounding residents within three miles of the project site that includes the following information on Valley Fever: • Potential sources/causes • Common symptoms • Options or remedies available should someone be experiencing these symptoms • The location of available testing for infection Prior to any project grading activity, this handout shall have been created by the LOSSAN Rail Corridor Agency and reviewed by the City. No less than 30 days prior to any surface disturbance (e.g., grading, filling, trenching) work commencing, this handout shall be mailed to all existing residences within three miles of the project site. The City shall verify compliance with the Construction	

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

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		Valley Fever Plan during the grading phases of project construction. The City shall also verify notification of the San Luis Obispo County Public Health Department, implementation of the worker training program, and mailing of the educational handout via developer-submitted materials. **AQ-2** **Naturally Occurring Asbestos Air Toxics Control Measure Compliance.** The LOSSAN Rail Corridor Agency shall prepare a geologic evaluation to determine and describe the extent of serpentine rock on the project site. Depending on the conclusions of the geologic evaluation, the developer shall prepare and file: • An exemption request form (if no serpentine is present); • A Mini Dust Control Measure Plan (if less than 1 acre of serpentine is present); or • An Asbestos Dust Control Measure Plan (if more than 1 acre of serpentine is present). If the project requires either a Mini Dust Control Measure Plan or an Asbestos Dust Control Measure Plan, the LOSSAN Rail Corridor Agency will be required to submit the geologic evaluation and Mini Dust Control Measure Plan or an Asbestos Dust Control Measure Plan to the SLOAPCD for approval prior to any project grading activity.	
Impact 3.3-4: Odors. Project construction would generate odors associated with fugitive dust and construction equipment exhaust. However, any odor generation would be intermittent and would terminate upon completion of the construction activities.	LTS	No mitigation is required.	LTS

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

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Biological Resources			
Impact 3.4-1: Candidate, Sensitive, or Special-Status Species. Loggerhead shrike (species of special concern) and white-tailed kite (fully protected species) have the potential to nest in shrubs and trees within the project footprint. Direct impacts on active loggerhead shrike and white-tailed kite nests are prohibited by the Migratory Bird Treaty Act and California Fish and Game Code and, as such, potential construction impacts to existing vegetation within the project footprint would be considered significant.	S	**BR-1** **Migratory and Nesting Birds.** If construction activities occur between January 15 and September 15, a preconstruction nesting bird survey (within 7 days prior to construction activities) shall be conducted by a qualified biologist to determine if active nests are present within the area proposed for disturbance to avoid the nesting activities of breeding birds. The results of the surveys will be submitted to the LOSSAN Rail Corridor Agency (and made available to the wildlife agencies [USFWS/CDFW], upon request) prior to initiation of any construction activities. Should nesting bird species aside from European starlings (*Sturnus vulgaris*) and house sparrows (*Passer domesticus*) be found, a 300-foot (500 feet for raptors) exclusionary buffer will be established by the biologist. This buffer shall be clearly marked in the field by construction personnel under guidance of the biologist, and construction or clearing will not be conducted within this buffer zone until the biologist determines that the young have fledged or the nest is no longer active. At the discretion of the biologist, the buffer may be reduced if the nest is buffered by existing visual and noise barriers such as hills, walls, buildings, etc. visual and noise barriers are added, or the nesting species is known to tolerate higher levels of disturbance.	LTS
Impact 3.4-2: Sensitive Natural Community. The proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS.	NI	No mitigation is required.	NI
Impact 3.4-3: Wetlands. Two small patches of cattail that may qualify as wetland occur within the project footprint, west of the existing rail embankment. Although unlikely, the proposed project could have an adverse impact on wetlands if any of the aquatic resources are determined to be regulated by USACE or RWQCB, and those features will be	S	**BR-2** **State or Federally Regulated Wetlands**. A formal Jurisdictional Delineation will be conducted prior to the initiation of project construction. If any of the aquatic resources identified herein are determined to be regulated by USACE or RWQCB and those features will be subject to a discharge of fill, then the appropriate	LTS

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

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
subject to a discharge of fill.		regulatory permits would be sought and compensatory mitigation for the permanent loss of wetland would be provided at a minimum 1:1 ratio. Compensatory mitigation would include a minimum of 1:1 wetland establishment to ensure that the project results in no net loss of wetland.	
Impact 3.4-4: Wildlife Corridors. The proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.	LTS	No mitigation is required.	LTS
Impact 3.4-5: Conflict with Local Policies or Ordinances. The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	LTS	No mitigation is required.	LTS
Cultural Resources			
Impact 3.5-1: Historical Resources. The proposed project has the potential to significantly impact the following historical resources: • San Luis Obispo Southern Pacific Railroad National Register of Historic Places (NRHP) Historic District • City of San Luis Obispo Local Railroad Historic District • Southern Pacific Roundhouse and Rail Yard Site	S	**CUL-1 Public Outreach and Educational Display.** Prior to grading activities, the LOSSAN Rail Corridor Agency will hire an individual meeting the Secretary of the Interior's Professional Qualification Standards to carry out archival research and interviews into the history of Southern Pacific Rail Yard and compilation of existing materials such as historic maps. The LOSSAN Rail Corridor Agency will design, fabricate, and install educational displays, based on archival documentation and archaeological data, that explore not only the roundhouse but other important rail yard features such as the powerhouse, plumbing shop, store house, repair tracks, etc. The educational displays will include interpretive panels with historical photographs, maps, and narrative text demonstrating the history of the rail yard, how it appeared in its heyday, and what remained of the site prior to construction of the project. The displays will be placed at the Roundhouse Protected Zone and other suitable locations along the proposed	LTS

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

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		bike and pedestrian trail/walk of history that will run along the west side of the project site.	
Impact 3.5-2: Archaeological Resources. Portions of the Southern Pacific Roundhouse and Rail Yard Site would be impacted by the project. It is also possible that previously undiscovered prehistoric archaeological deposits are present and could be uncovered during deeper ground disturbing activities.	S	**CUL-1** **Public Outreach and Educational Display (as described above).** **CUL-2** **Construction Monitoring and Inadvertent Discovery of Archeological Resources.** Full-time monitoring for archaeological deposits will be conducted in the project site during ground-disturbing construction activities occurring within undisturbed Holocene soils (i.e., cultural-bearing soils related to both prehistoric and historic activities). Monitoring of ground-disturbing activities in disturbed or pre-Holocene soils is not required. Monitoring will be carried out by a qualified archaeologist and Native American monitor from the Salinan Tribe of Monterey and San Luis Obispo Counties. Monitoring will be conducted in accordance with a Monitoring and Discovery Plan to be prepared for the project by an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards. This qualified archaeologist will oversee the archaeological monitoring of the area. The Monitoring and Discovery Plan will identify monitoring locations and protocols and include provisions for the accidental discovery of archaeological features or deposits during construction. These provisions shall include stop work protocols, notification procedures, and methodology for assessing the nature and significance of the find. If the feature or deposit is determined to be significant, the data recovery and analysis procedures outlined in the Monitoring and Discovery Plan shall be implemented.	LTS
Impact 3.5-3: Human Remains. Although no surface evidence suggests that any historic burials are located in the project site, the project would presumably require some excavation and grading and could potentially encounter	S	**CUL-3** **Inadvertent Discovery of Human Remains.** If any previously unrecorded human remains are inadvertently discovered during construction, all ground-disturbing activities in the vicinity of the discovery must cease	LTS

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

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
human remains in the project area.		immediately and a 50-foot-wide buffer will be established around it to secure it from further disturbance. California State law (Health and Safety Code Section 7050.5; PRC Sections 5097.94, 5097.98, and 5097.99) will be followed on state, county, and private land. This law specifies that work will stop immediately in any areas where human remains or suspected human remains are encountered. The LOSSAN Rail Corridor Agency (lead agency) and the San Luis Obispo county coroner will be immediately notified of the discovery. The coroner has 2 working days to examine the remains after being notified by the lead agency. If the remains are determined to be Native American, the coroner has 24 hours to notify NAHC, who will determine the most likely descendant. The NAHC will immediately notify the identified most likely descendant, and the most likely descendant has 48 hours to make recommendations to the landowner or representative for the respectful treatment or disposition of the remains and grave goods. If the most likely descendant does not make recommendations within 48 hours, the area of the property must be secured from further disturbance. If no recommendation is given, the lead agency or its authorized representative will re-inter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance. This discovery protocol shall be included in the Monitoring and Discovery Plan to be prepared pursuant to Mitigation Measure CUL-2.	
Energy			
Impact 3.6-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources. Construction- and operational-related energy consumption by the project will not result in inefficient, wasteful, or unnecessary energy use.	LTS	No mitigation is required.	LTS
Impact 3.6-2: Conflict with a State or Local Plan for Renewable Energy or Energy Efficiency. The project	LTS	No mitigation is required.	LTS

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

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
would not result in an inefficient use of nonrenewable energy resources or substantial demand on regional or local energy supply that could conflict with or obstruct a state or local plan.			
Geology and Soils			
Impact 3.7-1: Seismic Hazards. The proposed project would not exacerbate existing environmental conditions related to rupture of a known earthquake fault, seismic ground shaking, seismic-related ground failure, or landslides.	LTS	No mitigation is required.	LTS
Impact 3.7-2: Substantial Soil Erosion or Loss of Topsoil. The proposed project would not result in substantial soil erosion or the loss of topsoil. The construction contractor would be required to comply with the NPDES General Construction Permit and prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) for the project.	LTS	No mitigation is required.	LTS
Impact 3.7-3: Unstable Geologic Unit or Soil. According to the geotechnical report, the northern portion of the project site is located in an area of moderate liquefaction potential. Based on the lack of groundwater in the upper 50 feet from the ground surface, per the geotechnical investigation, and relatively dense or hard nature of the material encountered on the project site, the potential for liquefaction is considered low. However, conditions may vary between the exploration locations and seasonal fluctuations in the groundwater level may occur due to variations in rainfall and local groundwater management practices.	S	**GEO-1 Prepare Final Geotechnical Report.** During final design, a final geotechnical report shall be prepared by a licensed geotechnical engineer (to be retained by the LOSSAN Rail Corridor Agency) to verify conditions identified in the Preliminary Geotechnical Design Report prepared for the project. The final geotechnical report shall address and include site-specific recommendations on the following: • Site preparation • Soil bearing capacity • Appropriate sources and types of fill • Liquefaction • Lateral spreading	LTS

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

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		• Settlement • Slope stability • Expansive soils • Corrosive soils • Structural foundations • Grading practices In addition to the recommendations for the conditions listed above, the final geotechnical report shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the latest version of the CBC, as applicable at the time building and grading permits are pursued. The project shall be designed and constructed to comply with the site-specific recommendations as provided in the final geotechnical report.	
Impact 3.7-4: Expansive Soils. According to the geotechnical report prepared for the project, the soil within the upper 5 feet has very low to medium expansion potential. Other soil types encountered at depths greater than 5 feet may exhibit higher expansion potential. The presence of expansive soils on the project site has the potential to create a substantial risk to life or property and is considered a significant impact.	S	**GEO-1 Prepare Final Geotechnical Report**	LTS
Impact 3.7-5: Soils to Support the Use of Septic Tanks or Alternative Waste Water Disposal Systems. The proposed project would rely on public sewer for the disposal of wastewater. **T**he proposed project would not have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.	NI	No mitigation is required.	NI
Impact 3.7-6: Paleontological Resources. The project site is generally located on surficial deposits consisting of Mélange of Franciscan Complex and fill. The Franciscan	NI	No mitigation is required.	NI

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

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Complex has a low potential for containing paleontological resources, while artificial fill has no potential for containing paleontological resources. Ground-disturbing activities associated with project construction are not expected to impact geologic units of high paleontological sensitivity, either at the surface or at depth for any project activity.			
Greenhouse Gas Emissions			
Impact 3.8-1: Generate Greenhouse Gas Emissions (GHG). The project's GHG emissions would not exceed the City's 2020 Climate Action Plan (CAP) efficiency threshold of 0.7 MT CO_2e per employee per year, and the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.	LTS	No mitigation is required.	LTS
Impact 3.8-2: Conflict with Applicable Plan, Policy or Regulation. The project's GHG emissions would not exceed the City's 2020 CAP efficiency threshold of 0.7 MT CO_2e per employee per year. The 2020 CAP enables the City to maintain local control of implementing state direction to reduce GHG emissions to 1990 levels by 40 percent below 1990 levels by 2030 (SB 32). Therefore, the proposed project is consistent with the City's 2020 CAP and SB 32.	LTS	No mitigation is required.	LTS
Hazards and Hazardous Materials			
Impact 3.9-1: Routine Transport, Use, or Disposal of Hazardous Materials. Construction, fueling, and servicing of construction equipment may involve the use of hazardous materials and wastes, including the transport, storage, and disposal of commercially available hazardous materials such as gasoline, brake fluids, coolants, and paints. Day-to-day operations, such as train washing and refueling, equipment cleaning, and deposition of fuel oils may result in accidental spills of hazardous materials.	S	**HAZ-1 Prepare a Construction Hazardous Materials Management Plan.** Prior to construction, a Hazardous Materials Management Plan (HMMP) shall be prepared by the LOSSAN Rail Corridor Agency that outlines provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, including the proper locations for disposal. The HMMP shall be prepared to address the area of the project footprint, and include, but not be limited to, the following: • A description of hazardous materials and hazardous	LTS

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

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		wastes used (29 CFR 1910.1200) • A description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste (29 CFR 1910.120) • Preparedness, prevention, contingency, and emergency procedures, including emergency contact information (29 CFR 1910.38) • A description of personnel training including, but not limited to: (1) recognition of existing or potential hazards resulting from accidental spills or other releases; (2) implementation of evacuation, notification, and other emergency response procedures; (3) management, awareness, and handling of hazardous materials and hazardous wastes, as required by their level of responsibility (29 CFR 1910) • Instructions on keeping Safety Data Sheets on site for each on-site hazardous chemical (29 CFR 1910.1200) • Identification of the locations of hazardous material storage areas, including temporary storage areas, which shall be equipped with secondary containment sufficient in size to contain the volume of the largest container or tank (29 CFR 1910.120). • Identification of specific methods for testing and evaluation of soils that may be encountered in areas not yet remediated, and for any on-site soil movement (excavation, stockpiling) or off-site transport or disposal. • Identification of controls that will be used to ensure that grading and/or construction activities do not interfere with ongoing soil remediation.	
Impact 3.9-2: Release of Hazardous Materials into the	S	**HAZ-1 Prepare a Construction Hazardous HMMP.**	LTS

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

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Environment. Nine sites of concern were identified from environmental database listings based upon their proximity to the project site and their documented histories of releases of chemicals or petroleum products to soil and/or groundwater. The close proximity of these sites of concern to project-related construction activities would carry the potential for encountering contaminated soil.		**HAZ-2 Halt Construction Work if Potentially Hazardous Materials are Encountered.** All construction contractors shall immediately stop all subsurface activities in the event that potentially hazardous materials are encountered, an odor is identified, or considerably stained soil is visible. Contractors shall follow an approved soil management plan (as part of the HMMP) and all applicable local, state, and federal regulations regarding discovery, response, disposal, and remediation for hazardous materials encountered during the construction process.	
Impact 3.9-3: Emit Hazardous Emissions in Proximity to Schools. Sinsheimer Elementary School is located approximately 0.25 mile east of the southern extent of the project site. During construction, there would be use of commercially available hazardous materials such as gasoline, brake fluids, coolants, and paints.	S	**HAZ-1 Prepare a Construction Hazardous HMMP.**	LTS
Impact 3.9-4: Located on a Hazardous Material Site. The project site was not included on any environmental database listings. However, nine sites of concern were identified from environmental database listings based upon their proximity to the project site and their documented histories of releases of chemicals or petroleum products to soil and/or groundwater. The close proximity of these sites of concern to project-related construction activities would carry the potential for encountering contaminated soil. These potential impacts are considered significant.	S	**HAZ-1 Prepare a Construction Hazardous HMMP.** **HAZ-2 Halt Construction Work if Potentially Hazardous Materials are Encountered.**	LTS
Impact 3.9-5: Airport Hazards. According to the San Luis Obispo County Regional Airport –Airport Land Use Plan (ALUP), the project site is located within Airport Safety Zone 6: Traffic Pattern Zone. According to the ALUP, transportation uses (vehicle, freight, and transit terminals, truck stops) are allowed in Safety Zone 6. Thus, the proposed project (rail layover facility) is consistent with the uses allowed for the site in the ALUP. The proposed use is	LTS	No mitigation is required.	LTS

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

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
considered consistent with the ALUP and would not result in a safety hazard for people residing or working in the area.			
Impact 3.9-6: Emergency Response Plan. The project contractor would be required to coordinate street closures with emergency providers per the construction traffic management plan. The construction traffic management plan would reduce potential temporary impacts on emergency access to a level less than significant during construction.	LTS	No mitigation is required.	LTS
Impact 3.9-7: Wildland Fires. The project site is in an urbanized area of the City of San Luis Obispo that is not adjacent to wildlands. Furthermore, the project site is located in an area with a low fire hazard rate and is not located within a local or state fire hazards severity zone. The proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.	NI	No mitigation is required.	NI
Hydrology and Water Quality			
Impact 3.10-1: Violation of Water Quality Standards. Construction activities associated with the proposed project have the potential to degrade water quality. However, compliance with the NPDES CGP would minimize water quality impacts during construction, and this impact is considered less than significant. Compliance with the NPDES Industrial General Permit and NPDES Phase II MS4 permit would minimize water quality impacts during operation to a level less than significant.	LTS	No mitigation is required.	LTS
Impact 3.10-2: Groundwater. The proposed project would not involve the use of groundwater or require construction dewatering.	NI	No mitigation is required.	NI
Impact 3.10-3: Alter Existing Drainage Pattern. Compliance with the NPDES GCP would reduce potential	LTS	No mitigation is required.	LTS

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

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
erosion and siltation impacts to a level less than significant. Compliance with the NPDES Industrial General Permit and NPDES Phase II MS4 permit would minimize water quality impacts during operation, and this impact is considered less than significant.			
Impact 3.10-4: Release of Pollutants Due to Project Inundation. The proposed project would not risk release of pollutants due to project inundation due to being in a flood hazard, tsunami or seiche zones	NI	No mitigation is required.	NI
Impact 3.10-5: Conflict with a Water Quality Control Plan or Sustainable Groundwater Management Plan. The proposed project would not conflict with or obstruct implementation of a sustainable groundwater management plan. Compliance with the GCP requires preparation and implementation of a SWPPP, which would reduce potential water quality impacts to a level less than significant. Compliance with the NPDES Industrial General Permit and NPDES Phase II MS4 permit would minimize water quality impacts during operation, and this impact is considered less than significant.	LTS	No mitigation is required.	LTS
Land Use and Planning			
Impact 3.11-1: Division of an Established Community. The proposed project would not physically divide an established community.	LTS	No mitigation is required.	LTS
Impact 3.11-2: Conflict with Land Use Plans, Policies, or Regulations. The proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	LTS	No mitigation is required.	LTS

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

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Noise			
Impact 3.12-1: Generation of Ambient Noise Levels in Excess of Established Standards. Construction noise would exceed the FTA guideline of 80 dBA L_{eq} during Phase 1b (Utility Relocations) and Phase 1f (construction of the S&I Position, gage pit with canopy). Exceedances of the FTA daytime guideline would occur at 3 receptors and is considered a significant impact. Under the Phase 1 condition, the project would introduce new sources of noise where there presently are none, specifically train movements on two tracks and idling locomotives. The project would result in moderate impacts at 35 Category 2 land uses (residences). The moderate impacts are considered significant. Under the Later Phases condition, the project would introduce new sources of noise where there presently are none, specifically train movements, idling locomotives, the train wash and wheel truing facility. The project would result in moderate impacts at 44 Category 2 land uses (residences). The moderate impacts are considered significant.	S	**NV-1** **Employ Noise-Reducing Measures During Construction.** The construction contractor shall employ measures to minimize and reduce construction noise. Noise reduction measures that will be implemented include, but are not limited to, the following: • Place site equipment on the construction site as far away from noise sensitive sites as possible. • Combine noisy operations to have them occur in the same time period. • The total noise level produced would not be significantly greater than the level produced if the operations were performed separately. • Nighttime construction will not be allowed. • Use specially quieted equipment, such as quieted and enclosed air compressors and properly working mufflers on all engines. • Select quieter demolition methods, where feasible. **NV-2** **Prepare a Community Notification Plan for Project Construction.** To proactively address community concerns related to construction noise, prior to construction, the LOSSAN Rail Corridor Agency and/or the construction contractor will prepare and maintain a community notification plan. Components of the plan will include initial information packets prepared and mailed to all residences within a 500-foot radius of project construction. Updates to the plan will be prepared as necessary to indicate changes to the construction schedule or other processes. The LOSSAN Rail Corridor Agency will identify a project liaison to be available to respond to questions from the community or other	LTS

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

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		interested groups. **NV-3** **Operational Restrictions.** The LOSSAN Rail Corridor Agency is committed to developing the facility operational plan with the following: • Connect to ground power within 15-minutes of arrival at the facility to reduce noise from idling locomotives. • Disconnect from ground power no sooner than 15-minutes prior to reduce noise from idling locomotives. • Under the later phases of the project, trains will access storage tracks using the following approach: o The first train of each day accessing the CCLF would use the easternmost storage track and would not use the train wash. Having the train stored on this track acts as a noise barrier reducing sound levels at sensitive land uses east of the storage facility. o The second train of each day accessing the CCLF will use the westernmost storage track (i.e., next to the service and inspection track) and will not use the train wash. Having the train stored on this track acts as a noise barrier reducing sound levels at sensitive land uses west of the storage facility. o The third train each day accessing the CCLF will go through the wash and then access the storage tracks between the easternmost and westernmost storage tracks.	

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

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		○ The fourth train each day accessing the CCLF will go through the wash and then layover on the service and inspection track. In this way it will act as a barrier blocking noise from other train movements and noise sources reducing sound levels at sensitive land uses east of the storage facility.	
Impact 3.12-2: Groundborne Vibration. The proposed project would not result in the generation of excessive groundborne vibration or groundborne noise levels. Based on the Noise and Vibration Technical Report prepared for the project, vibration levels during construction and operation of the project would not exceed FTA impact criteria.	LTS	No mitigation is required.	LTS
Impact 3.12-3: Airport Noise. The project site is located approximately 1.60 miles north of the San Luis Obispo County Regional Airport. According to the San Luis Obispo County Regional Airport – ALUP, the project site is not located within any airport noise impact contours.	NI	No mitigation is required.	NI
Transportation			
Impact 3.13-1: Conflict with a Program, Plan, or Ordinance, or Policy Addressing the Circulation System. The proposed project would require underground utility installation and/or relocation and street access improvements which could result in temporary road closures. During construction, potential temporary impacts may also occur to existing pedestrian and bicycle access along roadways adjacent to the project site due to lane closures or detours. With implementation of a construction traffic management plan, short-term construction impacts on local circulation, and pedestrian and bicycle access would be less than	LTS	No mitigation is required.	LTS

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

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
significant.			
Impact 3.13-2: Vehicle Miles Traveled. The proposed project would not conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b).	NI	No mitigation is required.	NI
Impact 3.13-3: Increase Hazards Due to a Design Feature. The proposed project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	NI	No mitigation is required.	NI
Impact 3.13-4: Emergency Access. . Implementation of a construction traffic management plan which requires the project contractor to coordinate street closures with emergency providers, would reduce potential temporary impacts on emergency access to a level less than significant.	LTS	No mitigation is required.	LTS
Tribal Cultural Resources			
Impact 3.14-1: Adverse Change to a Tribal Cultural Resource Eligible for Listing in the CRHR or Local Register. There is a potential that archaeological materials are encountered during project-related ground disturbing activities.	S	**CUL-2 Construction Monitoring and Inadvertent Discovery of Archeological Resources.**	LTS
Impact 3.14-2: Adverse Change to a Tribal Cultural Resource Determined to be Significant Pursuant to Subdivision (c) of Public Resources Code Section 5024.1. There is a potential that archaeological materials are encountered during project-related ground disturbing activities. The project would require excavation and grading activities which could potentially encounter human remains in the project area and result in a significant impact.	S	**CUL-2 Construction Monitoring and Inadvertent Discovery of Archeological Resources.** **CUL-3 Inadvertent Discovery of Human Remains.**	LTS

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

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Utilities and Service Systems			
Impact 3.15-2: Relocation of Construction of New Utilities and Service Systems. For utilities near rail, protection or design per UP or Amtrak standards as applicable will be required. All new connections to or potential relocations of utility service are required to be coordinated through and approved by the designated utility provider.	LTS	No mitigation is required.	LTS
Impact 3.15-2: Water Supply. The proposed project would be designed to minimize or conserve water use to the maximum extent feasible. The city projects surplus water supplies through the planning horizon of 2035 during normal, dry and multiple dry years, respectively. Therefore, sufficient water supplies are available to serve the project and reasonably foreseeable future development during normal, single-dry, and multiple-dry years.	LTS	No mitigation is required.	LTS
Impact 3.15-3: Adequate Wastewater Treatment Capacity. The project site and potential uses are considered to have been factored into the aggregate of the city's treatment capacity at General Plan buildout. There would be adequate capacity to serve the proposed project's wastewater demand.	LTS	No mitigation is required.	LTS
Impact 3.15-4: Solid Waste. The proposed project would be required to comply with federal, state, and local statutes and regulations related to solid waste and recycling, such as AB 341.	LTS	No mitigation is required.	LTS

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

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Impact 3.15-5: Compliance with Solid Waste Statutes and Regulations. Solid waste produced during construction and operation of the project would be disposed in compliance with applicable federal, state, and local statutes, including Section 5.408 of the CALGreen Code and AB 341.	LTS	No mitigation is required.	LTS

Notes:
NI=No Impact; LTS=Less than Significant; S=Significant

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ES.6 Alternatives

Section 15126.6(a) of the CEQA Guidelines requires that an EIR "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." A summary of the alternatives evaluated in this EIR is provided below:

- The No Project/No Development Alternative assumes that the project site would not be developed with the proposed project, and the project site would remain in its current condition and current uses. The existing Pacific Surfliner Layover Facility located to the north of the proposed project site would continue to operate in its current capacity.
- Alternative 2 - Existing Facility Alternative would involve an expansion of the existing Pacific Surfliner Layover Facility adjacent to the San Luis Obispo Station. This site would encompass the existing facility and expand it to the west to include the current Union Pacific Railroad (UPRR) "Helper Track" adjacent to the two UPRR Main Tracks and siding running through the station. It would also expand the facility to the south, using land between the UPRR Main Tracks and siding and the pedestrian trail to the east.
- Alternative 3 - The Islay Hill site is located approximately 3 miles south of the San Luis Obispo Station. The site is on the west side of the UPRR right-of-way, along a single-track segment of the railroad. Development of the project at this location would require the use land on an undeveloped parcel across the tracks from the Islay Hill. This site is located in an unincoprorated portion of the County of San Luis Obispo, just south of an existing large single-family residential development.
- Alternative 4 - The California State Polytechnic University (Cal Poly) San Luis Obispo (SLO) alternative location site is located approximately 2.5 miles north of the San Luis Obispo Station. The site is on the west side of the UPRR right-of-way along a single-track segment of the railroad. The site is located on agricultural land in an unincoporated portion of the County of San Luis Obispo, adjacent to the main Cal Poly SLO campus and is owned by the California State University system.

ES.6 Environmentally Superior Alternative

The No Project/No Development Alternative would be considered the environmentally superior alternative, since it would eliminate all of the significant impacts identified for the proposed project. However, CEQA Guidelines Section 15126.6(e)(2) states that "if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." The environmentally superior alternative would be Alternative 2 – Existing Facility Alternative (which would involve expansion of the existing facility). This alternative is considered the environmental superior alternative as it would avoid biological and cultural resources impacts associated with the proposed project.

ES.7 Areas of Known Public Controversy

Section 15123 of the CEQA Guidelines states that an EIR shall identify areas of controversy known to the Lead Agency, including issues raised by the agency and the public. A Notice of Preparation (NOP) was distributed on February 21, 2021 to federal, state, regional, and local agencies, as well as key stakeholders, interested parties, and neighborhood groups. The NOP comment period ran from February 24, 2021 through March 26, 2021, and a virtual public scoping meeting was held on March 10, 2021 as an agenda item of one of the City of San Luis Obispo's regularly scheduled Planning Commission meeting. During the NOP comment period, the LOSSAN Rail Corridor Agency received 21 comment letters. Table ES-2 provides a summary of comments received during the public hearing and NOP comment period. Each issue is further evaluated in the EIR:

Table ES-2. Summary of Comments Received During the Notice of Preparation Comment Period

Environmental Issue Area	Issues Raised
Aesthetics	• Landscape/screening is desired, and should be included in Phase 1 • New buildings need to incorporate historical railroad architecture • Preservation of Railroad District culture • Lighting impacts on residences • Aesthetic enhancements/improvements to minimize impacts on nearby residences • Fencing locations should not preclude access
Air Quality	• Idling of engines, construction traffic, delivery traffic • Health risk from idling diesel locomotives • Naturally occurring asbestos • Potential exposure to asbestos from demolition or excavation activities • New locomotives • Concern that more trains will cause more greenhouse gas emissions
Cultural Resources	• Preservation of historic resources
Greenhouse Gas Emissions	• Concern that more trains and maintenance activities will cause more greenhouse gas emissions
Hazards and Hazardous Materials	• Potentially contaminated soils • Fire risk and prevention • Disposal of hazardous materials • Fencing locations • Potential exposure to chemicals
Land Use/Planning	• Consistency with General Plan, Railroad District Plan, and Historic Ordinance

Table ES-2. Summary of Comments Received During the Notice of Preparation Comment Period

Environmental Issue Area	Issues Raised
Noise	• Noise impacts, especially during night hours • Noise levels from train washing and maintenance activities • Consider insulation and restricted working hours
Transportation	• Potential to divide neighborhoods on both sides of the tracks • Francis Street overcrossing • Preclude a future vehicle to cross at Roundhouse • Loss of parking • Unsafe crossing of tracks by pedestrians and bicyclists. Consider construction of proposed bike/pedestrian bridge or at-grade crossing • Unauthorized vehicular access • Consider multi-use path for better connection to neighborhoods and parks • Active transportation

ES.8 Issues to be Resolved

The CEQA Guidelines Section 15123(b)(3) requires a discussion of issues to be resolved including a choice of alternatives and whether or how to mitigate the significant effects. Based on all information included in the Record of Proceedings, the LOSSAN Rail Corridor Agency must decide whether or not the EIR was prepared in compliance with CEQA (PRC 21000, et. seq.) and Guidelines for Implementation of CEQA (California Code of Regulations [CCR] Section 15000, et seq.). If deemed compliant with CEQA, the LOSSAN Rail Corridor Agency shall certify the EIR and consider whether to approve the proposed project or one of the project alternatives. Furthermore, the LOSSAN Rail Corridor Agency must decide if the proposed mitigation is adequate and choose whether or how to mitigate any significant impacts. Alternatives to the proposed project have also been identified that would reduce or avoid the potentially significant impacts associated with the proposed project. The LOSSAN Rail Corridor Agency would need to decide to approve one of the alternatives discussed in this EIR instead or approve the proposed project.

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1 Introduction

This environmental impact report (EIR) has been prepared in compliance with the California Environmental Quality Act (CEQA) Public Resources Code (PRC) Section 21000 et seq. and the CEQA Guidelines (Section 15000 et seq.) as promulgated by the California Resources Agency and the Governor's Office of Planning and Research. The purpose of this environmental document is to evaluate and disclose the potential environmental impacts of the proposed Central Coast Layover Facility Project (proposed project or CCLF).

1.1 Project Overview

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency is proposing the relocation and expansion of the existing Pacific Surfliner layover track and facility, located at the northern end of the LOSSAN rail corridor in San Luis Obispo, California. The proposed Central Coast Layover Facility (proposed project or CCLF) would increase overnight layover and storage capacity to support the service goals and objectives outlined for the Pacific Surfliner in both the 2018 California State Rail Plan and the LOSSAN Rail Corridor Agency's Fiscal Year 2019-20 and 2020-21 Business Plan.

The LOSSAN Rail Corridor Agency is proposing to construct a new rail yard, storage and servicing tracks, operations and maintenance buildings, landscape improvements, pedestrian improvements, and safety and security features on approximately 13 acres of relatively undeveloped land in the City of San Luis Obispo, California. The city is situated along the Central Coast region of California, approximately 190 miles north of Los Angeles (Figure 1-1). The existing Pacific Surfliner layover facility is located directly across from the San Luis Obispo Amtrak Station, located at 1011 Railroad Avenue. The proposed project is located approximately 0.3-mile south of the existing San Luis Obispo Amtrak Station (1011 Railroad Avenue). The project site extends from south of the San Luis Obispo Railroad Museum's parking lot to east of Lawrence Drive (Figure 1-2). The project site is between the Union Pacific Main Tracks and existing commercial and residential development to the west.

Since funding is not available to construct the entire facility at once, construction phasing for the project is anticipated. This includes constructing the initial most critical portions of the facility, and the remaining components as need arises and funding becomes available. Phase 1 intends to meet or exceed the functionality of the existing layover facility and add layover capacity for at least one additional train. Later phases would include the remaining Master Plan components as dictated by operational needs and as allowed by available funding. Initially this would focus on all items identified as essential components of the ultimate facility, followed later by those features that would expand overall capacity of the facility, as well as enhance operations and efficiency, but which are not immediately mandatory. A detailed phasing discussion is provided in Chapter 2.0, Project Description (see Section 2.3.11). This EIR analyzes the potential impacts of the proposed project under the full buildout condition (project components identified under Phase 1 and later phases).

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Figure 1-1. Regional Location



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Figure 1-2. Project Site



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1.2 Agency Roles and Responsibilities

The LOSSAN Rail Corridor Agency has been designated as the lead agency for the proposed project, per Section 21067 of CEQA and Sections 15367 and 15050 of the State CEQA Guidelines. CEQA defines a lead agency as "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment."

Responsible and trustee agencies are public agencies responsible for certain discretionary project approvals or implementing specific onsite and/or offsite components of the project. For the purposes of CEQA, a "responsible agency" includes all public agencies other than the Lead Agency which have discretionary approval power over the project (CEQA Section 15381). A "trustee agency" is defined as a state agency having jurisdiction over certain resources held in trust for the people of California but do not have legal authority for approval of the project (CEQA Section 15386). Additionally, some agencies may have permitting authority over certain aspects of the project. Potential responsible, trustee and regulatory permitting agencies for the project include the following:

- U.S. Army Corps of Engineers (USACE)
  - Clean Water Act (CWA) Section 404 permit (if required)
- California Department of Fish and Wildlife (CDFW)
  - Endangered Species compliance
- Central Coast Regional Water Quality Control Board (RWQCB)
  - National Pollutant Discharge Elimination System (NPDES) Construction General Permit
  - NPDES General Permit for Waste Discharge Requirements (WDR) for Stormwater Discharges from Small Municipal Separate Storm Sewer Systems
  - NPDES General Permit for Storm Water Discharges Associated with Industrial Activities
- San Luis Obispo Air Pollution Control District (APCD)
  - Construction Permit Requirements – Portable generators and equipment with engines that are 50 horsepower or greater
- Union Pacific
  - Approval of track design connecting to existing main tracks
  - Approval of property purchase or lease to the LOSSAN Rail Corridor Agency

Because no federal funding or federal approvals are associated with this project, the project is not subject to environmental review pursuant to the National Environmental Policy Act.

1.3 Purpose of an EIR

This EIR is intended to provide information to public agencies, the general public, and decision makers, regarding the project-specific and cumulative environmental impacts of the proposed project. Under the provisions of CEQA:

> *The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided." (PRC Section 21002.1(a))*

1.4 EIR Adequacy

The principal use of this EIR is to evaluate and disclose potential environmental impacts associated with the implementation of the project (construction and operation of the proposed project). An EIR is an informational document and is not intended to determine the merits or recommend approval or disapproval of a proposed project. Ultimately, the LOSSAN Rail Corridor Agency must weigh the environmental effects of a proposed project among other considerations, including planning, economic, and social concerns.

Given the important role of the EIR in this planning and decision-making process, it is imperative that the information presented in the EIR be factual, adequate, and complete. The standards of adequacy of an EIR, defined by Section 15151 of the CEQA Guidelines, are as follows:

> *An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and good faith effort at full disclosure.*

1.5 EIR Process

Pursuant to Section 21080(d) of the Public Resources Code and Section 15064(f)(1) of the CEQA Guidelines, if there is substantial evidence that a project may have a significant effect on the environment, the Lead Agency shall prepare an EIR, even when other substantial evidence has been presented that a project will not have a significant effect. The LOSSAN Rail Corridor Agency, as the Lead Agency, has determined that the proposed project may have a significant effect on the environment and the preparation of an EIR is required to analyze potential environmental impacts of the proposed project.

1.5.1 Notice of Preparation and Scoping Meeting

In compliance with the procedural requirements of CEQA, the LOSSAN Rail Corridor Agency completed a public scoping process consistent with Section 15083 of the CEQA Guidelines. The public was provided an opportunity to comment on the scope of the EIR through a Notice of Preparation (NOP) released on February 24, 2021, which was distributed to federal, state, regional, and local agencies, as well as key stakeholders, interested parties, and neighborhood groups. The NOP was also published in the New Times on February 25, 2021. The NOP comment period ran from February 24, 2021 through March 26, 2021, and a virtual public scoping meeting was held on March 10, 2021 as an agenda item of one of the City of San Luis Obispo's regularly scheduled Planning Commission meeting.

During the NOP comment period, the LOSSAN Rail Corridor Agency received 21 comment letters. Comments received during the NOP comment period were considered during EIR preparation and are included in Appendix A of this EIR.

1.5.2 Environmental Topics Addressed in the EIR

Pursuant to CEQA Guidelines Section 15060(d), if a lead agency can determine that an EIR will be clearly required for a project, the agency does not need to prepare an Initial Study and can begin work directly on the EIR. This EIR assesses the potential environmental impacts that could occur as a result of implementation of the project. The scope of the EIR includes evaluation of potentially significant environmental issues raised in response to the NOP and during scoping discussions. The NOP scoping process determined that the project may result in potentially significant impacts with respect to the following issue areas, which are addressed in detail in this EIR:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

1.5.3 Areas of Known Public Controversy

Section 15123 of the CEQA Guidelines states that an EIR shall identify areas of controversy known to the Lead Agency, including issues raised by the agency and the public. Table 1-1 provides a summary of comments received during the public hearing and NOP comment period. Each issue is further evaluated in the EIR:

Table 1-1. Summary of Comments Received During the NOP Comment Period

Environmental Issue Area	Issues Raised
Aesthetics	• Landscape/screening is desired, and should be included in Phase 1 • New buildings need to incorporate historical railroad architecture • Preservation of Railroad District culture • Lighting impacts on residences • Aesthetic enhancements/improvements to minimize impacts on nearby residences • Fencing locations should not preclude access
Air Quality	• Idling of engines, construction traffic, delivery traffic • Health risk from idling diesel locomotives • Naturally occurring asbestos • Potential exposure to asbestos from demolition or excavation activities • New locomotives • Concern that more trains will cause more greenhouse gas emissions
Cultural Resources	• Preservation of historic resources

Table 1-1. Summary of Comments Received During the NOP Comment Period

Environmental Issue Area	Issues Raised
Greenhouse Gas Emissions	• Concern that more trains and maintenance activities will cause more greenhouse gas emissions
Hazards and Hazardous Materials	• Potentially contaminated soils • Fire risk and prevention • Disposal of hazardous materials • Fencing locations • Potential exposure to chemicals
Land Use/Planning	• Consistency with General Plan, Railroad District Plan, and Historic Ordinance
Noise	• Noise impacts, especially during night hours • Noise levels from train washing and maintenance activities • Consider insulation and restricted working hours
Transportation	• Potential to divide neighborhoods on both sides of the tracks • Francis Street overcrossing • Preclude a future vehicle to cross at Roundhouse • Loss of parking • Unsafe crossing of tracks by pedestrians and bicyclists. Consider construction of proposed bike/pedestrian bridge or at-grade crossing • Unauthorized vehicular access • Consider multi-use path for better connection to neighborhoods and parks • Active transportation

1.6 Document Organization

This EIR is organized into the following chapters:

- **Executive Summary:** Provides a summary of the potential impacts, mitigation measures of the proposed project and impact conclusions, and a summary of alternatives to the proposed project. Areas of controversy and issues to be resolved are discussed.
- **Chapter 1 – Introduction:** Describes the purpose and use of the EIR and the organization of the EIR. This section provides a description of the Notice of Preparation (NOP) and Scoping process, including a summary of comments received. A list of environmental topics addressed in the EIR is provided.
- **Chapter 2 – Project Description:** Provides a detailed description of the proposed project, project components, and discretionary actions. This section identifies the overall objectives for the proposed project.
- **Chapter 3 – Environmental Impact Analysis:** Presents, for each environmental issue, the existing environmental setting and conditions before project implementation; regulatory environment; methods and assumptions used in impact analysis; thresholds for determining significance; impacts that would result from the proposed project; mitigation measures that would eliminate or reduce significant impacts, and the level of significance of each impact area after implementation of mitigation.

- **Chapter 4 – Other CEQA Considerations:** Identifies growth-inducing impacts, irreversible and irretrievable commitment to resources, and significant and adverse environmental impacts.
- **Chapter 5 – Cumulative Impacts:** Discusses the impact of the proposed project in conjunction with other planned and future development in the surrounding areas.
- **Chapter 6 – Effects Found Not Significant:** Lists all the issues determined to not be significant as a result of the preparation of this EIR.
- **Chapter 7 – Alternatives:** Evaluates the environmental effects of the proposed project alternatives, including the following: No Project/No Development Alternative, Alternative 2 – Existing Facility Alternative, Alternative 3 – Islay Hill Site, and Alternative 4 – California State Polytechnic University San Luis Obispo Site. Additionally, this section identifies an environmentally superior alternative.
- **Chapter 8 – References:** Lists the data references utilized in preparation of the EIR.
- **Chapter 9 – EIR Preparers and Persons and Organizations Contacted:** Lists all the individuals and companies involved in the preparation of the EIR, as well as the individuals and agencies consulted and cited in the EIR.
- **Appendices:** Presents data supporting the analysis or contents of this EIR. All technical appendices are provided electronically on the LOSSAN Rail Corridor Agency's website (http://www.octa.net/LOSSAN-Rail-Corridor-Agency/Central-Coast-Layover-Facility/) and on a USB Drive at the LOSSAN Rail Corridor Agency office and San Luis Obispo Council of Governments office.

1.7 EIR Processing

This Draft EIR has been distributed to various federal, state, regional, local agencies and interested parties for a 45-day public review period, from November 5, 2021 through December 20, 2021, in accordance with Section 15087 of the CEQA Guidelines. In addition, this Draft EIR, including supporting technical documentation, is available to the general public for review during normal operating hours at the following locations:

- **LOSSAN Rail Corridor Agency**

  600 South Main Street

  Orange, CA 92863

- **San Luis Obispo Council of Governments**

  1114 Marsh Street

  San Luis Obispo, CA 93401

The Draft EIR is also posted on the LOSSAN Rail Corridor Agency's website at:

http://www.octa.net/LOSSAN-Rail-Corridor-Agency/Central-Coast-Layover-Facility/.

1.8 Comments Requested

Interested parties may provide written comments on the Draft EIR before the end of the 45-day public review and comment period. Written comments on the Draft EIR must be submitted to:

James Campbell, Manager of Programs

LOSSAN Rail Corridor Agency

600 South Main Street

Orange, CA 92863

Comments may also be e-mailed to capitalprojects@lossan.org (e-mail with subject line "Central Coast Layover Facility" or "CCLF").

Following the 45-day public review and comment period for the Draft EIR, the LOSSAN Rail Corridor Agency will prepare a written response for each written comment received on the Draft EIR. The written comments and responses to those comments, as well as any required EIR changes, will be incorporated into a Final EIR. The Final EIR will be reviewed by the LOSSAN Rail Corridor Agency at the time the proposed project is considered for approval.

2 Project Description

2.1 Project Overview

The LOSSAN Rail Corridor Agency is proposing the relocation and expansion of the existing Pacific Surfliner layover track and facility, located at the northern end of the LOSSAN rail corridor in San Luis Obispo, California. The proposed project would increase overnight layover and storage capacity to support the service goals and objectives outlined for the Pacific Surfliner in both the 2018 California State Rail Plan (State Rail Plan) and the LOSSAN Rail Corridor Agency's Fiscal Year (FY) 2019-20 and 2020-21 Business Plan (Business Plan).

The LOSSAN rail corridor is 351 miles in length and serves Metrolink and COASTER commuter trains, Amtrak intercity trains, and Burlington Northern Santa Fe (BNSF) Railway and Union Pacific (UP) freight trains. The LOSSAN corridor is identified as the second most heavily traveled intercity passenger rail corridor in the nation. San Luis Obispo is the northern terminus of Amtrak's Pacific Surfliner service (Service).

Currently, one Pacific Surfliner train overnights each day in San Luis Obispo for an early morning departure the following day. Both the State Rail Plan and the LOSSAN Rail Corridor Agency Business Plan identify growth in the service levels of the Pacific Surfliner to San Luis Obispo. As currently configured, the existing single-track facility does not have the capacity to accommodate any growth in service levels beyond the current service. The proposed project will facilitate the maintenance of equipment at the northern terminus of the LOSSAN rail corridor. It will allow additional passenger trains to be maintained, serviced and stored in San Luis Obispo overnight with no impact to the operations of UP, allowing a second, more convenient, morning departure from San Luis Obispo, subject to UP approval of the proposed schedule. It will also provide for the opportunity to store and service additional train sets used for further expansion of the Service.

2.2 Project Location

The project site is located on approximately 13 acres of relatively undeveloped land in the City of San Luis Obispo, primarily within existing railroad right-of-way (ROW). The city is situated along the Central Coast region of California, approximately 190 miles north of Los Angeles (Figure 2-1). The existing Pacific Surfliner layover facility is located directly across from the San Luis Obispo Amtrak Station, located at 1011 Railroad Avenue. The project site is located approximately 0.3-mile south of the San Luis Obispo Amtrak Station. The project site extends from south of the San Luis Obispo Railroad Museum's parking lot to east of Lawrence Drive. The project site is between the UP Main Tracks and existing commercial and residential development to the west.

As shown on Figure 2-2, the project site is located entirely within the City of San Luis Obispo's Railroad Historic District (District). The District boundary covers approximately one-half square mile and extends along the railroad ROW for a distance of about 1.7 miles in roughly a north-south axis. The District includes the original railroad yard, plus residential and commercial-zoned property on the west side of the railroad ROW (City of San Luis Obispo Community Development Department 1998).

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Figure 2-1. Regional Location



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Figure 2-2. Project Site



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2.3 Proposed Project

The proposed project includes the construction of a new rail yard, storage and servicing tracks, operations and maintenance buildings, landscape improvements, bike trail, and safety and security features. Perimeter fencing would be installed around the facility for site security and public safety.

2.3.1 Rail Yard and Tracks

The proposed project would construct a new rail yard with up to five new tracks, with Track 1 positioned as the westernmost track and Track 5 positioned as the easternmost track.

- Track 1 – Bypass and wash track with train wash building
- Track 2 – Storage track with service and inspection (S&I) position
- Track 3 – Storage track
- Track 4 – Storage track
- Track 5 – Storage track

Trains would enter the site from the mainline switch at the north end of the site, passing through the Train Wash on Track 1. Trains would travel south, passing the train wash building onto the tail track and then reverse direction into either S&I position or to one of the other storage tracks. Upon reaching the S&I position or a storage track, the trains would park for the night, connecting to ground power to allow for the electric functions of the train to continue and connecting to a yard air compressor to keep the brake system charged. These connections allow for continuity of these functions without the locomotive engine running, minimizing engine idling within the facility.

From the S&I or storage positions, daily servicing and light maintenance can occur. Trains stored on the S&I track would also undergo additional safety, operational and reliability inspections.

Trains would exit the facility north toward the San Luis Obispo station at intervals based on the approved and published service schedules.

2.3.2 Buildings

The proposed CCLF facility would consist of a series of single-story structures housing a variety of functions including office space, storage space, workshops, train wash, train S&I and wheel truing. Table 2-1 provides a summary of the proposed buildings, square footage, and approximate building heights.

2.3.2.1 Operations/Fleet Maintenance Building

The Operations Building would be an approximately 3,000 square foot (sf) one-story building, which would house administrative offices and restrooms for operations and maintenance staff.

2.3.2.2 Fleet Maintenance Shops Building

The Fleet Maintenance Shops Building would be a one-story building and approximately 2,900 sf, and would house a welding/fabrication shop, brake and coupler shop, and toolbox storage.

Table 2-1. Building Summary

Buildings	Building Size (square feet)	Approximate Building Height (feet)
Operations/Fleet Maintenance	3,000	15
Fleet Maintenance Shops	2,900	24-28
Parts Storeroom	1,500	24-28
Maintenance of Way Shops	2,200	15
Wash Building	9,000-10,000	24-28
Wheel Truing	1,900	24-28

2.3.2.3 Parts Storeroom Building

The Parts Storeroom Building would be a one-story building, approximately 1,500 sf, located adjacent to the Fleet Maintenance Shops Building and Maintenance of Way Building. This building would store components and parts that are required on a frequent basis to support maintenance activities, and would include a dedicated secure area for shipping, receiving and storage.

2.3.2.4 Maintenance of Way Building

The Maintenance of Way (MOW) Building would be a one-story building, approximately 2,200 sf, located adjacent to the Parts Storeroom Building. MOW is responsible for inspection and maintenance of track, roadbed, and buildings. MOW is also responsible for inspection and maintenance of non-revenue vehicles assigned to the CCLF.

2.3.2.5 Wash Building

The Wash Building would be a 9,000-10,000-sf one-story building, located at the center of the project site on Track 1. An automatic, drive-through train wash would be enclosed in the Wash Building (Figure 2-3). As described above, trains entering the maintenance facility would pass through the Train Wash Building for cleaning prior to being placed on one of the storage tracks.

The train wash would operate 7 days per week during daytime hours. Each train arriving at the facility at the end of its service day will enter through the wash, requiring it to run for about 5-10 minutes for each train. The timing of the train wash operation will depend on the approved and published service schedule and would likely be during the evening hours.

The design speed for the train wash system will be 3 miles per hour. It is anticipated that a total wash length will not exceed 300 feet. The train wash will be designed for low-volume water usage and includes a reclamation system to treat and reuse water runoff.

Figure 2-3. Typical Automatic Drive-Through Train Wash



2.3.2.6 Wheel Truing Building

The Wheel Truing Building would be a one-story building, approximately 1,900 sf in size and located at the north end of the project site adjacent to the San Luis Obispo Railroad Museum parking lot. The Wheel Truing Building would house an underfloor pit-mounted wheel truing machine. Use of this facility is anticipated to be infrequent and not part of the daily operation.

2.3.3 S&I Shelter

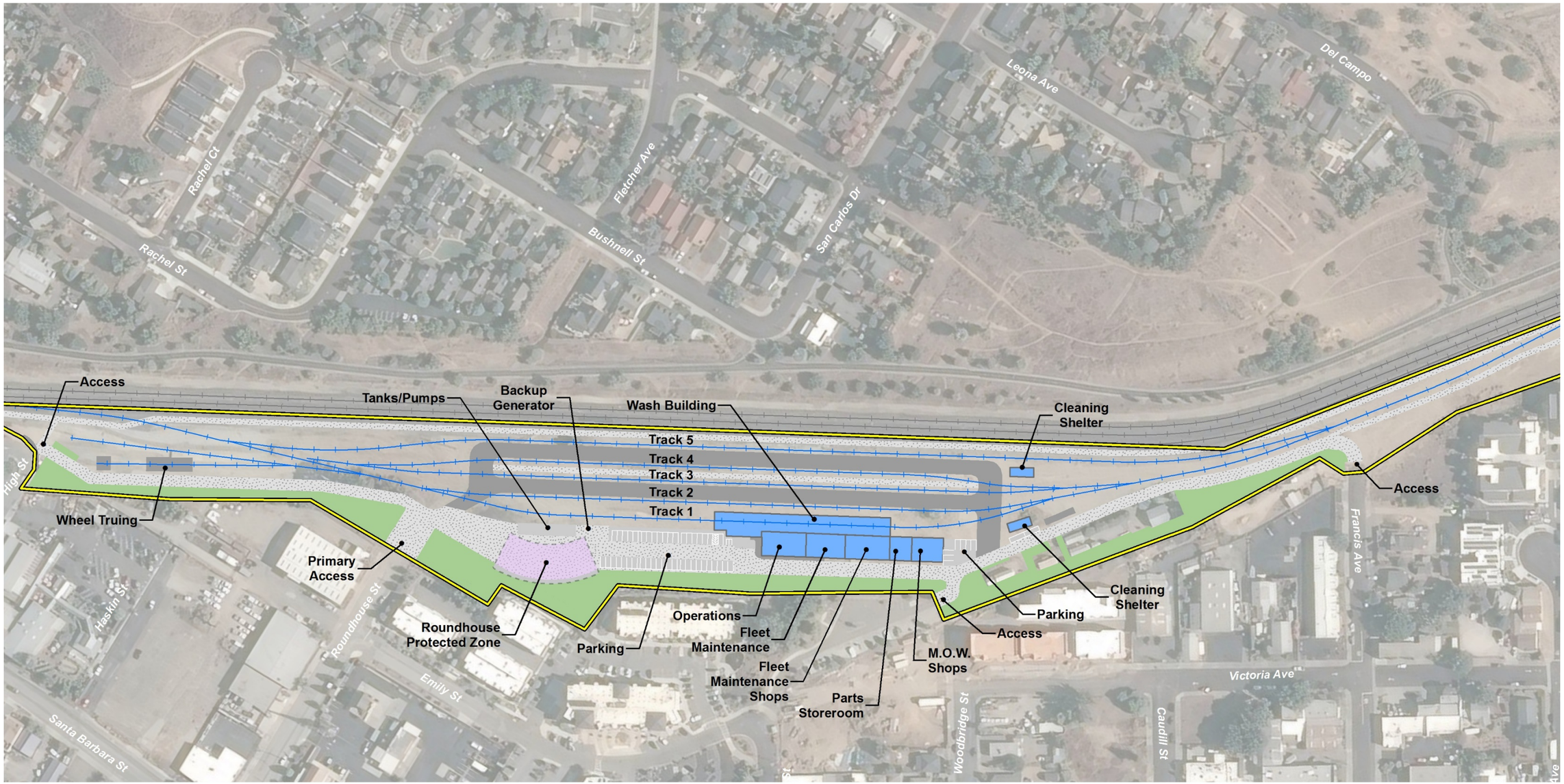
Track 2 would function as a storage track with an S&I position. The S&I track would be covered by a 24' high shelter. In order to provide access to the underside of a train for inspection and maintenance, a lower-level work area or gauge pit would be installed.

2.3.4 Cleaning Shelters

Two cleaning shelters would be provided south of the Wash Building and storage tracks.

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Figure 2-4. Site Plan



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2.3.5 Parking

The proposed project would provide a total of 54 on-site parking spaces for employees and visitors. The parking summary is shown in Table 2-2. As shown on Figure 2-4, most of the parking spaces would be located on the west end of the central yard in between the Roundhouse Site and Operations building. The other parking spaces would be located adjacent to the M.O.W Shops building.

Table 2-2. Parking Summary

Parking Type	No. of Spaces
Non-Revenue	2
Employee/Visitor	44
Accessible Parking	2
Motorcycle Parking	2
Visitor Parking	2
Clean Air/Electric Vehicle Parking	2
Total	**54**

2.3.6 Access

Primary employee and visitor access to the site would be from Roundhouse Avenue. Additional emergency access to the site would be available from the train museum parking lot (north end of site), from the parking lot off Alphonso Street (center of site), and from Francis Avenue (south end of site).

2.3.7 Landscape Plan

The proposed project would install landscaping to minimize sound by absorbing ambient noise and provide a visual buffer by screening the rail maintenance operations from adjacent neighboring residential and recreational uses. The proposed landscape plan is depicted on Figure 2-5. Figure 2-6 through Figure 2-11 depicts cross sections of the proposed landscape improvements.

The project's plant palette will be comprised of species native or fully adapted to San Luis Obispo's climate. The list of species will draw from the San Luis Obispo County-Approved Plant List and the Calscape, or California Native Plant Society, database of plants native to the area. Species will be selected to be relatively low maintenance, have minimal leaf litter, and be non-fruiting so as not to attract vectors or birds.

2.3.7.1 East Landscape Buffer

Single-family residences overlook the east edge of the project site, with views toward the hills of the surrounding regional open space west of the city. A Class I bike trail traverses the Historic Railroad District, connecting to regional trails and other San Luis Obispo recreation sites.

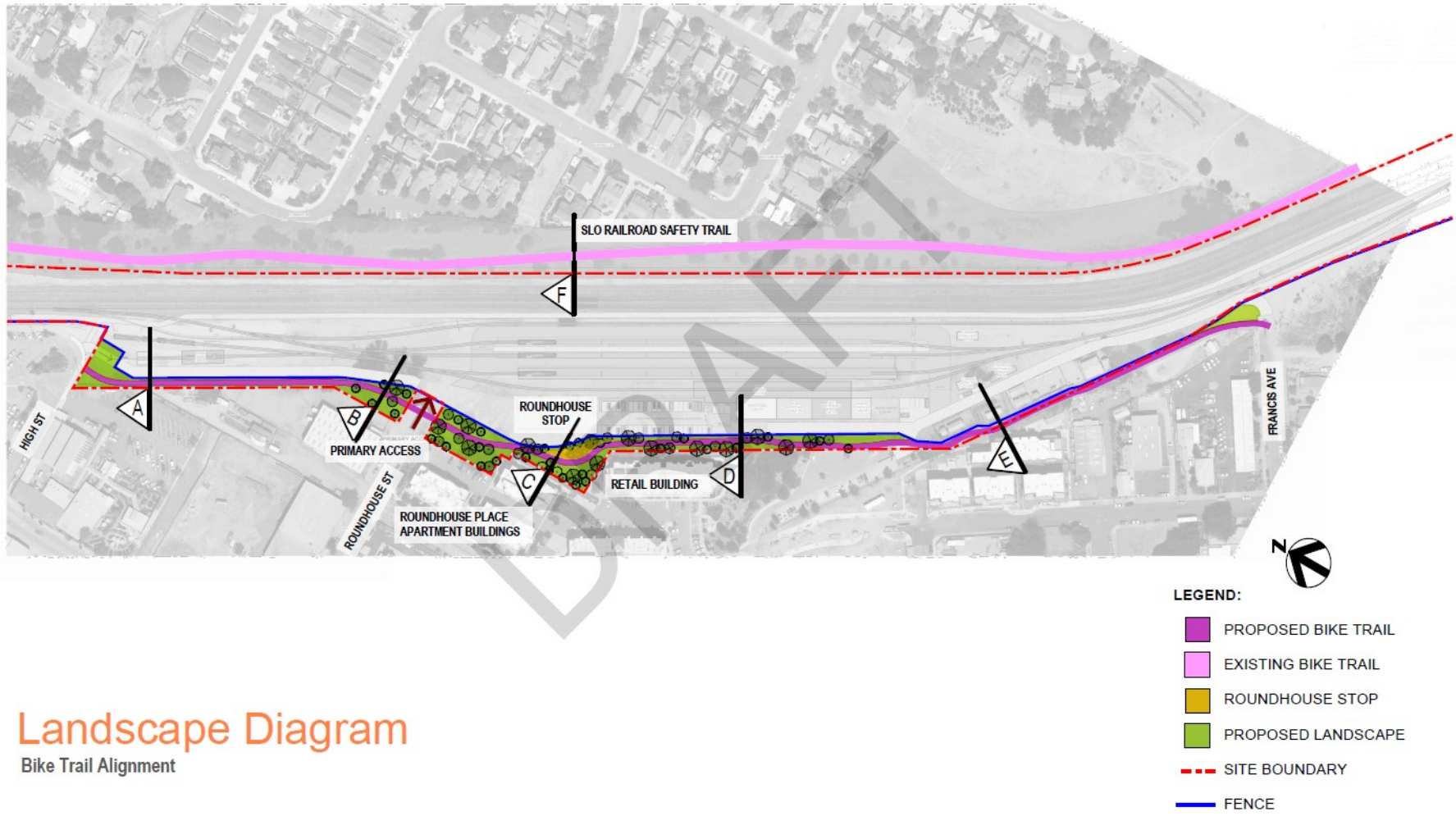
Landscape material for the east buffer will be congruent with the existing plant palette – a diverse mix of native/adaptive species consistent with the California chaparral and foothill meadow plant communities. The main objective in enhancing the landscape buffer at the east edge is to frame views over the existing rail yard toward the distant hills, screening the project site and its enhanced maintenance operations.

2.3.7.2 West Landscape Buffer and Class I Bike Trail

Multi-family condominiums and apartments are located adjacent to the project site's western edge. Most of the on-site landscape buffer area is to be established between the proposed rail improvements and maintenance program elements and these adjacent residences.

Additionally, a new segment of Class I bike trail, from approximately McMillan Avenue to the Amtrak Station, is identified in the City of San Luis Obispo's Active Transportation Plan's Tier 3 Project List as a future Class I trail connecting existing Class I, II, and III segments to comprise the Railroad Safety Trail. This portion is approximately 0.84 miles of new Class I trail. Should project conditions, land use, and ROW alignments allow, the proposed project would construct a portion of the new segment of Class I bike trail, from approximately High Street to Francis Street. The bike path would meander slightly through the landscape buffer, providing users distance from the rail yard operations and limiting the impact of trail activity noise on the adjacent residential communities. This new connection would provide largely protected bike and pedestrian trail access from the Old Town Historic District through the Railroad Historic District, from the San Luis Obispo Railroad Museum, past the rail yard at project site, and back into the urban fabric of housing and light commercial use.

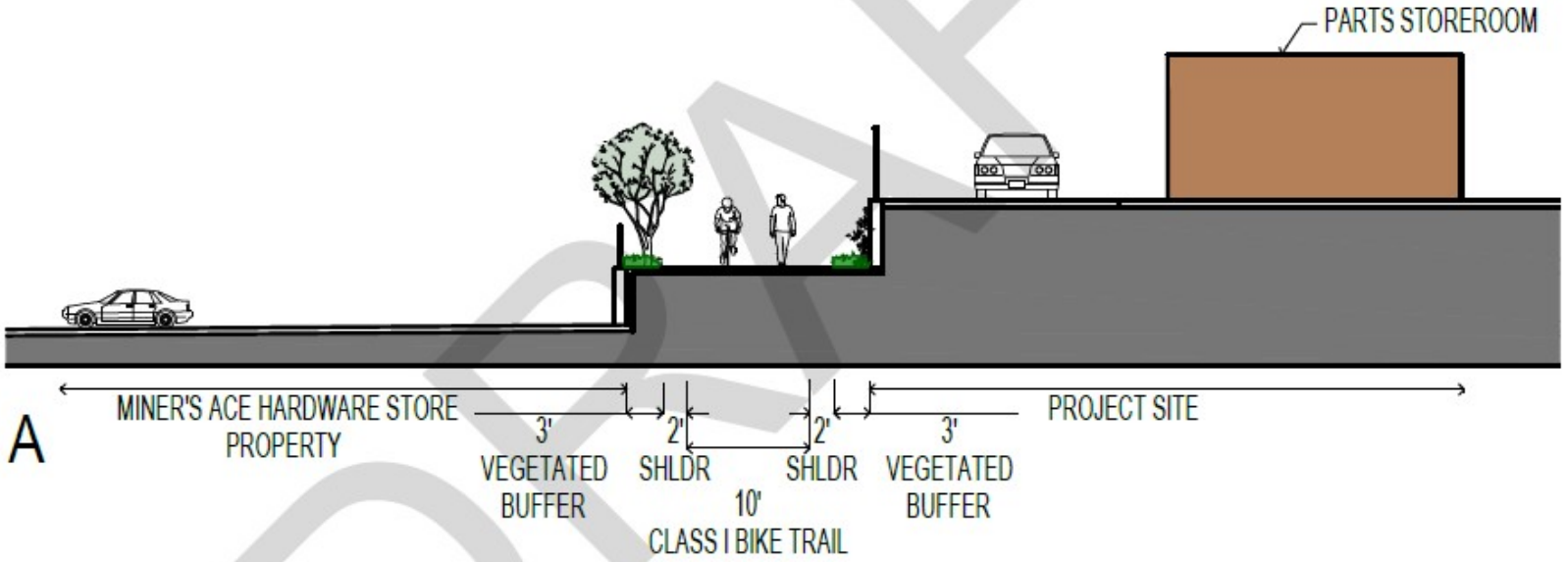
Figure 2-5. Landscape Diagram



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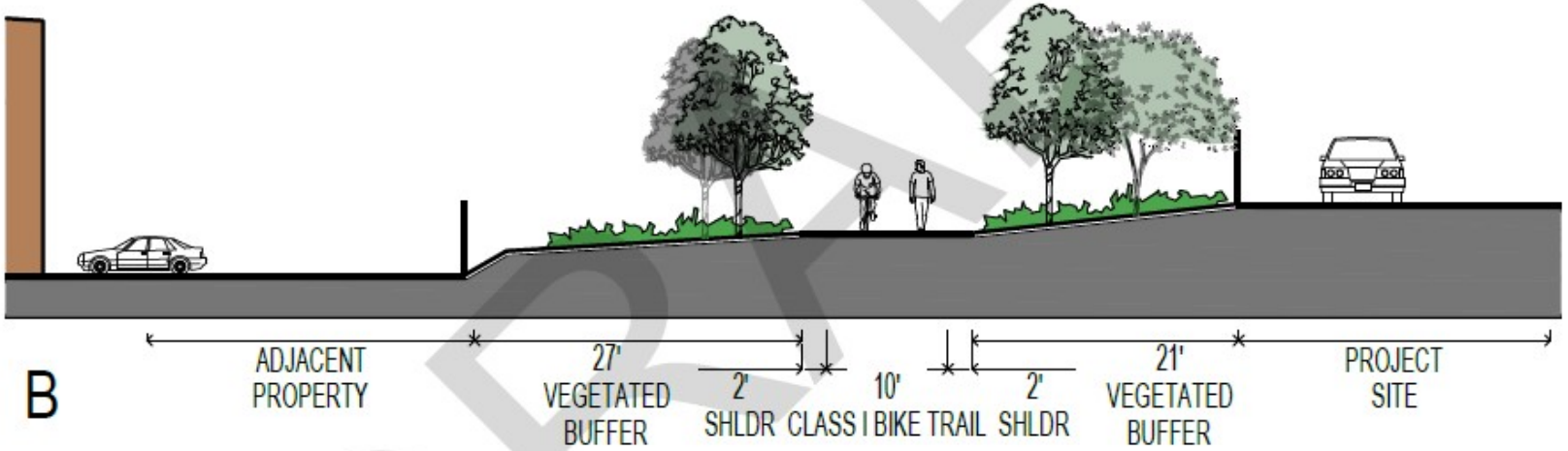
Figure 2-6. Cross Section A



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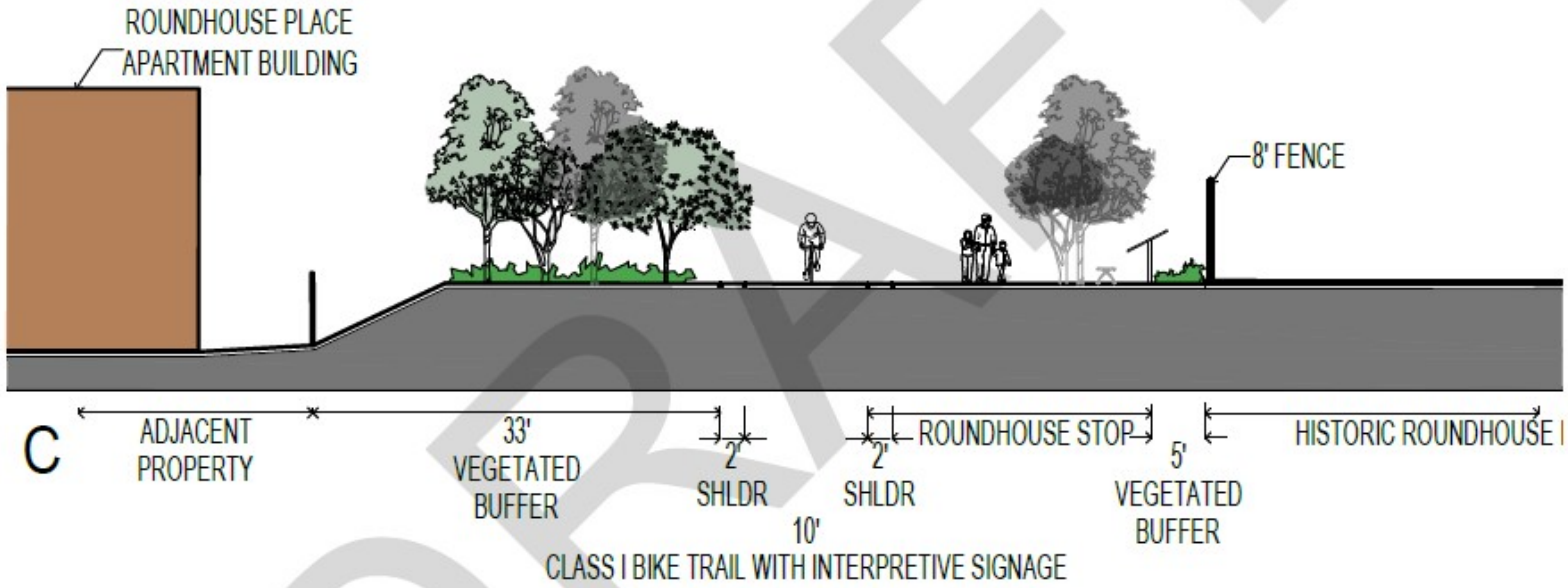
Figure 2-7. Cross Section B



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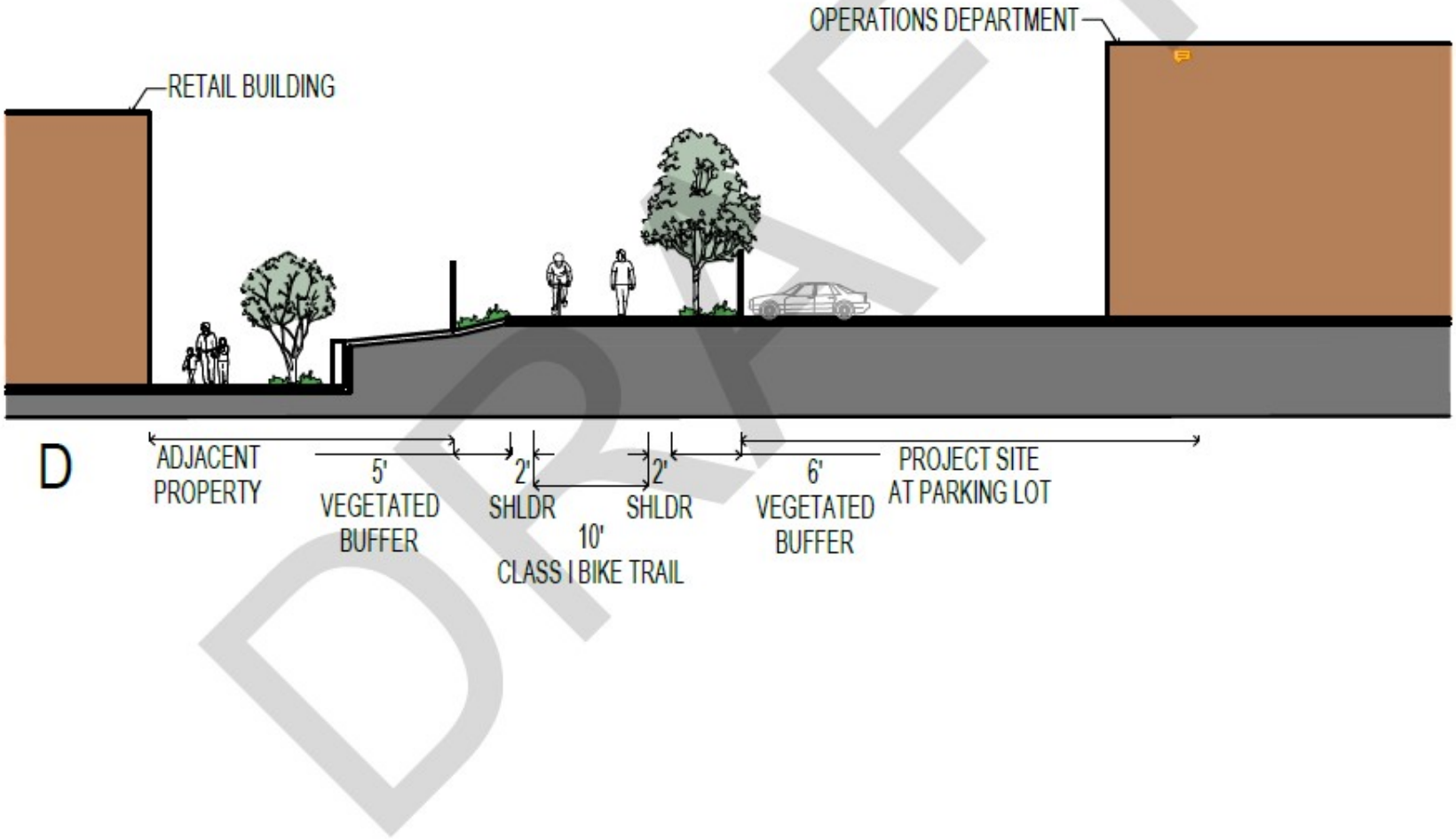
Figure 2-8. Cross Section C



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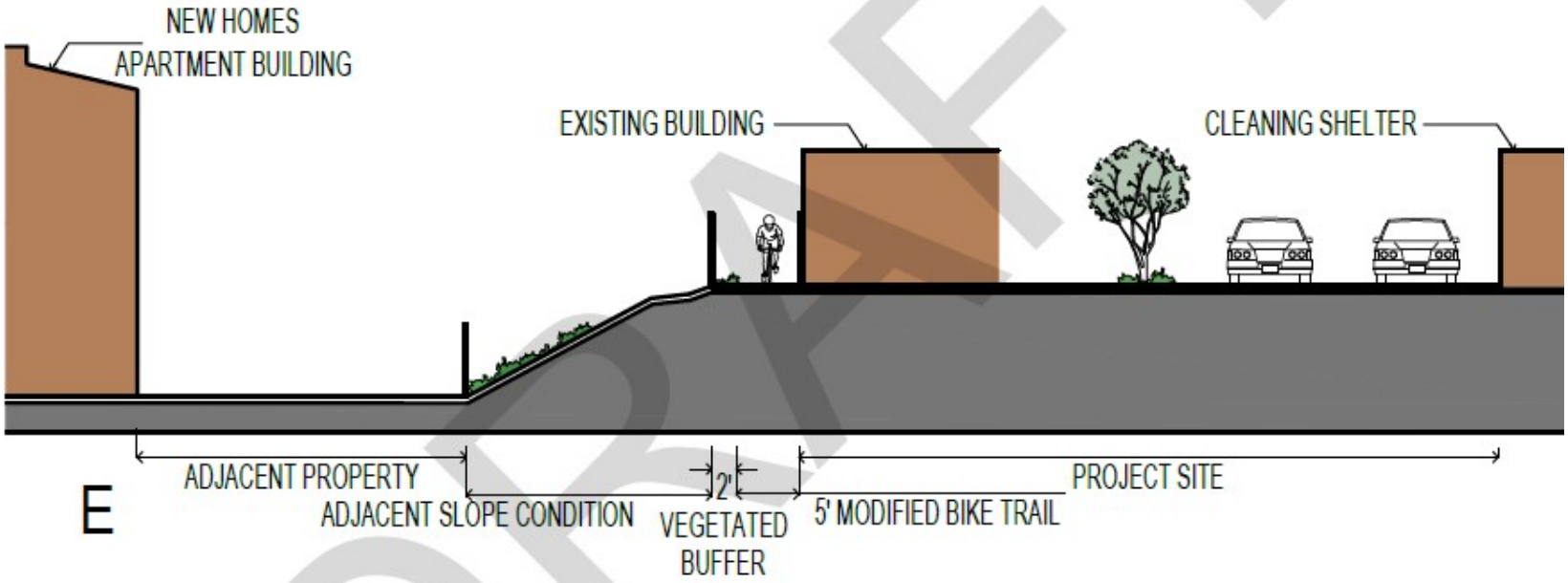
Figure 2-9. Cross Section D



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Figure 2-10. Cross Section E



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Figure 2-11. Cross Section F



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2.3.8 Roundhouse Protected Zone

As previously mentioned, the project site is located entirely within the City of San Luis Obispo's Railroad Historic District. The project site includes the Roundhouse Site, which previously contained a railroad house used for maintenance and storage of steam locomotives. The last locomotives left the roundhouse in 1956 and within three years the structure was demolished with only the foundation and turntable remaining. In 1971, the depot surrounding the roundhouse was demolished, and in 1994, the turn table was removed. All that remains of the original roundhouse are the degraded concrete and stone foundations and a portion of the housing for the turntable.

The new segment of Class I bike trail presents the opportunity to facilitate public view of the historic site of the Southern Pacific Railroad roundhouse, where the structure's remnant foundation remains visible. Hosting the last steam locomotive in 1956, the roundhouse was demolished in 1959, with the train depot following in 1971, and finally, the turntable in 1994. The unique historic relevance of the roundhouse continues the rail history narrative set by the Railroad Museum to the north and reinforces the area's designation as the Railroad Historic District.

The project's program elements would be arranged to avoid significant impact to the roundhouse footing, preserving as much exposed surface for view as possible. The proposed project would install a transparent perimeter fence along the southwest edge of the roundhouse, where bench seating and interpretive signage will be sited to create an informational node along the active transportation corridor.

2.3.9 Site Security

The site perimeter would be secured with an 8-foot transparent anti-climb fence. Motorized vehicular gates would be provided at all egress/ingress points. Video surveillance cameras would also be installed along the perimeter of the site.

2.3.10 Off-Site Improvements

Some off-site improvements would be required to accommodate the proposed project, including water supply and sewer system tie-ins, utility relocations, and street improvements. These off-site improvements are discussed below.

2.3.10.1 Water and Sewer Improvements

Water and sewer connections to the project site are needed. These connections are expected to occur adjacent to the site access points and may require improvements within Roundhouse Avenue and Francis Street roadway ROW.

2.3.10.2 Utility Relocations

There are no utility locations planned outside the project limits. Relocation or protection of fiber optic lines is anticipated in later phases of construction but is expected to occur within the project site or on adjacent UP ROW.

2.3.10.3 Drainage Improvements

The current design shows all of the proposed drainage improvements constructed onsite. The potential exists for the proposed drainage improvements to extend offsite in the event that the

existing storm drain is at a higher elevation than expected based on record data; the proposed alternative would be to extend the proposed storm drain system westward beyond the site limits, connecting to the existing 24" storm drain at a point where gravity flow is attainable, or to the existing mainline system at Alphonso Street.

2.3.10.4 Street Improvements

Street improvements (new pavement, sidewalk, curb and gutter, and driveways) are needed at High Street, Roundhouse Avenue, and Francis Street to provide access to the site. Additionally, there is a need for minor street improvements in the parking lot south of Alphonso Street where the Bike Trail and Emergency Vehicle Access Road exit the site.

2.3.11 Phasing

Funding is currently not available to construct the entire facility at once. Instead, a phased construction approach is intended, constructing an initial portion of the facility which includes the most immediately needed elements, and adding the remaining components as the need arises and additional funding becomes available. This EIR analyzes the potential impacts of the proposed project under the full buildout condition (project components identified under Phase 1 and later phases). The following sections identify the components that would be constructed under Phase 1 and later phases of the proposed project.

2.3.11.1 Phase 1

Phase 1 intends to meet or exceed the functionality of the existing layover facility and add layover capacity for at least one additional train. This initial phase would include landscaping and trail enhancements around the Phase 1 footprint as well as water quality improvements and underground utility services to serve the ultimate facility. Phase 1 would include the following project components:

- North portions of West Landscape Buffer, 30 feet with pedestrian/bike path, 20-foot minimum setback plus 10 feet
- East Landscape Buffer, green space enhancement wrapping the existing bike path north-to-south
- Upper Yard/Lower Yard site improvements including:
    - Civil topography, grading, drainage, stormwater utilities
    - North-to-south 20-foot access drive, yard paving and service roads
    - Improvements at "Roundhouse Protected Zone"
    - Yard perimeter fencing and gates at access points - one (1) main entry at Roundhouse Street (north end of Central Yard); three (3) emergency access points (north and south end of site, south end of Central Yard); fencing only around yard body
    - All railroad maintenance roads and mainline east / west perimeter fencing; yard paving and site access roads
    - Trackside shelters and services including waste / recycling enclosure
- Temporary portable buildings for essential work functions
- 1 Service and Inspection (S&I) Position, gage pit with canopy

- 2 storage tracks, including S&I track
- Yard / Exterior Area site improvements including partial build-out of parking and driveway

2.3.11.2 Later Phases

Later phases would include the remaining Master Plan components as dictated by operational needs and as allowed by available funding. Initially this would focus on all items identified as essential components of the ultimate facility, followed later by those features that would expand overall capacity of the facility, as well as enhance operations and efficiency, but which are not immediately mandatory. The following project components could be constructed on the project site based on operational needs and available funding:

- Remaining portions of West Landscape Buffer, 30 feet with pedestrian/bike path, 20-foot minimum setback plus 10 feet
- Yard/Exterior Area site improvements remaining from Phase 1 including parking, driveway, laydown and enclosed yard areas, emergency generator
- 1 wash track with Train Wash Building foundation and pit / infrastructure
- 1 south tail track and connection
- 3 locomotive storage tracks, including 1 extended-length storage track
- Facility Structures (core/shell, interior build-out, equipment installation)
    - Operations (administration)
    - Fleet Maintenance
    - Fleet Maintenance Shops
    - Parts Store Room
    - MOW Shops foundation/pad
    - Train Wash Building, structure/wash arch/canopy
    - Wheel Truing Building and Support Areas
    - Fueling structure and arch
- Wheel Truing Building trackwork and switch
- Retaining wall and grading to support wheel truing building and trackwork

2.3.12 Construction

Construction activities would be scheduled during time frames that allow for exclusive track occupancy by construction crews to minimize effects on LOSSAN operations. To the greatest extent possible, construction activities would be scheduled during the daytime. No weekend work is anticipated.

As described in Section 2.3.11, funding is currently not available to construct the entire facility at once. Therefore, a phased construction approach is intended, constructing the Phase 1 project components first, and adding the remaining components as the need arises and additional funding

becomes available. The following sections provide details regarding the project timeline and construction process.

2.3.12.1 Phase 1

Project construction for Phase 1 would begin as early as April 2024 and last for approximately 19 months. The work would begin with ground improvements to prepare the site for construction of buildings. Construction may involve multiple crews working simultaneously and would include equipment such as track stabilizers, excavators, front-end loaders, rubber-tired dozers, cranes, haul trucks, and water trucks.

A summary of the construction activities associated with Phase 1 is provided below:

- Demolition and Rough Grading
- Utility Relocations
- West/East Landscape Buffer and Bike Path
- Access Drive, yard paving and service roads
- Fencing
- S&I Position, gage pit with canopy
- Storage track and 2 turnouts
- Exterior parking and driveway

2.3.12.2 Later Phases

Project construction for the later phases would be approximately 16 months in duration. Mobilization and demobilization time would add to the duration for later phases depending on how they end up being broken out, though breaking the remaining work into smaller phases would reduce the magnitude of impact for each smaller phase. A summary of the construction activities associated with later phases is provided below:

- West/East landscape buffer and bike path
- Exterior parking and driveway
- Track construction and 10 turnouts
- Operations building
- Fleet maintenance building
- Parts store room
- MOW shops foundation/pad
- Train wash building
- Wheel truing building
- Retaining wall
- Fueling structure

2.3.12.3 Construction Staging and Access

Material and equipment imports and construction personnel would access the project site via walking points from the nearest fence access or staging area. Most construction equipment would be brought to the project site at the beginning of the construction process during construction mobilization and would remain on-site throughout the duration of the construction activities for which they were needed.

2.4 Project Objectives

- Address current and future need for capacity. Increase overnight layover and storage capacity at the northern end of the LOSSAN rail corridor to support the service goals and objectives outlined for the Pacific Surfliner in both the 2018 California State Rail Plan (State Rail Plan) and the LOSSAN Rail Corridor Agency's FY 2019-20 and 2020-21 Business Plan (Business Plan).
- Address current need for increased maintenance capabilities. Ability to perform additional maintenance services including inspections will improve equipment utilization and operational flexibility of service plans; currently each vehicle laying over in San Luis Obispo must regularly cycle through the Los Angeles maintenance facility to perform inspections every 3 to 4 days.
- Create opportunity to accommodate planned ultimate project phasing. Construct the facility on a site that meets minimum planning criteria for ultimate space needs, including capacity for storage of 4-5 train sets.
- Create opportunity to accommodate planned phasing of maintenance capabilities. Construct a facility that meets the programmatic requirements and site layouts for the facility including planning ratios and space needs pertaining to the unique functions and equipment required at the CCLF.
- Maintain or improve operational efficiency. Provide reasonably efficient operation to and from the future facility including accessibility by rail and proximity to the terminal station in San Luis Obispo. Ideally, the site would be adjacent to tangent mainline track.
- Minimize or avoid operational impacts to UP. The current layover facility location requires trains to make a reverse move onto the UP mainline in single track territory to enter and exit the facility, preventing other trains from passing through the corridor during the move.
- Support service goals and improvements for the Central Coast region as defined by the 2018 California State Rail Plan for the short-term, mid-term and long-term horizons.

2.5 Project Approvals

2.5.1 LOSSAN Rail Corridor Agency

In conformance with Sections 15050 and 15367 of the State CEQA Guidelines, the LOSSAN Rail Corridor Agency has been designated as the "lead agency," which is defined as, "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment." The following identifies the discretionary actions and approvals by the LOSSAN Rail Corridor Agency for the proposed project.

- **Final EIR Certification.** After the required public review of the Draft EIR, the LOSSAN Rail Corridor Agency will respond to comments, edit the document, and produce a Final EIR to be certified by the LOSSAN Board of Directors as complete and providing accurate information concerning the environmental impacts from the implementation of the proposed project.

2.5.2 Anticipated Permits, Discretionary Actions, and Agency Approvals

The proposed project is anticipated to require the following approvals:

- USACE
  - CWA Section 404 permit (if required)
- CDFW
  - Endangered Species compliance
- Central Coast RWQCB
  - NPDES Construction General Permit
  - NPDES General Permit for WDR for Stormwater Discharges from Small Municipal Separate Storm Sewer Systems
  - NPDES General Permit for Storm Water Discharges Associated with Industrial Activities
- San Luis Obispo APCD
  - Construction Permit Requirements – Portable generators and equipment with engines that are 50 horsepower or greater
- Union Pacific
  - Approval of track design connecting to existing main tracks
  - Approval of property purchase or lease to the LOSSAN Rail Corridor Agency

3 Environmental Analysis, Impacts, and Mitigation

3.1 Introduction to Environmental Analysis

This section provides an overview of the environmental analysis and presents the format for the environmental analysis in each topical section.

3.1.1 Organization of Issue Areas

Chapter 3 provides an analysis of impacts for those environmental topics that the LOSSAN Rail Corridor Agency determined could result in potentially significant impacts. Sections 3.2 through 3.15 discuss the environmental impacts that may result with approval and implementation of the project, and where impacts are identified, recommends mitigation measures that, when implemented, would reduce significant impacts to a level less than significant. Each environmental issue area in Chapter 3 contains a description of the following:

- A description of the environmental resource and sources for the section
- A description of the existing physical environment and baseline setting for each environmental issue area
- The regulatory framework governing that issue
- The threshold of significance (from Appendix G of the CEQA Guidelines)
- An evaluation of the project-specific impacts and identification of mitigation measures
- A determination of the level of significance after mitigation measures are implemented

3.1.2 Format of the Impact Analysis

This analysis presents the potential impacts that could occur under the project along with any supporting mitigation requirements. Each section identifies the resulting level of significance of the impact using the terminology described below following the application of the proposed mitigation. The section includes an explanation of how the mitigation measure(s) reduces the impact in relation to the applied threshold of significance. If the impact remains significant, additional discussion is provided to indicate why no mitigation is available or why the applied mitigation is not effective in reducing the significant impact to a level less than significant.

Changes that would result from the project were evaluated relative to existing environmental conditions within the project site as defined in Chapter 2. Existing environmental conditions are based on the time at which the NOP was published on February 24, 2021. In evaluating the significance of these changes, this EIR applies thresholds of significance that have been developed using: (1) criteria discussed in the CEQA Guidelines; (2) criteria based on factual or scientific information; and (3) criteria based on regulatory standards of local, state, and/or federal agencies. Mechanisms that could cause impacts are discussed for each issue area.

This EIR uses the following terminology to denote the significance of environmental impacts of the project:

- *No impact* indicates that the construction, operation, and maintenance of the project would not have any direct or indirect effects on the environment. It means no change from existing conditions. This impact level does not need mitigation.
- A *less than significant impact* is one that would not result in a substantial or potentially substantial adverse change in the physical environment. This impact level does not require mitigation, even if feasible, under CEQA.
- A *significant impact* is defined by CEQA Section 21068 as one that would cause "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project." Levels of significance can vary by project, based on the change in the existing physical condition. Under CEQA, mitigation measures or alternatives to the project must be provided, where feasible, to reduce the magnitude of significant impacts to a level less than significant.
- A *significant and unavoidable impact* is one that would result in a substantial or potentially substantial adverse effect on the environment, and that could not be reduced to a less than significant level even with any feasible mitigation. Under CEQA, a project with significant and unavoidable impacts could proceed, but the lead agency would be required to prepare a "statement of overriding considerations" in accordance with State CEQA Guidelines California Code of Regulations (CCR) Section 15093, explaining why the lead agency would proceed with the project in spite of the potential for significant impacts.

3.2 Aesthetics

This section describes the existing aesthetic setting of the project site and vicinity and analyzes the potential impacts to aesthetics that could result with development of the project. Information contained in this section is summarized from the *Central Coast Layover Facility Project Visual Resources Technical Memorandum* (Appendix B of this EIR).

3.2.1 Existing Conditions

Scenic Vistas

A scenic vista is generally defined as a high-quality view displaying good aesthetic and compositional values that can be seen from public viewpoints (Appendix B of this EIR). The term "vista" generally implies an expansive view, usually from an elevated point or open area.

The project site is not designated as a scenic vista by the City of San Luis Obispo General Plan (City of San Luis Obispo 2015). The project site is currently within an urbanized and built-up area, directly adjacent to an existing railroad corridor.

Scenic Highways

Scenic corridors are defined as corridors that possess highly scenic and natural features, as viewed from the highway. The corridor's boundaries are determined by the topography, vegetation, viewing distance, and/or jurisdictional lines. A highway may be designated as "scenic" based on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. A local governing body may apply to Caltrans for approval to "officially designate" an "eligible" state highway (California Department of Transportation [Caltrans] 2021).

According to the Caltrans Scenic Highway System Map, there are no designated scenic highways within the project site or immediate vicinity. The nearest eligible state scenic highway is the U.S. 101, located one mile west of the project site (Caltrans 2019).

Visual Character

The project site is located within an urbanized and built-up area in the City of San Luis Obispo, within an existing railroad corridor. The existing visual character of the project site primarily consists of the railroad corridor, and vacant and undeveloped land, and existing railroad tracks within the railroad corridor ROW.

Existing uses that occupy property in the project vicinity include the San Luis Obispo Amtrak Station and San Luis Obispo Railroad Museum on the north; existing railroad corridor, San Luis Obispo Railroad Safety Trail, low- and medium-density residences, Sinsheimer Park, and Johnson Park on the east; service and manufacturing businesses on the south; and commercial, residential, and service and manufacturing businesses on the west.

Light and Glare

The project site is currently undeveloped, although active railroad tracks are immediately adjacent to the east of the project site as well as some areas of impervious surface in the form of degraded concrete and stone foundations and a portion of the housing associated with the roundhouse turntable.

Existing nightlight and glare on the project site is minimal and is primarily cast by trains passing through the site on the existing tracks. Existing nightlight and glare in the surrounding area is cast by roadway light fixtures, vehicle headlights, and other outdoor lighting from the surrounding commercial, residential, and service and manufacturing businesses.

3.2.2 Regulatory Setting

Federal

No federal plans, policies, regulations, or laws related to aesthetics or light and glare are applicable to the project.

State

California Scenic Highway Program

California's Scenic Highway Program was created by the California Legislature in 1963 and is managed by Caltrans. The goal of this program is to preserve and protect scenic highway corridors from changes that would affect the aesthetic value of the land adjacent to highways. A highway may be designated "scenic" depending on how much of the natural landscape travelers can see, the scenic quality of the landscape, and the extent to which development intrudes on travelers' enjoyment of the view.

Local

Pursuant to Government Code Section 14070.7, the LOSSAN Rail Corridor Agency is deemed to be an agency of the state for all purposes related to interagency passenger rail services, including Section 5311 of Title 49 of the United States Code. Thus, the LOSSAN Rail Corridor Agency is a state agency and is therefore not subject to local government planning and land use plans, policies, or regulations. The LOSSAN Rail Corridor Agency may consider, for informational purposes, aspects of local plans and policies for the communities surrounding the project site, when it is appropriate. The proposed project would be subject to state and federal agency planning documents described herein but would not be bound by local planning regulations or documents such as the City's General Plan or municipal code.

City of San Luis Obispo General Plan

The City of San Luis Obispo General Plan Conservation and Open Space Element includes the following policies related to views and scenic resources.

Policy 9.1.2: Urban Development. The City will implement the following principle and will encourage other agencies with jurisdiction to do so: urban development should reflect its architectural context. This does not necessarily prescribe a specific style, but requires deliberate design choices that acknowledge human scale, natural site features, and neighboring urban development, and that are compatible with historical and architectural resources. Plans for sub-areas of the city may require certain architectural styles.

Policy 9.1.5 View Protection in New Development. The City will include in all environmental review and carefully consider effects of new development, streets and road construction on views and visual quality by applying the Community Design Guidelines, height restrictions, hillside standards, Historical Preservation Program Guidelines and the California Environmental Quality Act and Guidelines.

Policy 9.2.1 Views to and from Public Places, Including Scenic Roadways. The City will preserve and improve views of important scenic resources from public places and encourage other agencies with jurisdiction to do so. Public places include parks, plazas, the grounds of civic buildings, streets and roads, and publicly accessible open space. In particular, the route segments shown in Figure 11 [of the General Plan] are designated as scenic roadways.

A. Development projects shall not wall off scenic roadways and block views.

B. Utilities, traffic signals, and public and private signs and lights shall not intrude on or clutter views, consistent with safety needs.

C. Where important vistas of distant landscape features occur along streets, street trees shall be clustered to facilitate viewing of the distant features.

D. Development projects, including signs, in the viewshed of a scenic roadway shall be considered "sensitive" and require architectural review.

Policy 9.2.2 Views to and from Private Development. Projects should incorporate as amenities views from and within private development sites. Private development designs should cause the least view blockage for neighboring property that allows project objectives to be met.

Policy 9.2.3 Outdoor Lighting. Outdoor lighting shall avoid operating at unnecessary locations, levels, and times; spillage to areas not needing or wanting illumination; glare (intense line-of-site contrast); and frequencies (colors) that interfere with astronomical viewing.

City of San Luis Obispo Municipal Code, Section 17.70.100 - Lighting and Night Sky Preservation

These outdoor lighting regulations are intended to encourage lighting practices and systems that will: permit reasonable uses of outdoor lighting for nighttime safety, utility, security, and enjoyment while preserving the ambience of night; curtail and reverse any degradation of the nighttime visual environment and the night sky; minimize glare and obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary; help protect the natural environment from the damaging effects of night lighting; and meet the minimum requirements of the California Code of Regulations for Outdoor Lighting and Signs (Title 24, Chapter 6).

City of San Luis Obispo Community Design Guidelines

These guidelines were adopted by Council Resolution Number 9391 (2002 Series) and updated in 2004, 2007, and 2010. They establish site and architectural design standards for development projects, including projects involving historic resources and historic districts, and demolitions.

City of San Luis Obispo Railroad District Plan

The project site is located entirely within the City of San Luis Obispo's Railroad Historic District. The District boundary covers approximately one-half square mile and extends along the railroad ROW for a distance of about 1.7 miles in roughly a north-south axis. The District includes the original railroad yard, plus residential and commercial-zoned property on the west side of the railroad ROW.

The Railroad District Plan is an area plan adopted by the City to implement the General Plan. The purposes of the Railroad District Plan are to:

1. Implement the City's General Plan with a detailed focus on the Railroad District;

2. Develop a community consensus on an overall vision for the railroad area;
3. Coordinate public and private investment in the area to realize the vision;
4. Preserve the District's historic character with architectural standards which guide new development.

3.2.3 Project Impacts

Thresholds of Significance

As defined in Appendix G of the CEQA Guidelines, project impacts to aesthetics would be considered significant if the proposed project was determined to:

- Have a substantial adverse effect on a scenic vista
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

Impact Analysis

Impact 3.2-1 Scenic Vista

Would the proposed project have a substantial adverse effect on a scenic vista?

The project site is not designated as a scenic vista by the City of San Luis Obispo General Plan (City of San Luis Obispo 2015). The project site is currently within an urbanized and built-up area, directly adjacent to an existing railroad corridor. Therefore, the proposed project would not have a substantial adverse effect on a scenic vista during construction or operation, and no impact would occur.

Impact 3.2-2 Scenic Resources

Would the proposed project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

There are no designated scenic highways within the project site or immediate vicinity. The nearest eligible state scenic highway is the U.S. 101, located one mile west of the project site (Caltrans 2019). Therefore, the proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway during construction or operation, and no impact would occur.

Impact 3.2-3 Degrade Existing Visual Character

In non-urbanized areas, would the proposed project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Construction

As discussed in Chapter 2, Project Description, based on available funding, the proposed project would be constructed over two phases (Phase 1 and Later Phases). Construction of Phase 1 would be approximately 19 months in duration. Project construction for the later phases would be approximately 16 months in duration.

As discussed in the *Central Coast Layover Facility Project Visual Resources Technical Memorandum* (Appendix B of this EIR), the project site is currently undeveloped, although active railroad tracks are immediately adjacent to the east of the project site as well as some areas of impervious surface in the form of degraded concrete and stone foundations and a portion of the housing for the turntable. The project site does not contain any buildings or landscaping and the existing visual character is not memorable. During the construction phase, construction equipment, staging areas, construction trucks and vehicles, and temporary fencing would be visible to several viewer groups and would result in a contrast and change in visual character from the existing vacant area.

Transit patrons, commuters, and bicyclists would primarily experience views of construction activities while riding the Pacific Surfliner, driving along roadways adjacent to the project site, and while traveling along the San Luis Obispo Railroad Safety Trail. The change in the visual character of the project site during the construction phase would be noticed by these viewer groups. However, transit patrons, commuters, and bicyclists are considered to have a low sensitivity to any visual changes on the project site as they are likely passing through the project area to reach their destinations and do not necessarily have a personal investment in the visual character of the project site.

The patrons and employees of the commercial, and service and manufacturing businesses in the project area would primarily experience views of the construction activities on the project site as they approach and leave their place of work or patronage. Therefore, their views of the construction activities would primarily take place while en route to and from these locations in the project area. The change in the visual character of the project site during the construction phase would be noticed by these viewer groups. However, these viewer groups are considered to have a low sensitivity to any visual changes on the project site as they are likely passing through the project area to reach their place of work or business and do not necessarily have a personal investment in the visual character of the project site.

Residents who live immediately west of the project site (Roundhouse Place Apartments and Village at Broad Street Family Apartments) and east of the project site (single-family residences) would primarily experience views of construction activities while driving to and from their homes. The change in the visual character of the project site during the construction phase would be noticed by these sensitive viewer groups due to their personal investment in the visual environment. However, as previously described the existing visual character of the project site primarily consists of the railroad corridor, and vacant and undeveloped land, and existing railroad tracks within a railroad corridor ROW. No significant visual features or resources would be impacted. Although the construction phase would represent a temporary change in the visual quality and character of the vacant project site for project adjacent residences, the visual impacts are temporary and would cease upon construction completion. Further, construction would be phased depending on available funding and future operation needs. The construction site would also be visibly similar to other construction projects in the City and urban areas. Therefore, impacts during construction would not substantially degrade the existing visual character or quality of the site and surroundings or conflict with applicable zoning and other regulations governing scenic quality. Thus, short-term impacts are considered less than significant, and no mitigation is required.

Operation

As discussed in the *Central Coast Layover Facility Project Visual Resources Technical Memorandum* (Appendix B of this EIR), the proposed project includes the construction of a new rail yard, storage and servicing tracks, operations and maintenance buildings, landscape improvements, and safety and security features. To assess the potential visual changes that would result from the construction and operation of the project, Key Observation Points (KOP) were selected specifically for the project. KOPs represent key locations where the visual character is representative and can be used for visual simulations to evaluate potential visual impacts. Visual simulations from these KOPs were prepared to provide a before and after comparison of the visual effects that would result from the project. The location of the KOPs is shown on Figure 3.2-1. The KOP existing views and simulations are shown on Figure 3.2-2 through Figure 3.2-7.

Key Observation Point 1

Existing Condition. As shown on Figure 3.2-2, KOP 1 provides a view of the central portion of the project site looking west from a bike trail access point located in a residential neighborhood at the Bushnell Street/San Carlos Drive cul-de-sac. The foreground is dominated by paved roadway and sidewalk. The middle ground includes the San Luis Obispo Railroad Safety Trail, young to mature trees, trail signage, rail corridor, and an existing residence with white fence. The background is dominated by existing multi-story apartment buildings and the South Hills.

Proposed Condition – Phase 1. As shown on Figure 3.2-3, the foreground will remain unchanged as a result of the proposed project. The middle ground and background are substantially altered with the addition of the service and inspection pit canopy in the Phase 1 condition. The view of the rail corridor, existing multi-story apartment buildings, and a portion of the South Hills are obstructed with the addition of the service and inspection pit canopy.

Key Observation Point 2

Existing Condition. As shown on Figure 3.2-4, KOP 2 provides a view of the project site looking southwest from a residential neighborhood at the Rachel Street/Florence Avenue cul-de-sac. The foreground is dominated by paved roadway on the left side of the view and existing vegetation ranging from native ground cover to mid-size shrubs and young trees on the right side of the view. The middle ground includes paved roadway, a white gate, San Luis Obispo Railroad Safety Trail, railroad tracks, apartment buildings, tall mature trees, and the South Hills. The background includes a paved parking lot, mature trees, railroad corridor, existing commercial and residential development and the South Hills.

Proposed Condition – Phase 1. As shown on Figure 3.2-5, the foreground and middle ground will remain unchanged as a result of the proposed project. The background is moderately altered with the addition of the service and inspection pit canopy in the Phase 1 condition. Some of the existing commercial and residential development in front of the South Hills can no longer be seen. The South Hills is still visible with the addition of the service and inspection pit canopy.

Key Observation Point 3

Existing Condition. KOP 3 provides a view of the northern extent of the project site looking south from the southern end of the San Luis Obispo Railroad Museum parking lot. As shown on Figure 3.2-6, the foreground from this vantage point is dominated by paved sidewalk, utilities infrastructure, and unpaved ground. The middle ground includes trees, railroad tracks, a power pole, unpaved ground,

metal storage container, fencing and an existing one-story structure and parking lot associated with a commercial business. The background includes a small hillside with scattered trees, railroad tracks, power poles, and large trees. On the right side of the view, the South Hills is visible behind existing commercial and residential development and scattered trees.

Proposed Condition – Later Phases. As shown on Figure 3.2-7, the foreground, middle ground, and background would be altered by development of the proposed project. The foreground would be moderately altered with the addition of security fencing, the proposed paved bike trail, and new landscaping ranging from low-lying bushes, grasses, and young to mature trees. The middle ground and background would be moderately altered with the addition of the one-story wheel truing building (Later Phases), security fencing, and landscaping. A portion of the South Hills and the existing commercial and residential development can no longer be seen in the background from the addition of mature trees.

Conclusion

The operation of the project would represent a change in visual character as compared to the existing project site. However, the project is in an urban area that currently has a mix of vacant and undeveloped land, railroad corridor, commercial, service and manufacturing businesses, multi-story apartment buildings, single-family residences, and the San Luis Obispo Railroad Safety Trail.

Viewers include residents, transit patrons, commuters, bicyclists, and employees of the commercial, service and manufacturing businesses in the project area. Commercial service and manufacturing businesses would have a low to moderate sensitivity to this visual change and may have less of a personal investment in the visual appearance of the project site. Viewers including residents and trail users would likely have high sensitivity to the visual change and they are more personally invested in the details of their visual environment. However, the current visual character of the project site is currently vacant undeveloped land with remnants of the original roundhouse's concrete and stone foundation and turn table. As discussed in the City of San Luis Obispo's Railroad District Plan (City of San Luis Obispo Community Development Department 1998), abandoned or poorly maintained buildings, fences or sites; unsightly storage or equipment yards are visual character issues that the City of San Luis Obispo is seeking to address.

The City of San Luis Obispo's Railroad District Plan specifically mentions the Roundhouse Site as an opportunity site for adaptive reuse. Therefore, buildings and site improvements will be designed to be compatible with the surrounding built environment and be consistent with architectural guidance set forth in the City of San Luis Obispo's Railroad District Plan. The Railroad District's architectural guidelines which apply to new buildings, significant remodels, site improvements, and public area improvements supplement the citywide architectural guidelines and are applied in a similar manner within the Railroad District. As required by Municipal Code Chapter 2.48 – Architectural Review Procedures, property owners, developers, designers, City staff and advisory bodies, such as the Cultural Heritage Committee, Architectural Review Commission and the Planning Commission use these guidelines to review development projects (City of San Luis Obispo Community Development Department 1998). Therefore, operation of the project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings and would not detract from the District's historic architectural character, circulation patterns, and neighborhood compatibility. Thus, operational impacts related to visual character would be less than significant.

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Figure 3.2-1. Key Observation Points



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Figure 3.2-2. Existing Conditions – Key Observation Point 1



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Figure 3.2-3. Proposed Project View Simulation – Key Observation Point 1



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Figure 3.2-4. Existing Conditions – Key Observation Point 2



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Figure 3.2-5. Proposed Project View Simulation – Key Observation Point 2



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Figure 3.2-6. Existing Conditions – Key Observation Point 3



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Figure 3.2-7. Proposed Project View Simulation – Key Observation Point 3



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Impact 3.2-4 Light and Glare

Would the proposed project create a new source of substantial light and glare, which would adversely affect day or nighttime views in the area?

Construction

As discussed in the *Central Coast Layover Facility Project Visual Resources Technical Memorandum* (Appendix B of this EIR), a significant impact would occur if the project caused a substantial increase in ambient illumination levels beyond the property line or caused new lighting to spill-over onto light-sensitive land uses such as residences, some commercial and institutional uses that require minimum illumination for proper function, and natural areas.

The project site is currently undeveloped and does not currently have any sources of lighting. Existing nightlight in the surrounding area is cast by roadway light fixtures, vehicle headlights, and other outdoor lighting from the surrounding commercial, residential, and service and manufacturing businesses. Construction of the project would not include nighttime construction activities (primarily due to construction noise restrictions on work hours). Therefore, the proposed project would not create a new source of substantial light which would adversely affect day or nighttime views in the area and no impact would occur.

Operation

As discussed in the *Central Coast Layover Facility Project Visual Resources Technical Memorandum* (Appendix B of this EIR), the proposed project would introduce new exterior lighting on the project site. Surface mounted exterior lighting would be installed around the perimeter of the buildings to illuminate building entries and walkways. Pole mounted exterior lighting would be installed to illuminate the layover tracks, fuel tank farm, roadways and employee parking areas. A light-emitting diode (LED) light source would be utilized for all exterior locations.

Existing nightlight and glare in the surrounding area is cast by roadway light fixtures, vehicle headlights, and other outdoor lighting from the surrounding commercial, residential, and service and manufacturing businesses. The addition of new light sources from the project is not anticipated to add a substantial amount of new light to the nighttime views. Exterior lighting control would be set up by time clock (scheduled on/off) and luminaire-installed occupancy sensors. Occupancy sensors would drop the lighting levels to 25 percent after not detecting any activity for 10 minutes. The nighttime lighting fixtures that would be installed to direct the majority of the light to within and directly adjacent to the facility, and away from sensitive areas, to the maximum extent feasible. The project would not be considered to significantly affect the day or nighttime views in the project area.

The design for the landscape buffer proposed along the west edge of the project site will include a pedestrian trail and bike path to help advance the City's Active Transportation Plan. The lighting on the pedestrian trail and bike path will be required to comply with the design standards in the City of San Luis Obispo's Active Transportation Plan. Vandal resistant lighting would be installed per City plans, located overhead not more than 16 feet high with direct light downward and recessed bulbs to avoid direct glare.

The introduction of new buildings and surface parking areas could cause glare from reflected sunlight off building surfaces, primarily windows, and windshields of parked automobiles. However, such reflection would not be adverse because of the relatively small amount of potential glare from the new layover facility would likely be similar to other commercial, service, and manufacturing businesses in this area, which are not known to affect motorists or other public viewers. Accordingly, the project would have a less than significant light and glare impact.

3.2.4 Mitigation Measures

Implementation of the proposed project would not result in significant impacts on visual resources. Therefore, no mitigation measures are required.

3.2.5 Level of Significance after Mitigation

No significant impact on visual resources has been identified.

3.3 Air Quality

This section provides an evaluation of the proposed project's construction- and operation-related impact on air quality consistent with San Luis Obispo Air Pollution Control District (SLOAPCD) guidance. Information contained this section is taken from the *Central Coast Layover Facility Project Air Quality Analysis Report* prepared by ERP, Inc. that evaluates the potential air quality impacts of the project. This report is included in Appendix C of this EIR.

3.3.1 Existing Conditions

Regional Setting

The project site is located in the San Luis Obispo County portion of California's South Central Coast Air Basin (SCCAB), which covers San Luis Obispo, Santa Barbara, and Ventura counties. The SLOAPCD monitors and regulates the local air quality in the San Luis Obispo County portion of the SCCAB and manages the Strategic Action Plan (SAP), which provides the goals, performance measures, and strategies intended to guide SLOAPCD's actions over a 5-year period. The analysis presented below is based on information from the SLOAPCD's *CEQA Air Quality Handbook*, adopted in 2012 (SLOAPCD 2012), and SLOAPCD's *2017 Clarification Memorandum* published November 14, 2017 (SLOAPCD 2017).

Major Air Pollutants

Criteria Air Pollutants

Air pollutants are governed by multiple federal and state standards to regulate and mitigate health impacts. At the federal level, there are six criteria pollutants for which National Ambient Air Quality Standards (NAAQS) have been established: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO_2), ozone (O_3), particulate matter less than 2.5 microns in diameter ($PM_{2.5}$), particulate matter less than 10 microns in diameter (PM_{10}), and sulfur dioxide (SO_2). The United States (U.S.) Environmental Protection Agency (EPA) has also identified nine priority mobile source air toxics (MSAT) pollutants: 1,3 butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (DPM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter.

The Federal Clean Air Act requires the EPA to set NAAQS for the six criteria air contaminants (namely, CO, Pb, O_3, $PM_{2.5}$, PM_{10}, and SO_2). It also permits states to adopt additional or more protective air quality standards if needed. As such, California has set standards for certain pollutants. Table 3.3-1 summarizes the sources and health effects of the six criteria pollutants and pollutants regulated in the state of California.

Table 3.3-1. State and Federal Criteria Pollutant Effects and Sources

Pollutant	Principal Health and Atmospheric Effects	Typical Sources
O_3	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage and cancer. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include many known TACs. Biogenic VOC may also contribute.	Low-altitude O_3 is almost entirely formed from ROG/VOC and NOx in the presence of sunlight and heat. Common precursor emitters include motor vehicles and other internal combustion engines, solvent evaporation, boilers, furnaces, and industrial processes.
CO	CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen. CO also is a minor precursor for photochemical O_3. Colorless, odorless.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.
Respirable Particulate Matter (PM_{10})	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some TACs. Many toxic and other aerosol and solid compounds are part of PM_{10}.	Dust- and fume-producing industrial and agricultural operations; combustion smoke and vehicle exhaust; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources.
Fine Particulate Matter ($PM_{2.5}$)	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – a TAC – is in the $PM_{2.5}$ size range. Many toxic and other aerosol and solid compounds are part of $PM_{2.5}$	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical and photochemical reactions involving other pollutants including NOx, SOx, ammonia, and ROG.
NO_2	Irritating to eyes and respiratory tract. Colors the atmosphere reddish-brown. Contributes to acid rain & nitrate contamination of stormwater. Part of the "NOx" group of O_3 precursors.	Motor vehicles and other mobile or portable engines, especially diesel; refineries; industrial operations.
SO_2	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing; some natural sources like active volcanoes. Limited contribution possible from heavy-duty diesel vehicles if ultra-low sulfur fuel not used.
Pb	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Pb is also a TAC and water pollutant.	Pb-based industrial processes like battery production and smelters. Pb paint, leaded gasoline. ADL from older gasoline use may exist in soils along major roads.
Sulfate	Premature mortality and respiratory effects. Contributes to acid rain. Some TACs attach to sulfate aerosol particles.	Industrial processes, refineries and oil fields, mines, natural sources like volcanic areas, salt-covered dry lakes, and large sulfide rock areas.
H_2S	Colorless, flammable, poisonous. Respiratory irritant. Neurological damage and premature death. Headache, nausea. Strong odor.	Industrial processes such as: refineries and oil fields, asphalt plants, livestock operations, sewage treatment plants, and mines. Some natural sources like volcanic areas and hot springs.

Table 3.3-1. State and Federal Criteria Pollutant Effects and Sources

Pollutant	Principal Health and Atmospheric Effects	Typical Sources
VRP	Reduces visibility. Produces haze. Note: not directly related to the Regional Haze program under the FCAA, which is oriented primarily toward visibility issues in National Parks and other "Class I" areas. However, some issues and measurement methods are similar.	See particulate matter above. May be related more to aerosols than to solid particles.
Vinyl Chloride	Neurological effects, liver damage, cancer. Also considered a TAC.	Industrial processes.

Source: Caltrans 2020

Notes:

ADL=aerially deposited lead; CO=carbon monoxide; FCAA=Federal Clean Air Act; H_2S=hydrogen sulfide; NO_2=nitrogen dioxide; NO_X=nitrogen oxide; O_3=ozone; Pb=lead; $PM_{2.5}$=particulate matter less than 2.5 microns in diameter; ppm=parts per million; ROG=reactive organic gas; SO_2=sulfur dioxide; SO_X=sulfur oxide; TAC=toxic air contaminant; VOC=volatile organic compound; VRP=visibility reducing particles

Mobile Source Toxic Air Contaminants

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the EPA regulate 188 air toxics, also known as hazardous air pollutants. The EPA has assessed this expansive list in its rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007), and identified a group of 93 compounds emitted from mobile sources that are part of EPA's Integrated Risk Information System (https://www.epa.gov/iris). In addition, the EPA identified nine compounds with significant contributions from mobile sources that are among the national and regional scale cancer risk drivers or contributors and non-hazard contributors from the 2011 National Air Toxics Assessment (U.S. EPA 2014). These are 1,3 butadiene, acetaldehyde, acrolein, benzene, DPM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter. While the Federal Highway Administration (FHWA) considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future EPA rules.

Current Ambient Air Quality

SLOAPCD operates a network of air quality monitoring stations throughout the SCCAB that measure ambient concentrations of pollutants to determine whether ambient air quality meets federal and state standards. The monitoring station closest to the project site is the Higuera Street monitoring station, which is located approximately 1.3 miles southwest of the project site. Table 3.3-2 indicates the number of days each air quality standard was exceeded at the Higuera Street station for the most recent years in which data is available.

As shown in Table 3.3-2, the state PM_{10} standard was exceeded in 2017 and 2019. In addition, the federal $PM_{2.5}$ standard was exceeded in 2018.

Table 3.3-2. Ambient Air Quality Measured at the Higuera Street Monitoring Station

Pollutant	2017	2018	2019
8-Hour Ozone (ppm), 8-Hr Maximum	0.066	0.053	0.060
Number of Days of State exceedances (>0.070)	0	0	0
Number of days of Federal exceedances (>0.070)	0	0	0
Ozone (ppm), Worst Hour	0.074	0.062	0.064
Number of days of State exceedances (>0.09 ppm)	0	0	0
Number of days of Federal exceedances (>0.112 ppm)	0	0	0
Nitrogen Dioxide (ppb) - Worst Hour[a]	32.0	25.0	25.0
Number of days of State exceedances (>0.18 ppm)	0	0	0
Number of days of Federal exceedances (0.10 ppm)	0	0	0
Particulate Matter 10 microns, mg/m^3, Worst 24 Hours	70.1	46.4	103.7
Number of days above Federal standard (>150 mg/m^3)	0	0	0
Number of days above State standard (>50 mg/m^3)	5	0	1
Particulate Matter <2.5 microns, mg/m^3, Worst 24 Hours	25.6	38.4	14.8
Number of days above Federal standard (>35 mg/m^3)	0	1	0

Source: Appendix C of this EIR

Notes:

[a] *Nitrogen dioxide data is not available at the Higuera Street monitoring station for 2017-2019 and is instead provided for the next nearest station: Nipomo-Regional Park, located approximately 16 miles south of the project site.*

San Joaquin Valley Fever

San Joaquin Valley Fever (Valley Fever), formally known as Coccidioidomycosis, is an infectious disease caused by the fungus *Coccidioides immitis*. Valley Fever is a disease of concern in the SCCAB. Infection is caused by inhalation of *Coccidioides immitis* spores that have become airborne when dry, dusty soil or dirt is disturbed by natural processes, such as wind or earthquakes, or by human-induced ground-disturbing activities, such as construction, farming, or other activities (SLOAPCD 2021a). In 2019, the number of cases of Valley Fever reported in California was 9,004, with 265 cases reported in San Luis Obispo County (California Department of Public Health 2019). Between 2009 and 2012, the proportion of Valley Fever cases in the of the City of San Luis Obispo ranged from 0 to 38 cases per 100,000 people (County of San Luis Obispo 2014).

Naturally Occurring Asbestos

Asbestos is commonly found in ultramafic rock, including serpentine, near fault zones and is released into the air when it is broken or crushed. This can happen when land is graded for building purposes, or at quarrying operations. California has determined that naturally occurring asbestos (NOA), such as serpentine rock, is a toxic air contaminant and if inhaled may result in the development of lung

cancer or cause other health hazards. Based on SLOAPCD's NOA Screening Buffers Web map, the project site is located within an area with the potential to contain NOA (SLOAPCD 2021b).

Sensitive Receptors

Ambient air quality standards were established to represent the levels of air quality considered sufficient, with a margin of safety, to protect public health and welfare. They are designed to protect the segment of the public that is most susceptible to respiratory distress, such as children under 14, the elderly over 65, persons engaged in strenuous work or exercise, and people with cardiovascular and chronic respiratory diseases. The majority of sensitive receptor locations are places such as schools, hospitals, and residences. Sensitive receptors in proximity to the project site are shown in Figure 3.3-1, and include residences along the west side of the project site and across the railroad corridor on the east, Hawthorne Elementary School, Central California School, Christian Day School, Sinsheimer Elementary School, Meadow Park, Johnson Park, and Sinsheimer Park.

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Figure 3.3-1. Sensitive Receptors in Proximity to the Project Site



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3.3.2 Regulatory Setting

Federal

Federal Clean Air Act

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality. The FCAA delegates primary responsibility for clean air to the EPA. The EPA develops rules and regulations to preserve and improve air quality and delegates specific responsibilities to state and local agencies, while the Air Resources Board (ARB) sets standards for the concentration of pollutants in the air. Under the FCAA, the EPA has established the NAAQS for six criteria air pollutants (CO, Pb, O_3, $PM_{2.5}$, PM_{10}, and SO_2). The NAAQS are set at levels that protect public health within a margin of safety, and are subject to periodic review and revision. Table 3.3-3 shows the current federal and state air quality standards and attainment statuses. The federal regulatory schemes also cover TAC pollutants as some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

As shown in Table 3.3-3, San Luis Obispo County is in attainment for all criteria air pollutants with respect to the NAAQS.

Table 3.3-3. State and Federal Ambient Air Quality Standards and Attainment Statuses

Pollutant	Averaging Time	State Standard[a]	Federal Standard[b]	State Attainment Status for San Luis Obispo County	Federal Attainment Status for San Luis Obispo County
O_3[c]	1 hour	0.09 ppm	—	Nonattainment	—
O_3	8 hours	0.070 ppm	0.070 ppm (4th highest in 3 years)	Nonattainment	Attainment
CO[d]	1 hour	20 ppm	35 ppm	Attainment	Attainment
CO	8 hours	9.0 ppm	9 ppm	Attainment	Attainment
PM_{10}[e]	24 hours	50 µg/m^3	150 µg/m^3 (expected number of days above standard < or equal to 1)	Nonattainment	Attainment
PM_{10}	Annual	20 µg/m^3	—	Nonattainment	—
$PM_{2.5}$[f]	24 hours	—	35 µg/m^3[e]	—	Attainment
$PM_{2.5}$	Annual	12 µg/m^3	12.0 µg/m^3	Attainment	Attainment
NO_2	1 hour	0.18 ppm	0.100 ppm[j]	Attainment	Attainment
NO_2	Annual	0.030 ppm	0.053 ppm	Attainment	Attainment
SO_2[h]	1 hour	0.25 ppm	0.075 ppm (99th percentile over 3 years)	Attainment	Attainment
SO_2	3 hours	—	0.5 ppm[i]	—	Attainment
SO_2	24 hours	0.04 ppm	0.14 ppm (for certain areas)	Attainment	Attainment
SO_2	Annual	—	0.030 ppm (for certain areas)	—	Attainment

Table 3.3-3. State and Federal Ambient Air Quality Standards and Attainment Statuses

Pollutant	Averaging Time	State Standard[a]	Federal Standard[b]	State Attainment Status for San Luis Obispo County	Federal Attainment Status for San Luis Obispo County
Pb[j]	Monthly	1.5 µg/m^3	—	Attainment	—
Pb	Calendar Quarter	—	1.5 µg/m^3 (for certain areas)	—	Attainment
Pb	Rolling 3-month average	—	0.15 µg/m^3 [k]	—	Attainment
Sulfates	24 hours	25 µg/m^3	—	Attainment	—
H_2S	1 hour	0.03 ppm	—	Attainment	—
VRP[m]	8 hours	Visibility of 10 miles or more (Tahoe: 30 miles) at relative humidity less than 70 percent	—	Attainment	—
Vinyl Chloride[j]	24 hours	0.01 ppm	—	Attainment	—

Source: CARB 2016

Notes:

[a] *California standards for O_3, CO (except 8-hour Lake Tahoe), SO_2 (1 and 24 hour), nitrogen dioxide, and particulate matter (PM_{10}, $PM_{2.5}$, and VRPs), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the CCR.*

[b] *Federal standards (other than O_3, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O_3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.*

[c] *On October 1, 2015, the national 8-hour O_3 primary and secondary standards were lowered from 0.075 to 0.070 ppm. Transportation conformity applies in newly designated nonattainment areas for the 2015 national 8-hour O_3 primary and secondary standards on and after August 4th, 2019 (see Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas).*

[d] *Transportation conformity requirements for CO no longer apply after June 1, 2018 for the following California Carbon Monoxide Maintenance Areas (see U.S. EPA CO Maintenance Letter).*

[e] *On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standard of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.*

[f] *The 65 µg/m^3 $PM_{2.5}$ (24-hr) NAAQS was not revoked when the 35 µg/m^3 NAAQS was promulgated in 2006. The 15 µg/m^3 annual $PM_{2.5}$ standard was not revoked when the 12 µg/m^3 standard was promulgated in 2012. Therefore, for areas designated nonattainment or nonattainment/maintenance for the 1997 and or 2006 $PM_{2.5}$ NAAQS, conformity requirements still apply until the NAAQS are fully revoked.*

[g] *Final 1-hour NO_2 NAAQS published in the Federal Register on 2/9/2010, effective 3/9/2010. Initial area designation for California (2012) was attainment/unclassifiable throughout. Project-level hot spot analysis requirements do not currently exist. Near-road monitoring starting in 2013 may cause re-designation to nonattainment in some areas after 2016.*

[h] *On June 2, 2010, a new 1-hour SO_2 standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.*

Table 3.3-3. State and Federal Ambient Air Quality Standards and Attainment Statuses

Pollutant	Averaging Time	State Standard[a]	Federal Standard[b]	State Attainment Status for San Luis Obispo County	Federal Attainment Status for San Luis Obispo County

[l] *Secondary standard, the levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant rather than health. Conformity and environmental analysis address both primary and secondary NAAQS.*

[j] *The California Air Resources Board (CARB) has identified vinyl chloride and the particulate matter fraction of diesel exhaust as TACs. Diesel exhaust particulate matter is part of PM_{10} and, in larger proportion, $PM_{2.5}$. Both the CARB and U.S. EPA have identified Pb and various organic compounds that are precursors to O_3 and $PM_{2.5}$ as TACs. There are no exposure criteria for adverse health effect due to TACs, and control requirements may apply at ambient concentrations below any criteria levels specified above for these pollutants or the general categories of pollutants to which they belong.*

[k] *Pb NAAQS are not considered in Transportation Conformity analysis.*

[l] *In 1989, the CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.*

$\mu g/m^3$=micrograms per cubic meter; CCR=California Code of Regulations; CO=carbon monoxide; H_2S=hydrogen sulfide; NAAQS=National Ambient Air Quality Standards; NO_2=nitrogen dioxide; O_3=ozone; Pb=lead; PM_{10}=particulate matter less than 10 microns in diameter; $PM_{2.5}$=particulate matter less than 2.5 microns in diameter; ppm=parts per million; SO_2=sulfur dioxide; TAC=toxic air contaminant; VRP=visibility reducing particles

State

California Clean Air Act

The California Clean Air Act (CCAA), as amended, is the primary state law that governs air quality in the state. The CCAA is responsible for meeting the state requirements of the FCAA and for establishing the California Ambient Air Quality Standards (CAAQS). The California Air Resources Board (CARB) oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The CCAA, as amended in 1992, requires all air districts of the state to achieve and maintain the CAAQS by the earliest practical date.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous 3 calendar years. As shown in Table 3.3-3, the CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles. As shown in Table 3.3-3, San Luis Obispo County is in nonattainment for ozone (1-hour Classification and 8-hour standard) and PM_{10} with respect to the CAAQS.

Local

Pursuant to Government Code Section 14070.7, the LOSSAN Rail Corridor Agency is deemed to be an agency of the state for all purposes related to interagency passenger rail services, including Section 5311 of Title 49 of the United States Code. Thus, the LOSSAN Rail Corridor Agency is a state agency and is therefore not subject to local government planning and land use plans, policies, or regulations. The LOSSAN Rail Corridor Agency may consider, for informational purposes, aspects of local plans and policies for the communities surrounding the project site, when it is appropriate. The proposed

project would be subject to state and federal agency planning documents described herein but would not be bound by local planning regulations or documents such as the City's General Plan.

San Luis Obispo County Air Pollution Control District

In 1970, California legislation was passed that placed the primary responsibility of controlling air pollution at the local level. Following this action, the San Luis Obispo County Board of Supervisors formed the SLOAPCD and became the SLOAPCD Board. In 1995, the SLOAPCD Board was expanded to include representation from all incorporated cities throughout the county. Today, the SLOAPCD Board consists of twelve members; five county supervisors and one city council member from each of the seven incorporated cities. The SLOAPCD is one of 35 air districts located throughout California. The Board is the decision-making body for the SLOAPCD and is responsible for adopting rules, setting policies and providing direction on important air quality issues impacting the county.

In 2009, the SLOAPCD adopted guidelines for assessment and mitigation of air quality impacts under CEQA. The *CEQA Air Quality Handbook*, which was updated in 2012 (SLOAPCD 2012) and subsequently amended in 2017 (SLOAPCD 2017), is an advisory document that provides lead agencies, consultants, and project applicants with uniform procedures for addressing air quality issues in environmental documents. The *CEQA Air Quality Handbook* also includes standard construction and operational mitigation measures that may be applied to projects that exceed SLOAPCD thresholds. For instance, the SLOAPCD requires inclusion of Best Available Control Technology (BACT) for construction equipment when estimated ozone precursor emissions for the equipment and vehicle fleet are expected to exceed adopted thresholds of significance and implementation of fugitive dust control measures (watering of the grading site, vegetation of exposed soils, early roadway paving, construction vehicle speed control, etc.) for any project with a grading area greater than 4 acres or that are located within 1,000 feet of any sensitive receptor.

Clean Air Plan

The SLOAPCD first adopted the *Clean Air Plan* in January 1992. It was updated in 1998 and again in 2001. The *Clean Air Plan* is a comprehensive planning document designed to reduce emissions from traditional industrial and commercial sources. The *Clean Air Plan* also aims to reduce emissions from motor vehicles by establishing goals and targets for reducing personal vehicle trips and trip lengths, such as encouraging or promoting multimodal alternatives. The purpose of the *Clean Air Plan* is to address the attainment and maintenance of state and federal ambient air quality standards by following a comprehensive set of emission control measures within the plan.

San Luis Obispo Air Pollution Control District Strategic Action Plan

The SLOAPCD first adopted an SAP in 2004 to guide how the SLOAPCD resources and efforts are applied. The most recent SAP is the 2013 to 2017 SAP Update, which includes the following six strategic goals and associated performance measures:

- Goal: Achieve and maintain attainment with national and state health based standards.
    - Performance Measures:
        1. State and federal air quality standards are attained
        2. Ozone design values and precursor emissions trend downward or do not increase over a running 10-year period

3. PM_{10} and $PM_{2.5}$ design values and emissions trend downward over a running 10-year period

- Goal: Manage toxic air contaminants to protect public health and meet risk thresholds.
  - Performance Measures:
    4. All new development approved by lead agencies meets the [SLOAPCD] Board [of Directors]- approved health risk thresholds in the [SLO]*APCD CEQA Handbook*
    5. All new Authorities to Construct approved by [SLO]APCD meet the Board-approved health risk thresholds
    6. All sources subject to state and federal Air Toxics Regulations are in compliance with applicable requirement
- Goal: Ensure air quality and public health impacts from land use are addressed.
  - Performance Measures:
    7. Approved air quality mitigation measures for new development projects are fully implemented.
    8. Ratio of new residential development generated outside vs. inside urban and village reserve lines declines annually (specific reduction goal to be established after baseline is determined)
    9. All new development approved by lead agencies meets the Board-approved health risk thresholds in the [SLO]APCD CEQA Handbook
- Goal: Minimize local and regional greenhouse gas emissions and impacts to meet state and federal requirements.
  - Performance Measures:
    10. Greenhouse gas emissions (GHG) in SLO County trend downward to meet the requirements of Assembly Bill (AB) 32
- Goal: Enhance awareness of local air quality and engage the community in working to promote clean air.
  - Performance Measures:
    11. Increased understanding of air quality issues by county residents and businesses over the period of this plan (specific improvement goal to be established after baseline is determined).
    12. Increased action by county residents to reduce personal impacts to air quality.
    13. Increase public and business awareness of [SLO]APCD programs and operations.
- Goal: Ensure quality and cost-effective service is provided in all program areas.
  - Performance Measures:
    1. Service and budget-based performance indicators meet overall performance rating of "Good."
    2. Job knowledge ratings on annual staff performance evaluations are "above satisfactory" or better for the District as a whole.
    3. Programs are adequately staffed and funded with non-reserve funds.

4. Funding reserves are maintained at or above 20 percent of annual budget.

City of San Luis Obispo General Plan

The Conservation and Open Space Element of the City of San Luis Obispo General Plan includes a number of goals with various policies relevant to air quality (City of San Luis Obispo 2014d). These goals include the following:

- **Policy 2.1.1 Air Quality.** Achieve and maintain air quality that supports health and enjoyment for those who live or work in the City and for visitors.
- **Policy 2.2.2. Health Standards.** Air quality should meet state and federal standards, whichever are more protective, for human health.
- **Policy 2.2.3. No Decline.** Air quality should not decline from levels experienced during the early 1990s, when the community's growth capacity was last re-examined.
- **Policy 2.2.4. Promote walking, biking and use of public transit use to reduce dependency on motor vehicles.** City actions shall seek to reduce dependency on gasoline- or diesel-powered motor vehicles and to encourage walking, biking and public transit use.

3.3.3 Project Impacts

Thresholds of Significance

Appendix G of the CEQA Guid1elines is used to provide direction for determination of a significant air quality impact from the proposed project. For the purpose of this EIR, a significant impact would occur if the proposed project would:

- Conflict with or obstruct implementation of the applicable air quality plan
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for O_3 precursors)
- Expose sensitive receptors to substantial pollutant concentrations
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

Methodology

Criteria pollutants for project construction and operation were estimated using CalEEMod version 2020.4.0. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. The model calculates criteria pollutant emissions of CO, PM_{10}, $PM_{2.5}$, SO_2, and the ozone precursors, reactive organic gasses (ROG) and NO_X.

The input data and subsequent construction and operation emission estimates for the proposed project are discussed below. CalEEMod output files for the project are included in Appendix C of this EIR.

An air toxics health risk assessment (HRA) was also prepared for this project that focuses on the project's DPM emissions. Locomotive emissions were calculated per the EPA's publication *Emission Factors for Locomotives* (U.S. EPA 2009). The HRA is included in Appendix C of this EIR.

Construction

Project construction would primarily generate temporary criteria pollutant emissions from construction equipment operation on-site, construction worker vehicle trips to and from the site, and transport of materials. Construction input data for CalEEMod include but are not limited to: (1) the anticipated start and finish dates of construction activity; (2) inventories of construction equipment to be used; (3) areas to be excavated and graded; and (4) materials to be imported to and exported from the project site. The analysis assessed maximum daily emissions from individual construction activities, including site preparation, grading, building construction, paving, and architectural coating.

As described in Chapter 2, Project Description, a phased construction approach is intended, constructing an initial portion of the facility which includes the most immediately needed elements, and adding the remaining components as the need arises and additional funding becomes available. For the purpose of providing a conservative impact analysis, project construction impacts were modeled over two phases (Phase 1 and Later Phases). The emission forecasts modeled for the project reflect conservative assumptions where a relatively large amount of construction is occurring contemporaneously in a relatively intensive manner.

Operation

Operations-period emissions would include those related to worker commute and vendor trips, building/site maintenance activities, building energy consumption demands, and locomotive movement/idling activity. CalEEMod defaults were used to estimate criteria pollutant emissions associated with the project area, energy, and mobile sources. Locomotive emissions were calculated per the EPA publication *Emission Factors for Locomotives* (U.S. EPA 2009). Given that the Pacific Surfliner fleet will be 100 percent Tier-4 compliant prior to Phase 1 development, emissions rates were calculated accordingly.

Health Risk Assessment

An HRA consists of three parts: (1) a toxic air contaminant (TAC) emissions inventory, (2) air dispersion modeling to evaluate off-site concentrations of TAC emissions, and (3) assessment of risks associated with predicted concentrations. The following methodologies were used to assess the health risk to nearby residential uses associated with the proposed project:

Model Selection. Dispersion modeling was performed using the EPA's developed AERMOD gaussian plume dispersion model, version 10.10.1.

Modeled Sources. Pacific Surfliner trains using the layover facility would always be north facing (i.e., locomotives would be on the north end of trains). Trains would enter the layover facility from the north, after making their final stops at the San Luis Obispo Train Station. Trains would leave the layover facility heading north to the San Luis Obispo Train Station for their first stop prior to heading south on their journey to San Diego. Point sources were used to represent locomotive idle locations, and line sources were used to represent locomotive movements about the site.

Source Parameters. Locomotive stack release height, diameter, exit velocity, and exit temperature were obtained from the Metrolink Health Risk Assessment for the Central Maintenance Facility

(Metrolink 2014) for the locomotive engine model most representative of the Pacific Surfliner locomotive fleet at the appropriate engine throttle settings.

Emission Rates. The Pacific Surfliner fleet consists of Siemens Charger ALC-42 locomotives that meet U.S. EPA Tier-4 emissions standards. Locomotive emissions were calculated per the EPA's publication Emission Factors for Locomotives (U.S. EPA 2009) using Tier-4 emissions factors and fuel consumption rates.

Exposure Assessment and Risk Calculation. This HRA was conducted per the California Office of Environmental Health Hazard Assessment (OEHHA) publication Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2015).

SLOAPCD Thresholds of Significance

Construction

The SLOAPCD has adopted the *CEQA Air Quality Handbook* for quantifying and determining the significance of air quality emissions (SLOAPCD 2012, 2017). Construction thresholds of significance contained in the *CEQA Air Quality Handbook* include:

- 137 pounds of ROG and nitrogen oxides (NOx) (combined) daily, or 2.5 tons of ROG and NOx (combined) quarterly (Tier 1).
- 7 pounds of diesel particulate matter daily, or 0.13 tons of diesel particulate matter quarterly (Tier 1).
- 2.5 tons of PM_{10} quarterly

The SLOAPCD has not established quantitative thresholds for CO emissions during construction.

Operation

Operation thresholds of significance contained in the *CEQA Air Quality Handbook* include:

- 25 pounds per day of ROG and NOx (combined), 1.25 pounds per day of DPM, 25 pounds per day of PM_{10}, or 550 pounds per day of CO.
- 25 tons per year of ROG and NOx (combined), or 25 tons per year of PM_{10}.

Health Risk

- Health risk impacts would be considered significant if incremental cancer risk exceed 10 in 1 million or hazard index value exceed 1.0.

Impact Analysis

Impact 3.3-1 Conflict with or Obstruct Implementation of the Applicable Air Quality Plan

Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?

To be considered consistent with the San Luis Obispo County *Clean Air Plan*, a project must be consistent with the land use planning and transportation control measures and strategies outlined in the *Clean Air Plan*.

The project proposes to relocate and expand the existing Pacific Surfliner layover facility approximately 0.3-mile south of its existing location. The current location and proposed new location are both located entirely within the city's Railroad Historic District. Operation and maintenance activities (including corresponding workers) that currently occur at the existing facility would simply shift to the proposed new location. The existing facility would be decommissioned and no longer utilized. Per the reasons identified above, the proposed project would be consistent with the land use planning and transportation control measures and strategies outlined in the *Clean Air Plan*.

Furthermore, the thresholds of significance adopted by the SLOAPCD determine compliance with the goals of the attainment plans in the region. As such, emissions below the SLOAPCD significance thresholds would not conflict with or obstruct implementation of the applicable air quality plan. As described under Impact 3.3-2 below, emissions would not exceed SLOAPCD significance thresholds during project construction and operation. Therefore, the proposed project would not conflict with or obstruction implementation of the applicable air quality plan, and this would be considered a less than significant impact.

Impact 3.3-2 Cumulatively Considerable Net Increase of Any Criteria Pollutant

Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for O_3 precursors)?

Construction

The proposed project would include the phased construction of rail yard and track improvements, as well as an approximately 21,500 square feet of single-story structures. To provide a conservative impact analysis, project construction impacts were modeled over two phases (Phase 1 and Later Phases). As shown in Table 3.3-4, project construction would generate temporary criteria pollutant emissions primarily from operation of construction equipment on-site as well as from vehicles transporting construction workers to and from the project site and heavy trucks to haul away excavation spoils and transport building materials. As shown in Table 3.3-4, project construction emissions would not exceed SLOAPCD significance thresholds. Therefore, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard, and this would be considered a less than significant impact.

Table 3.3-4. Estimate of Criteria Pollutant Emissions During Construction

	ROG	NO_X	ROG + NO_X		CO	SO_2	PM_{10}		DPM	
Construction Period	**PPD**	**PPD**	**PPD**	**TPQ**	**PPD**	**PPD**	**PPD**	**TPQ**	**PPD**	**TPQ**
Phase 1	3	28	31	0.5	27	<1	15	0.3	1	<0.1
Later Phases	13	10	23	0.2	7	<1	5	<0.1	<1	<0.1
SLOAPCD Significance Threshold	N/A	N/A	137	2.5	N/A	N/A	N/A	2.5	7	0.13
Exceed Daily Threshold?	**--**	**--**	**No**	**No**	**--**	**--**	**--**	**No**	**No**	**No**

Source: Appendix C of this EIR
Notes:
See Appendix C of this EIR for Emissions Summary and CalEEMod modeling output sheets.
PPD=pounds per day; TPQ=tons per quarter; DPM=diesel particulate matter

Operation

Operational emission sources would include (1) mobile emissions related to worker commute and vendor trips, (2) area source emissions related to building/site maintenance activities, (3) off-site emissions related to building energy consumption demands, (4) and locomotive movement and idling activity. Table 3.3-5 provides a conservative estimate of criteria pollutant emissions during long-term project operations. As previously mentioned, funding is currently not available to construct the entire facility at once. Therefore, the timing of full project buildout is uncertain and the year 2027 is used for this analysis to present maximum potential emissions. As shown in Table 3.3-5, project operation would not result in emissions in exceedance of SLOAPCD significance thresholds. Therefore, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard, and this would be considered a less than significant impact.

Table 3.3-5. Estimate of Criteria Pollutant Emissions During Operations

	ROG	NO_X	ROG + NO_X		CO	SO_2	PM_{10}		DPM
Operational Period	**PPD**	**PPD**	**PPD**	**TPY**	**PPD**	**PPD**	**PPD**	**TPY**	**PPD**
Project Buildout – 2027	1	<1	1	<1	3	<1	<1	<1	0.34
SLOAPCD Significance Threshold	N/A	N/A	25	25	N/A	N/A	25	25	1.25
Exceed Daily Threshold?	**--**	**--**	**No**	**No**	**--**	**--**	**--**	**No**	**No**

Source: Appendix C of this EIR
Notes:
See Appendix C of this EIR for Emissions Summary and CalEEMod modeling output sheets.
PPD=pounds per day; TPY=tons per year; DPM=diesel particulate matter

Impact 3.3-3 Sensitive Receptors

Would the proposed project expose sensitive receptors to substantial pollutant concentrations?

Carbon Monoxide Hotspots

A CO hotspot is a localized concentration of CO that exceeds a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the state one-hour standard of 20.0 parts per million (ppm) or the state eight-hour standard of 9.0 ppm.

The entire SCCAB is in conformance with state and federal CO standards, and most air quality monitoring stations no longer report CO levels. No stations within the vicinity of the project site have monitored CO in the last 20 years, and the County is not required to monitor for CO. As shown in Table 3.3-5, project operations from area, energy, and mobile emissions sources combined would result in a net increase in maximum daily CO emissions of approximately 3 pounds. The SLOAPCD daily and annual CO threshold of 550 pounds per day is designed to be protective of public health. Based on the low background level of CO in the project area, ever-improving vehicle emissions standards for new cars in accordance with state and federal regulations, and the project's low level of operational CO emissions, the project would not create new CO hotspots or contribute substantially to existing CO hotspots. Therefore, the project would not expose sensitive receptors to substantial CO concentrations, and localized air quality impacts related to CO hot spots would be less than significant.

San Joaquin Valley Fever

Project construction activities, including grading and construction vehicle traffic, could generate substantial localized quantities of dust and expose sensitive receptors (i.e., nearby residents, construction workers, etc.) to potential health hazards associated with the *Coccidioides immitis* fungus, particularly during periods of high wind. Extended periods of high heat or unusually windy conditions could increase fugitive dust emissions and the associated potential for exposure to *Coccidioides immitis* spores. The project applicant and all construction contractors operating on the project site would be required to implement all of California Title 8 safety and health regulations necessary to protect employees from Valley Fever. Nevertheless, sensitive receptors could be exposed to potential health hazards associated with the *Coccidioides immitis* fungus during project construction, and this potential impact would be significant. However, implementation of Mitigation Measure AQ-1, which requires the preparation of a Construction Valley Fever Plan, would ensure the implementation of risk-minimizing Valley Fever suppression measures during construction. With implementation of Mitigation Measure AQ-1, impacts would be reduced to a level less than significant.

Naturally Occurring Asbestos

Although the project would not result in the demolition of structures that may contain asbestos materials, the project would result in excavation and grading of soils within a mapped naturally NOA buffer area (SLOAPCD 2021b), which may release NOA into the air. Since the project site lies within an area with the potential to contain NOA per the SLOAPCD NOA Web map, compliance with the NOA Air Toxics Control Measure (ATCM) would be required. The NOA ATCM requires submittal of a geologic evaluation determining whether serpentine rock is present on a project site, and if so, to what extent (less or more than 1 acre). Depending on the results of the geologic evaluation, the project would be required to file an exemption request form (if no serpentine is present), a Mini Dust Control Measure Plan (if less than 1 acre of serpentine is present), or an Asbestos Dust Control Measure Plan (if more than 1 acre of serpentine is present).

Presuming the project would disturb more than 1 acre of serpentine, the project would be required to submit a geologic evaluation and Asbestos Dust Control Measure Plan to the SLOAPCD for approval. Because serpentine rock containing NOA may be present on the project site, compliance with the NOA ATCM outlined in Mitigation Measure AQ-2 would be required. With implementation of Mitigation Measure AQ-2, impacts would be less than significant.

Diesel Particulate Matter

DPM is a toxic air contaminant. Operational TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. Construction-related activities would result in short-term emissions of DPM exhaust emissions from off-road, heavy-duty diesel equipment for site preparation grading, building construction, and other construction activities. However, as shown in Table 3.3-4, project construction would not exceed the SLOAPCD's adopted DPM thresholds.

Operation of the project, which includes specialized light industrial uses, would not generate substantial TAC emissions because they would not involve use of substances known to emit TACs. As shown in Table 3.3-5, project operations would not exceed the SLOAPCD's adopted DPM thresholds. Nevertheless, a DPM HRA (Appendix C of this EIR) was prepared to ascertain the incremental cancer risk that may result from locomotive engine idling associated with the proposed project. Each train overnighting at the CCLF would idle up to 30 minutes per day, approximately 15

minutes at shutdown and startup. Two trains would overnight at the CCLF at completion of Phase 1 construction. This number is estimated to increase to three trains in five years, then to four trains in ten years.

Although commercial and school uses are present within 0.25-mile of the project site, the HRA focused on residential uses only. This is because locomotive idling would generally occur between the hours of 9 pm and 6 am, when workers and students are not present. Table 3.3-6 shows the incremental cancer risk at residential locations in proximity to the project site. As shown in Table 3.3-6, the potential incremental cancer risk is well below the SLOAPCD significance threshold of 10 in 1 million or hazard and index value of 1.0. Therefore, the project would not expose sensitive receptors to substantial DPM emissions, and localized air quality impacts related to CDPM emissions would be less than significant.

Table 3.3-6. Estimate of Operational Incremental Cancer Risk

Topic	Incremental Cancer Risk	Hazard Index
Residential MEI Location	3.7 in 1 million	0.001
SLOAPCD Significance Criteria	10.0 in 1 million	1.0
Exceed Threshold?	**No**	**No**

Source: Appendix C of this EIR
Notes:
See Appendix C of this EIR for risk calculation worksheet and AERMOD modeling output sheets.
MEI=maximally exposed individual

Impact 3.3-4 Odors

Would the proposed project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

No major sources of odors were identified in the vicinity of the project site that could potentially affect proposed on-site land uses. Project construction would generate odors associated with fugitive dust and construction equipment exhaust. However, the proposed construction activities would not differ significantly from those resulting from any other type of urban construction project. Any odor generation would be intermittent and would terminate upon completion of the construction activities. Implementation of the proposed project would result in a less than significant impact associated with the creation of objectionable odors during construction and operation.

3.3.4 Mitigation Measures

AQ-1 **Construction Valley Fever Plan.** The LOSSAN Rail Corridor Agency and contractor(s) shall prepare a Construction Valley Fever Plan to ensure the implementation of the following measures during construction activities to reduce impacts related to Valley Fever.

A. If peak daily wind speeds exceed 15 mph or peak daily temperatures exceed 95 degrees Fahrenheit for three consecutive days, additional dust suppression measures (such as additional water or the application of additional soil stabilizer) shall be implemented prior to and immediately following ground disturbing activities. The additional dust suppression shall continue until winds are 10 mph or lower and outdoor air temperatures are below a peak daily temperature of 90 degrees for at least two consecutive days.

B. Heavy construction equipment traveling on un-stabilized roads within the project site shall be preceded by a water truck to dampen roadways and reduce dust from transportation along such roads.

C. The LOSSAN Rail Corridor Agency shall notify the San Luis Obispo County Public Health Department and the City not more than 60 nor less than 30 days before construction activities commence to allow the San Luis Obispo County Public Health Department the opportunity to provide educational outreach to community members and medical providers, as well as enhanced disease surveillance in the area both during and after construction activities involving grading.

D. Prior to any project grading activity, the project construction contractor(s) shall prepare and implement a worker training program that describes potential health hazards associated with Valley Fever, common symptoms, proper safety procedures to minimize health hazards, and notification procedures if suspected work-related symptoms are identified during construction, including the fact that certain ethnic groups and immune-compromised persons are at greater risk of becoming ill with Valley Fever. The objective of the training shall be to ensure the workers are aware of the danger associated with Valley Fever. The worker training program shall be included in the standard in-person training for project workers and shall identify safety measures to be implemented by construction contractors during construction. Prior to initiating any grading, the LOSSAN Rail Corridor Agency shall provide the City and the San Luis Obispo County Public Health Department with copies of all educational training material for review and approval. No later than 30 days after any new employee or employees begin work, the LOSSAN Rail Corridor Agency shall submit evidence to the City that each employee has acknowledged receipt of the training (e.g., sign-in sheets with a statement verifying receipt and understanding of the training).

E. The LOSSAN Rail Corridor Agency shall work with a medical professional, in consultation with the San Luis Obispo County Public Health Department, to develop an educational handout for on-site workers and surrounding residents within three miles of the project site that includes the following information on Valley Fever:

   - Potential sources/causes
   - Common symptoms
   - Options or remedies available should someone be experiencing these symptoms
   - The location of available testing for infection

   Prior to any project grading activity, this handout shall have been created by the LOSSAN Rail Corridor Agency and reviewed by the City. No less than 30 days prior to any surface disturbance (e.g., grading, filling, trenching) work commencing, this handout shall be mailed to all existing residences within three miles of the project site. The City shall verify compliance with the Construction Valley Fever Plan during the grading phases of project construction. The City shall also verify notification of the San Luis Obispo County Public Health Department, implementation of the worker training program, and mailing of the educational handout via developer-submitted materials.

AQ-2 **Naturally Occurring Asbestos Air Toxics Control Measure Compliance.** The LOSSAN Rail Corridor Agency shall prepare a geologic evaluation to determine and describe the extent of serpentine rock on the project site. Depending on the conclusions of the geologic evaluation, the developer shall prepare and file:

- An exemption request form (if no serpentine is present);
- A Mini Dust Control Measure Plan (if less than 1 acre of serpentine is present); or
- An Asbestos Dust Control Measure Plan (if more than 1 acre of serpentine is present).

If the project requires either a Mini Dust Control Measure Plan or an Asbestos Dust Control Measure Plan, the LOSSAN Rail Corridor Agency will be required to submit the geologic evaluation and Mini Dust Control Measure Plan or an Asbestos Dust Control Measure Plan to the SLOAPCD for approval prior to any project grading activity.

3.3.5 Level of Significance after Mitigation

Implementation of Mitigation Measures AQ-1 and AQ-2 would reduce potential impacts on air quality to a level less than significant.

3.4 Biological Resources

This section provides an evaluation of the proposed project's potential impact on biological resources within the project site. Information contained in this section is summarized from the *Central Coast Layover Facility Project Biological Resources Technical Report* (Appendix D of this EIR).

The following terms are used for the purposes of evaluating biological resources in this EIR:

- Project Footprint: The land area to be disturbed by construction activities and/or then covered by new structures or pavement on the project site.
- Biological Study Area (BSA): Includes the project footprint plus a 300-foot buffer from the project footprint.
- Jurisdictional Assessment Area (JAA): Includes the project footprint plus a 50-foot buffer from the project footprint.

3.4.1 Existing Conditions

Vegetation Communities and Land Cover Types

A general biological field survey, including vegetation mapping, of the BSA was conducted on October 6 and 7, 2020. Vegetation communities and other land cover types in the BSA are depicted on Figure 3.4-1. Descriptions of vegetation communities, land cover types, and existing acreages of each are described below.

Disturbed Habitat

Disturbed habitat refers to areas where natural communities have been impacted to the extent that they no longer function naturally. These areas have been previously physically disturbed but continue to retain a soil substrate. Disturbed areas consist of predominantly nonnative weedy and ruderal species, which are not natural communities and generally provide limited habitat function. Examples of disturbed habitat include areas that have been graded for development, cleared for fuel management, staging areas, off-road vehicle trails, and abandoned home or business lots.

Within the BSA, 28.61 acres of disturbed habitat occurs along the abandoned wheelhouse yard located west of the railroad ROW and along the hillslope east of the rail ROW along the base of the adjacent residential development (Figure 3.4-1). Two small depressions (measuring approximately 10 feet by 2 feet and 5 feet by 2 feet, respectively) that collect sheet flow from the adjacent upland areas occur within the disturbed habitat. The depressions occur west of the railroad ROW and are dominated by cattail (*Typha* spp.). Vegetation within the disturbed habitat consists of Bermuda grass (*Cynodon dactylon*), telegraph weed (*Heterotheca grandiflora*), Russian thistle (*Salsola australis*), and castor bean (*Ricinus comminis*) (Appendix D of this EIR).

Urban/Developed

The BSA contains 47.35 acres of urban/developed land. Urban/developed land refers to areas where soil has been manipulated by grading and compacting in order to build infrastructure, such as roads, buildings, parks, fields, etc. These areas have limited biological function or value. However, ornamental landscaping that is often planted within urban/developed areas can provide habitat for nesting birds, and, in some cases, roosting bats.

A total of four oak trees, both coast live oak (*Quercus agrifolia*) and valley oak (*Quercus lobata*) occur within the westernmost portion of the project footprint. Both oak species occur sporadically along the fence line of utility buildings along the western portion of the project footprint. Individual oaks with a diameter at breast height (DBH) of less than 4 inches were mapped, as shown on Figure 3.4-1. The majority of the BSA is heavily developed with commercial, industrial, transportation, and residential land uses. Vegetation within the urban/developed habitat consists of ornamental species such as Peruvian pepper tree (*Schinus molle*), oleander (*Nerium oleander*), and bottlebrush (*Callistemon* sp.).

Eucalyptus Woodland

Eucalyptus woodlands typically include areas that have been planted as groves or windbreaks and have become naturalized on uplands and along stream courses. Trees are typically under 164 feet in height with an intermittent to continuous canopy and sparse to intermittent shrub and herbaceous layers (Appendix D of this EIR). Eucalyptus woodlands provide potential nesting habitat for bird and raptor species. Within the BSA, eucalyptus woodland occurs north of the abandoned roundhouse foundation within the project footprint and west of the rail ROW at the south end of the BSA (outside of the project footprint). A total of 1.13 acres of eucalyptus woodland habitat is mapped within the BSA.

Special-Status Vegetation Communities

Sensitive natural communities include land that supports unique vegetation communities or the habitats of rare or endangered species or subspecies of animals or plants as defined by Section 15380 of the CEQA Guidelines. No special-status vegetation communities are present within the BSA.

Figure 3.4-1. Vegetation Communities and Land Cover Types within the Biological Study Area



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Hydrology

The BSA is located within the 53,271-acre San Luis Obispo Creek watershed (83.2 square miles), which is located within the Estero Bay Hydrologic Unit (Hydrologic Unit 310). The Estero Bay Hydrologic Unit is divided into 19 subareas, one of which is the San Luis Obispo Creek (Hydrologic Unit 310.24). Within the BSA, surface runoff generally sheet flows to drain into San Luis Obispo Creek. The San Luis Obispo Creek is a natural-bottom channel that is largely confined by urban development and agriculture before outletting to the Pacific Ocean at Avila Beach, approximately 11 miles downstream of the BSA.

Literature Review

Initial literature reviews were conducted in September and October of 2020. A list of special-status plant and animal species that have the potential to occur within the BSA was prepared using information provided by the United States Fish and Wildlife Service's (USFWS) Information for Planning and Consultation Online System, the CDFW's California Natural Diversity Database (CNDDB) RareFind program, and the California Native Plant Society's (CNPS) Inventory of Rare and Endangered Plants of California. The Information for Planning and Consultation search was conducted using a shapefile of the BSA boundaries. The CNDDB and CNPS databases were searched for the nine topographic quadrangles that comprise the BSA and surrounding area (Morro Bay North, Atascadero, Santa Margarita, Morro Bay South, San Luis Obispo, Lopez Mountain, Port San Luis, Pismo Beach, and Arroyo Grande Northeast California 7.5 minute topographic quadrangles). In addition to a review of special status-species databases, aerial photographs and topographic maps of the BSA at a scale of 1:2,400 were reviewed prior to field surveys (Appendix D of this EIR).

Plant Species

Special-status plant species include plants that meet one or more of the following criteria:

- Listed or proposed for listing as threatened or endangered under the Federal Endangered Species Act (ESA) or candidates for possible future listing as threatened or endangered under the ESA (50 Code of Federal Regulations [CFR] Section 17.12)
- Listed or candidates for listing by the State of California as threatened or endangered under the California ESA (Fish Game Code Section 2050 et seq.)
- Listed as rare under the California Native Plant Protection Act (Fish and Game Code Section 1900 et seq.); a plant is rare when, although not presently threatened with extinction, the species, subspecies, or variety is found in such small numbers throughout its range that it may be endangered if its environment worsens (Fish and Game Code Section 1901)
- Meet the definition of rare or endangered under CEQA Guidelines Section 15380, subdivisions (b) and (d), including:
    - Plants considered by CDFW to be "rare, threatened or endangered in California." This includes plants tracked by the CNDDB and the CNPS as California Rare Plant Rank 1 or 2
    - Plants that may warrant consideration on the basis of declining trends, recent taxonomic information, or other factors; this may include plants tracked by the CNDDB and CNPS as California Rare Plant Rank 3 or 4

- Considered locally significant plants (i.e., plants that are not rare from a statewide perspective but are rare or uncommon in a local context such as within a county or region [CEQA Guidelines, Section 15125, subd. (c)], or as designated in local or regional plans, policies, or ordinances [3.2.6 CEQA]); examples include plants that are at the outer limits of their known geographic range or plants occurring on an atypical soil type

A full list of rare plant occurrences within the surrounding nine quadrangles can be found in Appendix D of this EIR.

Federally and/or State-Listed Plant Species

No federally and/or state-listed plant species were observed within the BSA during field surveys. Additionally, there is no potential for federally or state-listed plant species to occur within the BSA. The full list of special-status species evaluated for potential to occur in the BSA is provided in Appendix D of this EIR.

Other Special-Status Plant Species

No other special-status plant species were observed within the BSA during field surveys. Additionally, there is no suitable habitat for other special-status plant species within the BSA. The full list of special-status species evaluated for potential to occur in the BSA is provided in Appendix D of this EIR.

Wildlife Species

Special-status wildlife species include wildlife that meets one or more of the following criteria:

- Listed or proposed for listing as threatened or endangered under the ESA or candidates for possible future listing as threatened or endangered under the ESA (50 CFR Section 17.12)
- Listed or candidates for listing by the State of California as threatened or endangered under the California ESA (Fish and Game Code, Section 2050 et seq.)
- Meet the definition of rare or endangered under CEQA Guidelines Section 15380, subdivisions (b) and (d), including:
    - Although not presently threatened with extinction, the species is existing in such small numbers throughout all or a significant portion of its range that it may become endangered if its environment worsens
    - The species is likely to become endangered within the foreseeable future throughout all or a significant portion of its range
- Considered locally significant species (i.e., species that are not rare from a statewide perspective but are rare or uncommon in a local context such as within a county or region [CEQA Guidelines, Section 15125, subd. (c)], or as designated in local or regional plans, policies, or ordinances

Federally and/or State-Listed Wildlife Species

No special-status wildlife species were observed during the biological field surveys, though specific protocol surveys were not conducted.

Wildlife observed within the BSA during field surveys was typical of a heavily urbanized environment. These urban-adapted species included mourning dove (*Zenaida macroura*), house finch (*Haemorhous mexicanus*), and northern mockingbird (*Mimus polyglottos*). A full list of wildlife species observed during the survey is included in Appendix D of this EIR. Given the urban characteristics of the BSA, federally- or state-listed wildlife species are not expected to occur within the BSA. The full list of special-status species evaluated for potential to occur in the BSA is provided in Appendix D of this EIR.

Other Special-Status Wildlife

Three urban-adapted special-status wildlife species have the potential to occur within the BSA, as follows:

- **Loggerhead shrike.** Loggerhead shrike (*Lanius ludovicianus*, species of special concern) occur in open woodlands with areas of grass cover and bare ground and require tall shrubs, trees, fences, or power lines for hunting perches. Loggerhead shrike use areas of short grasses, forbs, or bare ground for hunting and thorny vegetation or barbed wire fences for impaling a wide variety of prey including insects, arachnids, reptiles, amphibians, small birds, and small mammals.

  Potentially suitable habitat for loggerhead shrike occurs within the disturbed habitat of the BSA. Loggerhead shrike has potential to nest in dense trees and shrubs where they occur within the BSA, although the compacted soils west of the existing tracks exhibit little, if any, diagnostic sign of burrowing animal use and lack cover to support a significant population of prey species. Given that the species will occupy territories of over 40 acres, a pair could nest within the BSA and forage east of the tracks.

- **White-tailed kites.** White-tailed kites (*Elanus leucurus,* fully protected) nest in open areas with oak savanna, willow riparian, and scattered trees near foraging habitat, which typically consists of open grasslands, meadows, wetlands, and farmlands. Small mammals make up most of their diet.

  Potentially suitable habitat for white-tailed kites occurs within the disturbed habitat of the BSA. Although compacted soils west of the existing tracks exhibit little, if any, diagnostic sign of burrowing animal use and lack cover to support a significant population of prey species, white-tailed kite could nest in trees west of the tracks and forage east of the tracks.

- **Pallid Bat.** Potentially suitable roosting habitat for pallid bat (*Antrozous pallidus,* species of special concern) is associated with buildings located within the BSA. Pallid bat occupies a wide-range of habitats and is known to roost in both occupied and unoccupied buildings such as those occurring in the vicinity of—but not within—the project footprint.

Potential Jurisdictional Aquatic Resources

For the purposes of identifying aquatic resources with potential to be impacted by the project, the JAA includes the project footprint plus a 50-foot buffer. Although a formal jurisdictional delineation was not conducted, the JAA was examined during the general biological survey for aquatic features that have the potential to be regulated as waters of the U.S. pursuant to the CWA, waters of the State pursuant to the Porter-Cologne Water Quality Control Act, or as a streambed pursuant to California Fish and Game Code Section 1600 et seq. As shown on Figure 3.4-2, two small patches of cattail that may

qualify as wetland occur within the project footprint, west of the existing rail embankment along with three road ruts that become inundated seasonally.

Artificial Cattail Patches

As previously noted, two small patches of cattail (measuring approximately 10 feet by 2 feet and 5 feet by 2 feet, respectively) occur west of the rail and at the toe of the rail embankment within the project footprint. These small and isolated patches of cattail appear to occur as a result of sheet flow from the surrounding compacted upland areas collecting at the base of the constructed rail embankment. Soils were observed to be saturated and exhibited a salt crust. Based on the predominance of hydrophytic vegetation and indicators of wetland hydrology, these features may qualify as wetland.

These features appear to have resulted from rail embankment construction and exhibit no signs of surface connectivity to any other aquatic features. As such, they are not expected to be regulated by the USACE. At less than 1 acre in size and subject to regular operation and maintenance activities, these potential wetlands also are not likely to be regulated by RWQCB. These features do not exhibit bed or banks and therefore are also not expected to be regulated by CDFW pursuant to Section 1600 of the California Fish and Game Code. However, it is the regulatory agencies that make the final determination regarding whether an aquatic feature is subject to regulation.

Seasonally Inundated Road Ruts

Three unvegetated road ruts located west of the existing tracks (mapped as “ephemeral road rut” on Figure 3.4-2) exhibited cracked soils during the October 6 and 7, 2020 biological field survey. These features occur in upland areas within disturbed habitat, are unvegetated, and were artificially created by regular vehicle use along the railroad ROW. At the time of the surveys, the ruts were dry, and the deepest point measured 6 inches.

These artificial ephemeral features may exhibit inundation for long durations but do not qualify as USACE or RWQCB wetland based on the absence of hydrophytic vegetation. Additionally, they are not tributary to waters of the U.S. or waters of the state, are less than 1 acre in size, are subject to regular operations and maintenance, and may be best described as puddles; therefore, they are not regulated by USACE or RWQCB pursuant to the CWA and Porter-Cologne Water Quality Control Act. These features do not exhibit bed or banks and, therefore, are also not regulated by CDFW pursuant to Section 1600 of the California Fish and Game Code.

Nesting Birds

Although the BSA is highly urbanized with little to no natural habitat, suitable habitat to support nesting birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code occurs within the BSA. Avian species accustomed to human activity will often nest in landscape vegetation planted within urban/developed areas. Migratory and resident bird species, such as mourning doves and house finches, were observed in the BSA during field surveys.

Wildlife Corridors and Habitat Linkages

Wildlife movement corridors, also called dispersal corridors or landscape linkages, are linear features whose primary wildlife function is to connect at least two significant habitat areas. Other definitions of corridors and linkages are as follows:

- A corridor is a specific route used for movement and migration of species. A corridor may be different from a linkage because it represents a smaller or narrower avenue for movement.
- Linkage means an area of land that supports or contributes to the long-term movement of wildlife and genetic material. A linkage is a habitat area that provides connectivity between habitat patches, as well as year-round foraging, reproduction, and dispersal habitat for resident plants and animals.

Wildlife corridors and linkages are important features in the landscape, and the viability and quality of a corridor or linkage are dependent on site-specific factors. Topography and vegetative cover are important factors for corridors and linkages. These factors should provide cover for both predator and prey species. They should direct animals to areas of contiguous open space or resources and away from humans and development. The corridor or linkage should be buffered from human encroachment and other disturbances (e.g., light, loud noises, domestic animals) associated with developed areas that have caused habitat fragmentation. Wildlife corridors and linkages may function at various levels depending upon these factors and, as such, the most successful of wildlife corridors and linkages will accommodate all or most of the necessary life requirements of predator and prey species.

Areas not considered functional wildlife dispersal corridors or linkages are typically obstructed or isolated by concentrated development and heavily traveled roads, known as chokepoints. One of the worst scenarios for dispersing wildlife occurs when a large block of habitat leads animals into cul-de-sacs of habitat surrounded by development. These habitat cul-de-sacs frequently result in adverse human/animal interfacing.

The BSA is highly urbanized, generally surrounded by development, and the existing railroad corridor exhibits very little vegetative cover, limiting its potential for use by wildlife. It likely supports some local, nocturnal, urban-adapted animal movement. The CDFW's CNDDB California Essential Habitat Connectivity lists the habitat surrounding the BSA as having limited connectivity opportunity (Appendix D of this EIR).

Habitat Conservation Plan

The BSA is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

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Figure 3.4-2. Potential Jurisdictional Aquatic Resources in the Jurisdictional Assessment Area



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3.4.2 Regulatory Setting

Federal

Federal Endangered Species Act

The Federal ESA protects threatened and endangered plants and animals and their critical habitat. Candidate species are those proposed for listing; these species are usually treated by resource agencies as if they were listed during the environmental review process. Procedures for addressing impacts on federally listed species follow two principal pathways, both of which require consultation with the USFWS, which administers the Federal ESA for all terrestrial species. The first pathway, a Section 10(a) incidental take permit, applies to situations where a nonfederal governmental entity must resolve potential adverse impacts on species protected under the Federal ESA. The second pathway, a Section 7 consultation, applies to projects directly undertaken by a federal agency or private projects requiring a federal permit or approval.

Migratory Bird Treaty Act

The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10, including feathers, or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21).

All raptors and their nests are protected from take or disturbance under the MBTA (16 U.S. Code, Section 703 et seq.). The golden eagle and bald eagle are also afforded additional protection under the Eagle Protection Act, amended in 1973 (16 U.S. Code, Section 669 et seq.).

Clean Water Act – Section 404

Section 404 of the CWA establishes a program for the USACE to regulate the discharge of dredge and fill material into waters of the U.S., including wetlands. Activities regulated under this program include fills for development, water resource projects (e.g., dams and levees), infrastructure development (e.g., highways and airports), and conversion of wetlands to uplands for farming and forestry. Either an individual Section 404 permit or authorization to use an existing USACE nationwide permit must be obtained if any portion of an activity will result in dredge or fill effects on a river or stream that has been determined to be jurisdictional under Section 404 of the CWA. When applying for a permit, a company or organization must show that they would avoid wetlands where practicable, minimize wetland effects, or provide compensation for any unavoidable destruction of wetlands.

As of June 22, 2020, the term “waters of the U.S.” is defined in the USACE regulations at 33 CFR Part 328.3(a) as:

a. Jurisdictional waters. For purposes of the CWA, 33 U.S. Code 1251 et seq. and its implementing regulations, subject to the exclusions in paragraph (b) of this section, the term “waters of the U.S.” means:

    1. The territorial seas, and waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including waters which are subject to the ebb and flow of the tide;

    2. Tributaries;

    3. Lakes and ponds, and impoundments of jurisdictional waters; and

4. Adjacent wetlands.

b. Nonjurisdictional waters. The following are not "waters of the U.S.":

1. Waters or water features that are not identified in paragraph (a)(1), (2), (3), or (4) of this section;
2. Groundwater, including groundwater drained through subsurface drainage systems;
3. Ephemeral features, including ephemeral streams, swales, gullies, rills, and pools;
4. Diffuse stormwater runoff and directional sheet flow over upland;
5. Ditches that are not waters identified in paragraph (a)(1) or (2) of this section, and those portions of ditches constructed in waters identified in paragraph (a)(4) of this section that do not satisfy the conditions of paragraph (c)(1) of this section;
6. Prior converted cropland;
7. Artificially irrigated areas, including fields flooded for agricultural production, that would revert to upland should application of irrigation water to that area cease;
8. Artificial lakes and ponds, including water storage reservoirs and farm, irrigation, stock watering, and log cleaning ponds, constructed or excavated in upland or in nonjurisdictional waters, so long as those artificial lakes and ponds are not impoundments of jurisdictional waters that meet the conditions of paragraph (c)(6) of this section;
9. Water filled depressions constructed or excavated in upland or in nonjurisdictional waters incidental to mining or construction activity, and pits excavated in upland or in nonjurisdictional waters for the purpose of obtaining fill, sand, or gravel;
10. Stormwater control features constructed or excavated in upland or in nonjurisdictional waters to convey, treat, infiltrate, or store stormwater runoff;
11. Groundwater recharge, water reuse, and wastewater recycling structures, including detention, retention, and infiltration basins and ponds, constructed or excavated in upland or in nonjurisdictional waters; and
12. Waste treatment systems.

The term ephemeral means surface water flowing or pooling only in direct response to precipitation (e.g., rain or snow fall). The term intermittent means surface water flowing continuously during certain times of the year and more than in direct response to precipitation (e.g., seasonally when the groundwater table is elevated or when snowpack melts). The term perennial means surface water flowing continuously year-round. Per USACE Regulatory Guidance Letter 08 02, applicants can elect to request and obtain an approved jurisdictional delineation (JD), he or she can also decline to request an approved JD, and instead obtain an USACE individual or general permit authorization based on either a preliminary JD, or, in appropriate circumstances (such as authorizations by nonreporting nationwide general permits), no JD whatsoever. By definition, a preliminary JD can only be used to determine that wetlands or other water bodies that exist on a particular site "may be" jurisdictional waters of the U.S. A preliminary JD, by definition, cannot be used to determine either that there are no wetlands or other water bodies on a site at all (i.e., that there are no aquatic resources on the site and the entire site is comprised of uplands), or that there are no jurisdictional wetlands or other water bodies on a site, or that only a portion of the wetlands or waterbodies on a site are jurisdictional. The

use of a preliminary JD may expedite the permitting process when compared to the approved JD process, which requires the JD to be coordinated with the U.S. EPA.

Clean Water Act – Section 401

In California, the State Water Resources Control Board (SWRCB) and nine RWQCB regulate activities within state and federal waters under Section 401 of the CWA and the Porter Cologne Water Quality Control Act. SWRCB is responsible for setting statewide policy, coordinating and supporting RWQCB efforts, and reviewing petitions that contest RWQCB actions. Each RWQCB is semiautonomous and has the authority to set water quality standards, issue Section 401 certifications and waste discharge requirements, and take enforcement action for projects occurring within its boundary. However, when a project crosses multiple RWQCB jurisdictional boundaries, SWRCB becomes the regulating agency and issues project permits.

SWRCB adopted a statewide definition of rules to protect wetlands and other environmentally sensitive waterways throughout the state on April 2, 2019. These rules define what SWRCB considers a wetland and include a framework for determining if a feature that meets the SWRCB wetland definition is a "water of the state," subject to regulation. Second, the rules clarify requirements for permit applications to discharge dredged or fill material to any water of the state.

SWRCB defines an area as wetland as follows:

An area is wetland if, under normal circumstances, (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both; (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and (3) the area's vegetation is dominated by hydrophytes or the area lacks vegetation.

The SWRCB considers the following wetlands (as determined using methodology in the USACE Wetland Delineation Manual; Environmental Laboratory 1987) as waters of the state:

1. Natural wetlands
2. Wetlands created by modification of a surface water of the state
3. Artificial wetlands that meet any of the following criteria:
    a. Approved by an agency as compensatory mitigation for impacts to other waters of the state, except where the approving agency explicitly identifies the mitigation as being of limited duration
    b. Specifically identified in a water quality control plan as a wetland or other water of the state
    c. Resulted from historic human activity, is not subject to ongoing operation and maintenance, and has become a relatively permanent part of the natural landscape
    d. Greater than or equal to one acre in size, unless the artificial wetland was constructed, and is currently used and maintained, primarily for one or more of the following purposes (i.e., the following artificial wetlands are not waters of the state unless they also satisfy the criteria set forth in 2, 3a, or 3b):
        i. Industrial or municipal wastewater treatment or disposal
        ii. Settling of sediment

iii. Detention, retention, infiltration, or treatment of stormwater runoff and other pollutants or runoff subject to regulation under a municipal, construction, or industrial stormwater permitting program

iv. Treatment of surface waters

v. Agricultural crop irrigation or stock watering

vi. Fire suppression

vii. Industrial processing or cooling

viii. Active surface mining – even if the site is managed for interim wetlands functions and values

ix. Log storage

x. Treatment, storage, or distribution of recycled water

xi. Maximizing groundwater recharge (this does not include wetlands that have incidental groundwater recharge benefits)

xii. Fields flooded for rice growing

All artificial wetlands that are less than 1 acre in size and do not satisfy the criteria set forth in numbers 2, 3.a, 3.b, or 3.c are not waters of the state. If an aquatic feature meets the wetland definition, the burden is on the applicant to demonstrate that the wetland is not a water of the state.

State

California Endangered Species Act

Sections 2050 through 2098 of the California Fish and Game Code outline the protection provided to California's rare, endangered, and threatened species. Section 2080 of the California Fish and Game Code prohibits the taking of plants and animals listed under the California ESA. Section 2081 established an incidental take permit program for state listed species. In addition, the Native Plant Protection Act of 1977 (California Fish and Game Code Section 1900 et seq.) gives the CDFW authority to designate state endangered, threatened, and rare plants and provides specific protection measures for designated populations.

Fully Protected Species

CDFW has jurisdiction over fully protected species of birds, mammals, amphibians, reptiles, and fish, pursuant to Fish and Game Code Sections 3511, 4700, 5050, and 5515. Take of any fully protected species is prohibited, and CDFW cannot authorize their take in association with a general project except under the provisions of a Natural Communities Conservation Plan, 2081.7 or a Memorandum of Understanding for scientific purposes.

Species of Special Concern

CDFW has also identified many "species of special concern." Species with this status have limited distribution or the extent of their habitats has been reduced substantially such that their populations may be threatened. Thus, their populations are monitored, and they may receive special attention during the environmental review process. While they do not have statutory protection, they may be considered rare under CEQA and are, thereby, warranted specific protection measures.

Nesting Birds

The CDFW has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, eggs, and nests include Sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds of prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

Lake and Streambed Alteration Program

The CDFW regulates water resources under Sections 1600 et seq. of the California Fish and Game Code. CDFW has the authority to grant Streambed Alteration Agreements under Section 1602, which states:

An entity may not substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake.

CDFW jurisdiction includes ephemeral, intermittent and perennial watercourses and extends to the top of the bank of a stream or lake if unvegetated or to the limit of the adjacent riparian habitat located contiguous to the watercourse if the stream or lake is vegetated.

Proposed actions that require a Streambed Alteration Agreements may also require a permit from USACE under Section 404 of the CWA. In these instances, the conditions of the Section 404 permit and the Streambed Alteration Agreements may overlap.

Porter Cologne Water Quality Control Act

The Porter Cologne Water Quality Control Act requires that each of the nine RWQCBs prepare and periodically update basin plans for water quality control. Each basin plan sets forth water quality standards for surface water and groundwater and actions to control nonpoint and point sources of pollution to achieve and maintain these standards. Basin plans offer an opportunity to protect wetlands through the establishment of water quality objectives. The RWQCB's jurisdiction includes federally protected waters, as well as areas that meet the definition of "waters of the state." Waters of the state are defined as any surface water or groundwater, including saline waters, within the boundaries of the state. RWQCB has the discretion to take jurisdiction over areas not federally regulated under Section 401, provided they meet the definition of waters of the state. Mitigation requiring no net loss of wetlands functions and values of waters of the state is typically required by RWQCB.

California Environmental Quality Act

CEQA requires state and local agencies to identify impacts on the environment that might be caused by their actions. Sensitive species that would qualify for listing but are not currently listed are afforded protection under CEQA. The CEQA Guidelines Section 15065 (Mandatory Findings of Significance) identifies a substantial reduction in numbers of a rare or endangered species as a significant impact. CEQA Guidelines Section 15380 (Rare or Endangered Species) provides for the assessment of unlisted species as rare or endangered under CEQA if the species can be shown to meet the criteria for listing. For example, plant species that are not federally or state listed but that occur on the CNPS California Rare Plant Rank Lists 1 and 2 would typically be considered under CEQA. Plant populations of species meeting the California Rare Plant Rank List 3 and 4 designations that are locally significant may also warrant consideration under CEQA.

Local

Pursuant to Government Code Section 14070.7, the LOSSAN Rail Corridor Agency is deemed to be an agency of the state for all purposes related to interagency passenger rail services, including Section 5311 of Title 49 of the United States Code. Thus, the LOSSAN Rail Corridor Agency is a state agency and is therefore not subject to local government planning and land use plans, policies, or regulations. The LOSSAN Rail Corridor Agency may consider, for informational purposes, aspects of local plans and policies for the communities surrounding the project site, when it is appropriate. The proposed project would be subject to state and federal agency planning documents described herein but would not be bound by local planning regulations or documents such as the City's General Plan or municipal code.

City of San Luis Obispo General Plan

The Conservation and Open Space Element of the City of San Luis Obispo General Plan includes a number of goals with various policies relevant to biological resources. These goals include the following:

- Goal 7.2 Sustainable natural populations – The City will maintain and enhance conditions necessary to enable a species to become self-sustaining. Within the San Luis Obispo planning area, the City will seek to achieve self-sustaining populations of the plants, fish and wildlife that made up the natural communities in the area when urbanization began.
- Goal 7.4 Trees and other plants – Protect, preserve, and create the conditions that will promote the preservation of significant trees and other vegetation, particularly native California species.
- Goal 8.2.2 Open space within the urban area – Within the urban area, the City will secure and maintain a diverse network of open land encompassing particularly valuable natural and agricultural resources, connected with the landscape around the urban area. Particularly valuable resources are:
    - Creek corridors, including open channels with natural banks and vegetation.
    - Laguna Lake and its undeveloped margins.
    - Wetlands and vernal pools.
    - Undeveloped land within the Urban Reserve not intended for urban uses.
    - Grassland communities and woodlands.
    - Wildlife habitat and corridors for the health and mobility of individuals and of the species.
    - The habitat of species listed as threatened or endangered by the state or federal governments.
    - Prime agricultural soils and economically viable farmland (Figure 10 of the City of San Luis Obispo General Plan).
    - Groundwater recharge areas.
    - Historically open space settings for cultural resources, native and traditional landscapes.
    - Hills, ridgelines and the Morros.
    - Scenic rock outcroppings and other significant geological features.
    - Unique plant and animal communities, including "species of local concern."

- Goal 10.1.3 Water Quality - Protect and maintain water quality in aquifers, Laguna Lake, streams, and wetlands that supports all beneficial uses, agriculture, and wildlife habitat.

City of San Luis Obispo Tree Ordinance

San Luis Obispo Municipal Code Section 12.24.090 requires a tree removal permit unless otherwise specified for all designated native species with a trunk over 10 inches in diameter measured by diameter standard height (diameter at standard height, 4 feet, 6 inches) or when a tree is nonnative and the trunk is more than 20 inches diameter at standard height. In order to obtain a tree removal permit, an application for a tree removal must be submitted, including a site plan showing location, species, and size of any tree proposed for removal; a diagram or site photograph showing each tree identified to be removed with each tree uniquely identified by number; information to support the reason for removal; a replanting plan showing the size, location, and species of trees identified to be planted; and any other information deemed necessary.

3.4.3 Project Impacts

Thresholds of Significance

As defined in Appendix G of the CEQA Guidelines, project impacts on biological resources would be considered significant if the project was determined to:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS
- Have a substantial adverse effect on state or federally-protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filing, hydrological interruption, or other means
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan

Impact Analysis

Impact 3.4-1 Candidate, Sensitive, or Special-Status Species

Would the proposed project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?

Special-Status Plant Species

As stated in Section 3.4.1, the proposed project is located within a highly developed area and would primarily affect urban/developed and disturbed land cover, which comprises a majority of the BSA (Figure 3.4-1). No federally- or state-listed plant species or other special-status plant species have the potential to occur within the BSA. Furthermore, no federally- or state-listed plants species, or other special-status plant species were recorded within the BSA. Therefore, construction and operation of the proposed project would have no direct or indirect impacts on candidate, sensitive, or special-status plants.

Special-Status Wildlife

As stated in Section 3.4.1, the proposed project is located within a highly developed area. No federally- or state-listed wildlife species occur or have potential to occur within the BSA. Therefore, neither project construction nor operation would have direct or indirect impacts on federally- or state-listed wildlife species.

Additionally, although both loggerhead shrike (species of special concern) and white-tailed kite (fully protected species) have the potential to nest in shrubs and trees within the project footprint, the disturbed habitat within the project footprint provides very limited foraging potential, and, as such, the loss of the existing disturbed habitat within the project footprint would not be considered a significant impact. Native trees within the project footprint would be avoided. As such, no net loss of nesting habitat is anticipated.

Nonetheless, direct impacts on active loggerhead shrike and white-tailed kite nests are prohibited by the MBTA and California Fish and Game Code and, as such, potential construction impacts to existing vegetation within the project footprint would be considered significant. Implementation of Mitigation Measure BR-1, which requires the avoidance of nesting birds, would reduce this potential impact to a level less than significant.

The BSA is in a highly developed and disturbed environment. There is no suitable habitat for pallid bat within the project footprint. Therefore, project construction and operation would not directly impact the species.

Impact 3.4-2 Sensitive Natural Community

Would the proposed project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?

As stated in Section 3.4.1, no riparian habitat or special-status vegetation communities are present within the BSA. Therefore, construction and operation of the project would have no direct or indirect impacts on riparian habitat or other special-status vegetation communities.

Impact 3.4-3 Wetlands

Would the proposed project have a substantial adverse effect on state or federally-protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filing, hydrological interruption, or other means?

Although unlikely, the project could have an adverse impact on wetlands if any of the aquatic resources identified herein are determined to be regulated by USACE or RWQCB, and those features will be subject to a discharge of fill. Such impacts would be considered significant. Implementation of

Mitigation Measure BR-2, which requires compensatory mitigation consisting of at least 1:1 establishment for loss of regulated wetland, if present, would reduce this potential impact to a level less than significant.

Impact 3.4-4 Wildlife Corridors

Would the proposed project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites?

The BSA is in a highly developed and disturbed environment, surrounded by suburban homes, businesses and roads, and any wildlife moving through the BSA would have already been exposed to substantial disturbance. An increase in disturbance resulting from project construction and operation would be negligible in the already highly developed and disturbed existing environment. Therefore, the proposed project would have a less than significant impact associated with wildlife corridors.

Impact 3.4-5 Conflict with Local Policies or Ordinances

Would the proposed project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The BSA is highly disturbed and comprised predominantly of urban/developed land and disturbed land, with small pockets of eucalyptus woodland. As discussed under Impact 3.4-1, with implementation of Mitigation Measure BR-1, the proposed project's impacts on biological resources would be reduced to a level less than significant. The proposed project would avoid native trees within the project footprint. Furthermore, the LOSSAN Rail Corridor Agency is a state agency and is therefore not subject to local government planning and land use plans, policies, or regulations. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources and no impact would occur.

Impact 3.4-6 Conflict with Adopted Habitat Management Plan

Would the proposed project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The BSA is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, implementation of the proposed project would result in no impact associated with the potential to conflict with conservation plans.

3.4.4 Mitigation Measures

BR-1 **Migratory and Nesting Birds.** If construction activities occur between January 15 and September 15, a preconstruction nesting bird survey (within 7 days prior to construction activities) shall be conducted by a qualified biologist to determine if active nests are present within the area proposed for disturbance to avoid the nesting activities of breeding birds. The results of the surveys will be submitted to the LOSSAN Rail Corridor Agency (and made available to the wildlife agencies [USFWS/CDFW], upon request) prior to initiation of any construction activities. Should nesting bird species aside from European starlings (Sturnus vulgaris) and house sparrows (*Passer domesticus*) be found, a 300-foot

(500 feet for raptors) exclusionary buffer will be established by the biologist. This buffer shall be clearly marked in the field by construction personnel under guidance of the biologist, and construction or clearing will not be conducted within this buffer zone until the biologist determines that the young have fledged or the nest is no longer active. At the discretion of the biologist, the buffer may be reduced if the nest is buffered by existing visual and noise barriers such as hills, walls, buildings, etc. visual and noise barriers are added, or the nesting species is known to tolerate higher levels of disturbance.

BR-2 **State or Federally Regulated Wetlands.** A formal Jurisdictional Delineation will be conducted prior to the initiation of project construction. If any of the aquatic resources identified herein are determined to be regulated by USACE or RWQCB and those features will be subject to a discharge of fill, then the appropriate regulatory permits would be sought and compensatory mitigation for the permanent loss of wetland would be provided at a minimum 1:1 ratio. Compensatory mitigation would include a minimum of 1:1 wetland establishment to ensure that the project results in no net loss of wetland.

3.4.5 Level of Significance after Mitigation

Implementation of Mitigation Measure BR-1 would reduce the potential impact on migratory and nesting birds to a level less than significant. Implementation of Mitigation Measure BR-2 would reduce the potential impact to regulated wetlands to a level less than significant.

3.5 Cultural Resources

This section provides an evaluation of the proposed project's potential impact in relation to existing and potential cultural resources within the project site. Information contained in this section is summarized from the *Central Coast Layover Facility Project Cultural Resources Technical Report* prepared for the proposed project and included herein as Appendix E of this EIR.

3.5.1 Existing Conditions

Cultural resources include districts, sites, buildings, structures, or objects generally older than 50 years and considered to be important to a culture, subculture, or community for scientific, traditional, religious, or other reasons. Archaeological resources are locations where human activity has measurably altered the earth or left deposits of prehistoric or historic-era physical remains (e.g., stone tools, bottles, former roads, house foundations). Historical resources are buildings, structures, objects, places, and areas that are eligible for listing on the National Register of Historic Places (NRHP), the California Register of Historic Resources (CRHR), or local register, have an association with important persons, events in history, or cultural heritage, or have distinctive design or construction method.

The Cultural Resources Technical Report prepared for the proposed project identifies and evaluates cultural resources within the project site in accordance with the requirements of CEQA. Cultural resource identification efforts for the project included a records search, archival research, and a pedestrian survey of the project site.

Geologic Setting

The project site is located in the Central Coast region of California within the Los Osos Valley, approximately 1 mile to the east of San Luis Obispo Creek, which drains into Morro Bay. The Los Osos Valley is situated in the Santa Lucia Mountain Range which is part of the California Coastal Mountains within the Pacific Coast Range System. Elevations in the project site range from 238 to 254 feet above mean sea level. Geologically, the project site sits on the Franciscan Complex structural block, which dates from the Jurassic and Cretaceous Periods. Lithologic constituents are comprised of sedimentary, clastic, and metamorphic materials such as greywacke, shale, argillite, and serpentinite. Tranquillon Obispo formation is also present, which consists of intrusive igneous dikes or sills that contain rocks dating to the Mesozoic Era (Hall 2007: 283 289; United States Geological Survey[USGS] 2007). Upper strata consist of Los Osos Diablo Complex soils derived from weathered mudstone, sandstone, and shale with bedrock present at depths ranging from 3 to 5 feet. Typical soil profiles consist of loam to a depth of approximately 1 foot overlaying clay and sandy loam (United States Department of Agriculture, Natural Resource Conservation Service 2020). According to the *Central Coast Layover Facility Preliminary Geotechnical Design Report,* constructive fill extends from the surface to depths of between 3 and 5 feet and that pockets of native soil are present between depths of 5 to 10 feet on the project site (Appendix F of this EIR).

Cultural Setting

The following provides a summary of San Luis Obispo's cultural setting.

Prehistoric Background

The earliest evidence for human occupation along the Central Coast of California dates to the Terminal Pleistocene/Early Holocene period, at least 12,000–13,000 years ago, with an increase in population approximately 10,000 years ago. The regional chronological framework developed for the Central Coast includes six periods or phases: Paleo Indian (pre 8,000 calendar years before Christ [cal] BC), Millingstone/Early Archaic (8,000 to 3,500 cal BC), Early (3,500 to 600 cal BC), Middle (600 cal BC to 1,000 cal AD), Middle/Late Transition (1,000 to 1,250 cal AD), and Late (1250 cal AD to contact). See Appendix E of this EIR for details.

Ethnography: Obispeño Chumash

The proposed project falls within the ethnographic boundaries of the Chumash group of Native Americans, specifically the Obispeño Chumash. Traditional Chumash territory encompasses approximately 7,000 square miles, extending north from Los Angeles to Santa Margarita, and east from the Pacific Coast (including San Miguel [Tuqan], Santa Rosa [Wi'ma], Santa Cruz [Limuw], and Anacapa [Anyapakh] Islands) to the San Joaquin Valley (Boitano n.d). The Obispeño Chumash are located in the northern portion of this area in the vicinity of the City of San Luis Obispo.

The Chumash referred to themselves as "the first people," and tribal elders say that Chumash means bead maker or seashell people. They were hunters, gathers, and fishermen whose population once numbered in the tens of thousands (Boitano n.d.). Villages were both large and small depending on the temporal period and location.

Important Obispeño Chumash villages included Pismu, where the current city of Pismo Beach is now located; Kulait qupe, where the current city of San Luis Obispo is now located; and Tilhini, which was located in the mountains to the north of Kulait qupe.

Impacts to Chumash culture began with the arrival of the first Euro Americans (starting with the Cabrillo voyage in AD 1542–1543) and the introduction of Old World diseases. Spanish occupation of the area began with the Portolá expedition in AD 1769 and had dramatic consequences for Chumash lifeways. San Luis Obispo was the location of the first mission in Chumash territory, established in 1772. This was followed by San Buenaventura in 1782, Santa Barbara in 1786, La Purísima Concepción (located in present day Lompoc) in 1787, and Santa Ynez in 1804. The mission system ended up incorporating the majority of the Chumash population (Grant 1978).

Historical Background

Spain began settling California in the late eighteenth century; however, the Spanish had little success in gaining a stable foothold due to several factors, such as internal strife, lack of adequate supply routes, and Native American hostility. After a long war, Mexico liberated itself from the Spanish Crown and increased a presence in California through new policies of settlement and more amiable international relations. Inevitably, the Mexican system of rule was doomed to failure as the government was only a democracy on the surface and was increasingly at odds with the wealthy landowners in California. The United States took advantage of this weakness, and by the middle of the nineteenth century, Mexico lost control of California. The conquest of the region by the United States was quickly followed by an increase in socioeconomic complexity and events that propelled California into the future. In general, the history of the Central Coast of California can be broken down into three major periods: Spanish (1769–1821), Mexican (1821–1848, and American (1848–present). See Appendix E of this EIR for a detailed description of these three major periods.

San Luis Obispo

San Luis Obispo County was named after the mission and was one of the original 27 counties established when California became a state (County of San Luis Obispo 2020). Mission San Luis Obispo was unofficially designated as the county seat and a town was organized around the mission in 1856. During the 1850s, the population of San Luis Obispo remained very small, and due to the low population, San Luis Obispo attracted many bandits in the wake of the Gold Rush, which led to an extremely high crime rate in the region. It was common for travelers to go missing or dead bodies to be found along the roads (Hoover et al. 2002; Landwehr 2004; Robinson 1957).

During the 1860s, the residents of San Luis Obispo worked towards claiming rights to the land, but this was a lengthy process and took a number of years to complete. Regular, tri weekly stage service carrying mail and passengers between Los Angeles and San Francisco began during this time. Eventually, more weekly stage lines were developed to connect San Luis Obispo to other growing towns like Cambria, San Simeon, and San Miguel. Although San Luis Obispo was beginning to develop, growth was stifled by a prolonged drought from 1862 to 1864. The economy of early San Luis Obispo was dependent on ranching and the drought devastated the industry. Nearly all of the cattle died of starvation and in debt ranchers were forced to sell their land to newcomers. Much of the land was subdivided giving rise to a new era of small farms and dairies with the exception of the Steele brother's operation which incorporated distressed San Luis Obispo ranches into its vast San Mateo County dairy business (Historic Resources Group 2013; Robinson 1957).

In 1868, San Luis Obispo was officially designated as the county seat, and by 1870, the population had reached approximately 3,000 (Historic Resources Group 2013; Landwehr 2004). On October 5, 1871, a patent was issued to the trustees of the town for 572.65 acres. With the patent in hand, the San Luis Obispo board of trustees began issuing deeds to residents for a small fee. Streets were laid out, sidewalks installed, and trees planted along the streets. In 1876, San Luis Obispo had grown to such an extent that it was incorporated as a city.

Within 10 years of San Luis Obispo becoming a city, the Southern Pacific Railroad built their line as far south as San Miguel and Paso Robles. Anticipation of the railroad reaching San Luis Obispo facilitated further growth.

After the construction of seven tunnels, a trestle bridge, and numerous fills and curves, the Southern Pacific Railroad reached San Luis Obispo in 1894. The railroad connection to San Francisco effectively ended the era of the stagecoach in San Luis Obispo, as well as ending the dependence on steam ships for trade and travel. The Southern Pacific passenger depot was built on the east side of the city, and there was a large influx of railroad employees in need of housing. New residential, commercial, and civic development quickly followed the arrival of the railroad. Some of the most popular new areas were the Maymont Addition tract and the Imperial Addition tract because they were conveniently located near the Southern Pacific Railroad roundhouse. The Imperial Addition tract soon became known as Little Italy because it was mainly settled by Italian railroad workers (Historic Resources Group 2013; Library of Congress 2020; Robinson 1957).

Following World War I, San Luis Obispo continued to grow and many war veterans relocated to the city to take advantage of California Polytechnical Institute at San Luis Obispo's (Cal Poly) vocational training programs. Cal Poly was established in 1901. Initially, Cal Poly was a private institution, but in 1921 it was transferred to the State Board of Education and became 1 of 10 California state colleges. Industry blossomed during the 1920s with an expansion of retail, oil, agriculture, and dairy businesses, as well as recreational developments such as the Exposition Park Racetrack. The Anderson Hotel was opened in 1923, and the Milestone Inn (Mo Tel Inn) opened in 1925 becoming the first motel in

the United States. Improved roads and affordable automobiles allowed people to travel the Central Coast with ease and promotional campaigns were directed at bringing more tourism to San Luis Obispo. The automobile also facilitated the expansion of new residential neighborhoods on the outskirts of town by allowing workers to easily travel back and forth between the suburbs and the city's commercial center (Historic Resources Group 2013; Robinson 1957).

The Great Depression stunted growth in San Luis Obispo during the 1930s. The city was able to weather the economic depression better than most areas due to its agricultural diversity; however, commercial and industrial development suffered. As part of the New Deal, the Works Progress Administration implemented a number of initiatives, including the construction of a causeway to Morro Rock, to keep residents employed and improve infrastructure. Other projects included the construction of roads, bridges, parks, and civic buildings (Historic Resources Group 2013; Landwehr 2004; Robinson 1957).

After the conclusion of World War II, the population expanded significantly, mainly due to the large number of separated military personnel who remained in the area. Throughout the 1950s and 1960s, many areas of San Luis Obispo were redeveloped with new warehouses and business replacing old, dilapidated structures. Some older commercial buildings within the city were revitalized and modified with more contemporary storefronts or were repurposed into other businesses or professional offices. Development and redevelopment continued into the late twentieth century with the creation of more subdivisions and the transformation of old industrial areas into residential areas with apartment complexes and condos (Franks 2004; Historic Resources Group 2013).

Railroad Development

Mid nineteenth century growth in California was characterized by small population booms, but this would change to a steadier growth during the latter part of the century with the building of railroads. In 1862, Congress passed the Pacific Railroad Bill authorizing the Central Pacific and UP to construct a transcontinental line and the first rails were spiked in 1863. On May 10, 1869, an extraordinary feat of engineering was accomplished when the Central Pacific met the UP in Utah and connected the transcontinental line linking California with the rest of the United States (Hayes 2007; Starr 2007).

The Big Four, a group of four Sacramento merchant investors, were the impetus for development of the Central Pacific Railroad on the west coast. During the 1860s, the imminent completion of the transcontinental railroad led to the development of numerous railroads throughout California. The Big Four quickly acquired many of these lines, including the Southern Pacific in 1868, and set to connecting California's major cities by rail. Two year later, the Central Pacific was merged with the Southern Pacific (Hayes 2007; Starr 2007).

The priority of the Southern Pacific was to link the transcontinental line with Los Angeles, and this was completed on September 5, 1876, at Lang's Station in Santa Clarita (Hayes 2007; Santa Clarita Valley Historical Society 2018; Starr 2007). Concurrently, the Southern Pacific was also working on a connection along the Central Coast between San Francisco and Los Angeles. They began building south out of San Francisco and bought out small, port linked operations in coastal cities like Santa Cruz to limit competition by using the existing infrastructure. It would take the Southern Pacific nearly 25 years to complete its Central Coast Line (Rice and Echeverria 2008).

San Luis Obispo's first rail system was started shortly after the first transcontinental line was completed when John Harford developed a horse drawn railway system. Initially, the horse car system was designed to connect the city to local ports, but it developed into a complete streetcar system by the 1880s. Within a short time, the Pacific Coast Steam Ship Company began developing other narrow

gauge railroads in the area such as the Pacific Coast Railway. In 1874, the Pacific Coast Steam Ship Company purchased Harford's facilities and began reconfiguring the system to accommodate steam engines. However, narrow gauge rails were still preferred by the company so that smaller, less expensive engines could be utilized. In 1876, a new rail depot and roundhouse were constructed at the intersection of Higuera and South Streets. Lines were extended to other nearby towns to facilitate regional trade of lumber and agricultural products, as well as to provide passenger service. By 1883, lines were extended to Arroyo Grande, Santa Maria (formerly Central City), Los Alamos, and Los Olivos (Historic Resources Group 2013; Rice and Echeverria 2008; Sullivan 2010).

The Pacific Coast Railroad remained in operation until 1942, linking the ports and rural towns with the Southern Pacific depot, but eventually fell into irreversible decline following the arrival of the automobile and the Great Depression. During the late twentieth century, nearly all of the Pacific Coast infrastructure was demolished to make way for new development. Eventually, all tracks were removed to accommodate expanded city roads like South Street. Today, the site of the former depot contains a gas station, auto repair garage, and a donut shop. The only remaining Pacific Coast building is the grain storage warehouse at 65 Higuera Street, which is also the last of its type in all of San Luis Obispo (Historic Resources Group 2013; Rice and Echeverria 2008; Sullivan 2010).

While the Pacific Coast railroad consolidated its San Luis Obispo operation, the Southern Pacific continued its development further south, and by 1886 had a terminus in Santa Margarita. Due to the difficulties and expense of traversing the La Cuesta Grade, the Southern Pacific's momentum towards San Luis Obispo was slowed, but the line eventually reached the city in 1894. The depot, roundhouse with turntable, and other ancillary facilities were completed in 1894-1895 and employed nearly 500 workers (Historic Resources Group 2013; Rice and Echeverria 2008).

The Southern Pacific's Central Coast Line was completed in 1901 and flourished during most of the early twentieth century, bringing wealth and commerce to coastal California cities. In San Luis Obispo, the completion of the line transformed the layout of the city by shifting the economic center east to the Southern Pacific Railroad tracks. A new signal repair shop and transportation building were constructed, and the roundhouse and turntable was enlarged. However, like the Pacific Coast Railroad, the Southern Pacific was adversely affected by the increased popularity of the automobile during the 1920s, and the decline in leisure travel during the Great Depression in the 1930s. To combat the downturn, the Southern Pacific began working on a new streamlined steam engine in 1935 that would increase speeds to 79 miles per hour. The new Golden State engines debuted in 1937 and the increased speeds allowed the Southern Pacific to reduce rates to below pre-1920 levels (Historic Resources Group 2013; Rice and Echeverria 2008). In 1943, the Southern Pacific built a new Mission Revival style depot just to the north of the original depot (Franks 2004).

With popularity of the railroad renewed, profits increased, and were further bolstered after the onset of World War II. However, the bounty would not last, and following the war, the automobile, along with increased interest in air travel, began to plague railroad passenger service again. A rise in commercial trucking combined with the new interstate system also hurt railroad freight service. By the 1960s, passenger service was eliminated and in 1971, Amtrak took over most of the passenger rail service in the United States (Historic Resources Group 2013). Amtrak occupied the Southern Pacific's depot in San Luis Obispo and today it is one of the few Mission Revival style buildings in the city (Franks 2004). Freight service continued, but steadily declined as the Southern Pacific could not compete with local commercial trucking, and by 1996, the company was bought out by the UP Railroad. In recent decades, the UP has managed to revitalize passenger and freight service along the Central Coast (Rice and Echeverria 2008).

One of the few remaining structures from San Luis Obispo's early railroad era is the Southern Pacific Freight Warehouse. Originally constructed in 1895, the Freight Warehouse functioned as a freight transfer point for both the Southern Pacific and Pacific Coast Railroads. It was constructed a few blocks south of the Southern Pacific Depot near the roundhouse, was constructed of wood, and had a floor and platform built of asphaltum from Price Canyon. The freight warehouse was abandoned during the mid-twentieth century but was left intact unlike the majority of railroad related structures in San Luis Obispo. At the turn of the twenty first century, the freight house became the permanent home of the San Luis Obispo Railroad Museum and underwent a restoration from 2000 to 2014 (Franks 2004; Library of Congress 2020; San Luis Obispo Railroad Museum 2020). Other remnants of San Luis Obispo's early railroad era include the foundations for the Southern Pacific roundhouse and associated shop buildings to the south of the museum (Appendix E of this EIR).

San Luis Obispo Southern Pacific Railroad Roundhouse and Shops

Railroad roundhouses were synonymous with steam locomotives, were ubiquitous throughout the early railroad industry, and were primarily used for maintenance and storage. A roundhouse with a turntable was one of two structures used for the maintenance and maneuvering of locomotives; the other being a square shed with a transfer table. Roundhouses were first devised in the mining fields of England, and the innovation quickly made its way to America. They allowed covered storage for numerous steam engines, and the turntable allowed the multidirectional movement of engines with relative ease (Halberstadt and Halberstadt 2002).

A major disadvantage to the roundhouse was that engines would get bottlenecked at the turntable in the event of a fire. Due to all the flammable liquids within a roundhouse, the danger of fire was high; therefore, many roundhouses, like the Southern Pacific's San Luis Obispo roundhouse, were designed with enough track between the structure and turntable so engines could be removed quickly in the event of a fire. Other facets of design included drop pits beneath stalls for working on undercarriages, skylights, all around windows, and numerous flues for smoke and ventilation. Associated shops were utilized for repairing engines and railcars. A carpenter's shop was generally well equipped enough to rebuild an entire box car; machine shops were equipped with forges to recast parts, replace rivets, or bend steel into place; and the boilermaker shop was used for repairing and testing steam boilers (Halberstadt and Halberstadt 2002).

The Southern Pacific Railroad's roundhouse in San Luis Obispo was essential for the constant servicing of the 90-ton engines that negotiated La Cuesta Grade to Los Angeles. The roundhouse was built in 1894, the same year the railroad established service in San Luis Obispo (Middlecamp 2017). Initially, the roundhouse contained 10 stalls, but the foundation was laid to accommodate up to 25 stalls (*The Morning Press* 1899). It was constructed of high-grade brick and contained a turntable, two enclosed workshops, and seven garden tracks used for open weather work. Five new stalls were added in 1901 and another six were added in 1910 with associated shops (*Los Angeles Herald* 1901; Middlecamp 2017). Shops associated with the roundhouse included the powerhouse, which was used to generate steam to start the engines; the electrical shop; and the parts shop. In 1922 and 1923, the turntable was expanded to accommodate the longer Daylight steam engines that the Southern Pacific was developing. To the south of the turntable were the water and fuel columns and the sand house (Brad LaRose, personal communication, October 7, 2020; Middlecamp 2017).

The roundhouse operated continuously throughout the first half of the twentieth century; however, the development of more powerful diesel locomotives signaled the end of the steam engine era. Diesel engines required less maintenance and could move forward and backward, which rendered the roundhouse obsolete. The last locomotives left the roundhouse in 1956, and within 3 years, the

structure was demolished with only the foundation and turntable remaining. In 1971, the original Southern Pacific depot surrounding the roundhouse was demolished, and in 1994, the turntable was removed (Brad LaRose, personal communication, October 7, 2020; Middlecamp 2017). However, the foundations for the roundhouse and shops are still extant, as well as the housing and concrete pit for the turntable. The roundhouse foundations are constructed of large natural stone blocks overlaid with brick and concrete. The turntable pit has been completely filled in, but the outline is still visible on the surface.

Archival Sources Consulted

The following sources of information were reviewed to identify previously recorded archaeological and historic built-environment resources in and around the project site:

- NRHP (National Park Service 2020)
- California Points of Historical Interest, California Historical Landmarks, and CRHR (State of California 2020a)
- Central Coast Information Center (CCIC) of the California Historical Resources Information System (CHRIS)
- California Department of Transportation (Caltrans) Historic Bridge Inventory (State of California 2020b)
- City of San Luis Obispo Historic Resources Survey (City of San Luis Obispo 1983)
- City of San Luis Obispo Master List of Historic Resources (City of San Luis Obispo 2016)
- City of San Luis Obispo Contributing List of Historic Resources (City of San Luis Obispo 2015)
- San Luis Obispo County Built Environment Resource Directory (State of California 2020c)
- Historical aerial imagery and United States Geological Survey topographic maps (Nationwide Environmental Title Research 2020)
- Sanborn Fire Insurance Company maps (Library of Congress 2020)

Records Search

On August 7, 2020, a records search request was submitted to the CCIC of the CHRIS, housed at University of California, Santa Barbara. The purpose of the records search was to determine the extent of previous cultural resource investigations and to identify previously documented archaeological sites and built-environment resources within the project site and a 0.5-mile buffer surrounding the project site.

Field Survey

A pedestrian cultural resource survey of the project site was completed between October 6 and 8, 2020. The project site covers approximately 13 acres and measures roughly 3,275 feet long, north-south by a maximum of 350 feet wide, east-west. The project site is situated entirely within railroad ROW and generally overlaps the site of the former Southern Pacific rail yard. The project site is mostly flat and generally covered with dirt/gravel.

Previous Cultural Resources Investigations

The records search identified 63 previous cultural resources investigations within 0.5 mile of the project site. Twelve of these investigations overlap portions of the project site (amounting to about 60 percent coverage), while 51 occurred outside of the project site but within 0.5 mile of it. Of the investigations overlapping the project site, 6 out of 12 are related to a historic resources survey conducted by the City of San Luis Obispo Cultural Heritage Committee (CHC) (City of San Luis Obispo 1983). Of the remaining four reports, the most relevant to the current study is the Caltrans District 5 *Historic Property Survey Report for Additions to the San Luis Obispo Train Station* (Pavlik 1994). This report recorded and evaluated the San Luis Obispo Southern Pacific Railroad NRHP Historic District and Southern Pacific roundhouse and turntable foundations as NRHP-eligible properties, both of which exist within the project site.

Previously Recorded Resources

The records search conducted by the CCIC identified 141 previously recorded or noted cultural resources within 0.5 mile of the project site. Of these resources, 5 are located within the project site (Table 3.5-1), while 136 are located outside the project site but within the 0.5-mile buffer. Of the 136 resources outside the project site, 3 are archaeological sites (1 prehistoric, 2 historic), while 133 are historic built-environment resources (Appendix E of this EIR).

The five previously recorded resources within the project site consist of:

- The San Luis Obispo Southern Pacific Railroad NRHP Historic District
- The City of San Luis Obispo Local Railroad Historic District
- The Southern Pacific roundhouse foundations and turntable (historic archaeological site)
- The railroad loading dock (historic structure)
- The foundations of two railroad outbuildings associated with the roundhouse (historic archaeological features)

None of these five resources have been formally recorded on California Department of Parks and Recreation (DPR) 523 series forms; therefore, none have primary number designations. The NRHP district and Southern Pacific roundhouse foundations and turntable were determined NRHP-eligible, with State Historic Preservation Officer (SHPO) concurrence (Pavlik 1994). The loading dock and outbuilding foundations are listed in the Railroad District Plan, and their evaluation status is unknown (City of San Luis Obispo 1998). These five resources are described below in Table 3.5-1 and identified on Figure 3.5-1.

Table 3.5-1. Previously Recorded Resources within the Project Site

Count	Primary/ Trinomial	Resource Name*	Resource Type	Description	Year Built	Eligibility (code)
1	*	San Luis Obispo Southern Pacific Railroad NRHP Historic District	Historic District	Historic District	1894-1940	Individual Property determined eligible for the NRHP; listed in the CRHR (2S2)
2	*	Southern Pacific Roundhouse and Turntable Foundations	Historic archaeological site; contributor to the San Luis Obispo Southern Pacific Railroad NRHP Historic District.	Railroad roundhouse/turntable foundations	1894	Contributor to a district determined eligible for the NRHP; listed in the CRHR (2D2)
3	**	City of San Luis Obispo Local Railroad Historic District	Historic District	Historic District	1894-1945	Individual property that is listed or designated locally (5S1)
4	***	Railroad Loading Spur or Team Track and Dock	Historic structure; contributor to the City of San Luis Obispo Local Railroad Historic District.	Railroad loading dock	1940s	Unknown
5	***	Foundations, Railroad Outbuildings	Two historic archaeological features; contributor to the City of San Luis Obispo Local Railroad Historic District.	Foundations	1920s	Unknown

Source: Appendix E of this EIR

Notes:

** Listed in the San Luis Obispo County Built Environment Resource Directory/Historic Property Data File (State of California 2020c).*

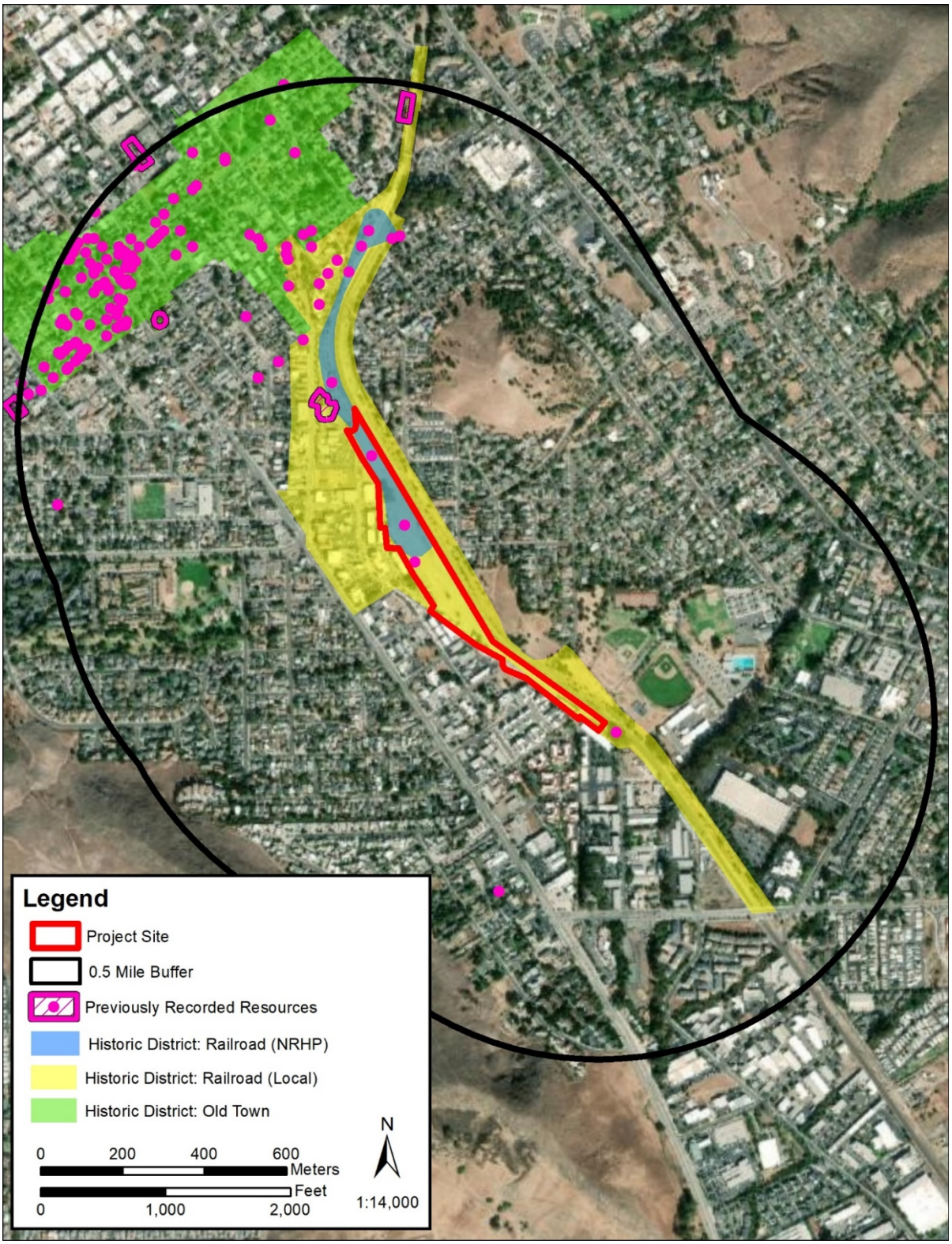
*** Established by the San Luis Obispo City Council in 1998*

****Identified as a historic structure in the City of San Luis Obispo Railroad District Plan (City of San Luis Obispo 1998).*

CRHR=California Register of Historical Resources; NRHP=National Register of Historic Places

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Figure 3.5-1. Previously Recorded Resources within 0.5 Mile of the Project Site



Source: Appendix E of this EIR

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San Luis Obispo Southern Pacific Railroad National Register of Historic Places Historic District

The San Luis Obispo Southern Pacific Railroad NRHP Historic District (NRHP Historic District) was originally recorded as a resource by Caltrans' Robert Pavlik in 1994 as part of an architectural survey for proposed additions to the San Luis Obispo Southern Pacific Depot (Amtrak Station, located at the north end of the NRHP Historic District). The NRHP Historic District is described as a group of structures, dating to the late nineteenth century to the mid twentieth century, which comprise the vestiges of a once vibrant passenger, freight, and railroad maintenance facility. The building's exterior details vary in type, from simple board and batten to stucco and steel cladding. The NRHP Historic District begins at the intersection of Santa Rosa Street and Railroad Avenue and continues south along the tracks (but do not include the tracks themselves) to the site of the turntable and roundhouse east of Roundhouse Avenue. The NRHP Historic District boundary falls within the confines of the railroad ROW, and except for that portion that crosses over the tracks at the northern end to encompass the water tower, the NRHP Historic District continues south along the western side of the tracks. The railroad tracks were considered a functional and integral component of the ongoing rail operation; therefore, they were not included as a contributing element to the NRHP Historic District in 1994. The components of the NRHP Historic District as recorded by Pavlik (1994) are listed below:

- San Luis Obispo Southern Pacific Train Depot (contributing; P-40-040182; 1076 Railroad Avenue)
- Southern Pacific Transportation Company Building (contributing; 1076 Railroad Avenue)
- Southern Pacific Railroad Warehouse (contributing; P-40-040183; 1940 Santa Barbara Avenue)
- Southern Pacific Water Tower and Tank (contributing; P-40-040660; 1091 Railroad Avenue)
- Southern Pacific Roundhouse Foundation (contributing; Roundhouse Avenue)
- Southern Pacific Turntable Foundation (contributing; Roundhouse Avenue)
- Bus Shelter (non-contributing; 1076 Railroad Avenue)
- Southern Pacific Transportation Company Switching Building (non-contributing; 1076 Railroad Avenue)

The Southern Pacific Roundhouse Foundation and Turntable Foundation are the only two contributors of the district in the project area.

The significance of the NRHP Historic District was assessed as follows:

> The San Luis Obispo Southern Pacific Railroad Historic District represents the remaining buildings and features associated with the arrival and development of the railroad in the city of San Luis Obispo. The buildings span the time period of the Southern Pacific's height of importance in the county, from 1894 to 1943. The advent of the Southern Pacific in San Luis Obispo County brought guaranteed growth and economic prosperity to this once remote Central California county. The remaining buildings and structures reflect the diversity of Southern Pacific Railroad architecture, from the utilitarian warehouse (1895) to the simple yet attractive Spanish Colonial Revival depot (1943). The water tower (1940) and roundhouse foundation (1894) are remnants of an obsolete technology. Together these related resources point to the important role that the railroad played in the development and maturation of the city of San Luis Obispo. The surrounding residential neighborhood, although not a part of this historic district, is also testimony to the importance of the railroad in this city's history, as almost five hundred

> individuals were employed at the Southern Pacific yard during its heyday. The continued growth of the community and the county, from the expanded agricultural opportunities to the establishment of a state college (1901) and the location of several nearby military bases during World War II were due, at least in part, to the presence of the Southern Pacific Railroad in San Luis Obispo County (Pavlik 1994).

In a letter dated May 4, 1994, SHPO concurred that the above listed properties, with the exception of the bus shelter and the Southern Pacific Transportation Company switching building, are eligible for inclusion on the NRHP under Criteria A and C as contributing elements to the San Luis Obispo Southern Pacific Railroad Historic District at the local level of significance, as defined in 36 Code of Federal Regulations 60.4. The NRHP Historic District satisfies Criterion A (associated with events that have made a significant contribution to the broad patterns of our history) by association with the arrival and development of the railroad in San Luis Obispo, which was immensely important in the growth and development of San Luis Obispo County. The NRHP Historic District also satisfies Criterion C (embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction) by the fact that "all of the structures have retained characteristics of design and materials that are representative of their respective periods of significance in the historic development of the district" (Pavlik 1994). SHPO also agreed that structures such as the water tower, turntable, and warehouse, though deteriorated and in disarray, still retain elements that lend historic integrity to the NRHP Historic District. Furthermore, the NRHP Historic District itself is considered an individual property determined eligible for listing in the NRHP and listed in the California Register of Historical Resources.

Field Survey Results

The project site partially overlaps the southern half of the NRHP Historic District. The previously recorded elements of the NRHP Historic District (i.e., the foundations of the roundhouse and turntable) that fall within the project site were revisited during field surveys and found as previously described by Pavlik. The roundhouse and turntable site were updated and expanded as a standalone archaeological site that also combines all extant features of the rail yard in the vicinity of the roundhouse. The NRHP Historic District was updated by the expansion of one of its contributing elements to incorporate associated features.

Resource Eligibility

This resource, as originally recorded by Pavlik (1994), was previously determined eligible for listing in the NRHP, under Criteria A and C, with SHPO concurrence in 1994. Due to its NRHP eligible status, the NRHP Historic District is automatically listed in the CRHR and is eligible under CRHR Criteria 1 and 3, which mirror NRHP Criteria A and C.

As originally recorded, the NRHP Historic District extended from the intersection of Santa Rosa Street and Railroad Avenue at the north (where the depot is located), south to the roundhouse site, and was confined to the railroad ROW. Of the eight properties evaluated as elements of the NRHP Historic District, six were determined to be contributing elements, while two were determined to be noncontributing.

Updates to the NRHP Historic District, as a result of the current study, consist of the incorporation of 16 additional features (discussed below) into the roundhouse/turntable site, and forming a larger historic archaeological site which is referred to as the Southern Pacific Roundhouse and Rail Yard Site pending assignation of a Primary number by the CCIC (Appendix E of this EIR).

City of San Luis Obispo Local Railroad Historic District

In 1998, the San Luis Obispo City Council created a locally designated railroad historic district (local district) at the same time it adopted the Railroad District Plan (Brian Leveille, personal communication, December 21, 2020; City of San Luis Obispo 1998; see Section 3.5.2). The local district is generally bounded by Johnson Avenue at the north, Orcutt Road at the south, the railroad ROW at the east, and Broad Street/Leff Street at the west. The district encompasses both above- and below ground resources and includes the original railroad yard, as well as residential and commercial zoned property on the west side of the railroad ROW. The Historic Preservation Program Guidelines (City of San Luis Obispo 2010:51) provide a description of the local district setting, features, and architectural characteristics; however, there appears to have been no formal documentation or evaluation (e.g., on DPR forms) of the local district as an entity itself. The Railroad District Plan lists the following historic structures and sites as features of the local district:

- Johnson Avenue Bridge
- Fairview Street Bridge (demolished)
- Southern Pacific Railroad Water Tower
- Southern Pacific Railroad Signal Repair Shop (demolished)
- Southern Pacific Railroad Train Depot
- The Old Railroad Depot (demolished)
- Southern Pacific Transportation Company Building
- Alano Club Building
- Park Hotel
- Railroad Square Building
- Del Monte Grocery
- Railroad Loading Spur or Team Track and Dock
- Southern Pacific Freight Warehouse
- Southern Pacific Milling Company Warehouse
- Railroad Turntable and Roundhouse (partially demolished)
- Foundations, Railroad Outbuildings
- Drainage Culvert at McMillan
- Call/Parkview Hotel
- William M. Duff House
- Alexander Galeweski House
- Tribune Republic Building

Of the above, the following three contributors to the district are in the project site: Railroad Loading Spur or Team Track and Dock; Railroad Turntable and Roundhouse (partially demolished); and Foundations, Railroad Outbuildings.

Field Survey Results

The project site falls entirely within the boundaries of the local district. Elements of the local district that fall within the project site include the foundations of the roundhouse and turntable. As discussed above, the roundhouse and turntable site were updated and expanded as a standalone archaeological site. The local district was updated by the expansion of one of its contributing elements to incorporate associated features (Appendix E of this EIR).

Resource Eligibility

The City of San Luis Obispo created a new, locally designated railroad historic district in 1998 that includes elements of the NRHP Historic District, as well as the residential and commercial neighborhood west of the tracks. Since the City of San Luis Obispo local district is included in a local register of historical resources, it qualifies as a historical resource under CEQA.

Updates to the local district as a result of the current study consist of the incorporation of 16 additional features (discussed below) into the roundhouse/turntable site and forming a larger historic archaeological site referred to as the Southern Pacific Roundhouse and Rail Yard Site.

Southern Pacific Roundhouse and Turntable Foundations

The roundhouse foundations and turntable foundations were originally recorded as a resource by Caltrans' Robert Pavlik in 1994 as part of an architectural survey for proposed additions to the San Luis Obispo Southern Pacific Depot. Railroad roundhouses were synonymous with steam locomotives, ubiquitous throughout the early railroad industry, and primarily used for maintenance and storage. The Southern Pacific Railroad's roundhouse in San Luis Obispo was essential for the constant servicing of the 90-ton engines that negotiated La Cuesta Grade to Los Angeles. The roundhouse was built in 1894, the same year the railroad established service in San Luis Obispo (Middlecamp 2017). Initially, the roundhouse contained 10 stalls, but the foundation was laid to accommodate up to 25 stalls (*The Morning Press* 1899). It was constructed of high-grade brick and contained a turntable, two enclosed workshops, as well as seven garden tracks used for open weather work. Five new stalls were added in 1901 and another six were added in 1910, with associated shops (*Los Angeles Herald* 1901; Middlecamp 2017). In 1922-1923, the turntable was expanded to accommodate the longer Daylight steam engines that the Southern Pacific was developing (Middlecamp 2017).

The roundhouse operated continuously throughout the first half of the twentieth century; however, the development of more powerful diesel locomotives signaled the end of the steam engine era. Diesel engines required less maintenance and could move forward and backward, which rendered the roundhouse obsolete. The last locomotives left the roundhouse in 1956, and within 3 years, the structure was demolished with only the foundation and turntable remaining. In 1971, the original Southern Pacific depot surrounding the roundhouse was demolished, and in 1994, the turntable was removed. All that remains of the original roundhouse are the degraded concrete foundations and a portion of the housing for the turntable. The only remaining structure from the original depot is the 1894 freight house, which now houses the San Luis Obispo Railroad Museum, which is located outside of the project area (Middlecamp 2017; San Luis Obispo Railroad Museum 2020).

The turntable consisted of a round ring of concrete, approximately 75 feet in diameter, which was set 2 feet into the ground. The turntable was directly adjacent to the railroad tracks; its east wall formed part of the embankment of the railroad tracks. The date 1923 was embossed in the concrete east wall. The floor of the turntable was concrete. Along the inside diameter of the concrete ring was a steel rail

set on wooden ties. The superstructure, known as a turntable bridge, was made of riveted steel girders with a wooden decking. A graded roadbed leading from the railroad tracks to the turntable is still evident, although the rails and ties have been removed. The turntable bridge was removed in November 1993, and the pit filled in January and February 1994.

The turntable is significant both as an engineering artifact and as a key feature of the historic rail yard. It is of interest as an engineering artifact because of its use as a device to move steam locomotives into and out of the roundhouse bays for maintenance and repair. It is of historic significance as a remnant artifact of the large complex of railroad related facilities that made San Luis Obispo a hub of activity for the Southern Pacific Railroad.

Field Survey Results

This historic archaeological site consists of the roundhouse foundations, turntable retaining wall, and several other foundations and features representing shops and facilities associated with the roundhouse and rail yard. The previously recorded and evaluated roundhouse/turntable site was expanded as a result of fieldwork undertaken for the present study to incorporate 16 additional features (all of which are concrete foundations/pads). New DPR 523 series forms were prepared for this site and are included in Appendix E of this EIR. The roundhouse, turntable, and the 16 additional features are identified on Figure 3.5-2 and described below:

Roundhouse: Built in 1894, the roundhouse was an imposing structure which dominated the railroad yard and was visible from some distance. The semicircular brick building was equivalent in height to a three-story building and could service at least 15 locomotives at a time. Locomotives would exit the Roundhouse onto a short section of track on the turntable, one at a time, to be turned to match up with rails leading to the yard and the main lines. The roundhouse was decommissioned in the late 1950s with the end of the Steam Era and was dismantled in 1959. All that remains is a portion of the concrete foundations of the building.

The visible foundations of the Roundhouse measure approximately 360 feet north south by 70 feet east-west. The foundations are flush with the ground surface to the east; however, the ground surface adjacent west of the roundhouse is several feet below the level of the roundhouse floor. To accommodate this difference in elevation, there is a cut stone retaining wall (with blocks measuring up to 1 foot, 6 inches by 2 feet in size) underlying the west edge of the concrete. In a few places at the top of this retaining wall are two to three courses of red brick. Aside from the brick and cut stone, the foundations are exclusively concrete. The concrete represents strips of floor between the pit tracks (or bays) where steam locomotives would enter the roundhouse for service. The pit tracks have all been filled in but would have originally been approximately 4 feet deep. The widths of the pit tracks are 9 feet at the west; 6 feet, 6 inches in the middle section; and 9 feet at the east. The widths of the concrete strips between pit tracks are 11 feet, 4 inches at the west; 12 feet, 6 inches in the middle section; and 7 feet narrowing to 6 feet, 6 inches at the east. North of the central concrete area/machine shop, only the outlines of 6 pit tracks (of the original 10) are visible. South of the central concrete area/machine shop, only the outlines of seven pit tracks are visible.

Other notable features of the roundhouse foundations include the central concrete area, measuring about 50 by 50 feet, which housed the machine shop. The south concrete area measures about 30 feet wide by 70 feet long (northeast-southwest). This south concrete area appears to represent the south side of the roundhouse superstructure. South of here were the open-air garden tracks. North of the south concrete area, each concrete strip contains a row of three metal brackets representing the bases of the roundhouse vertical structural supports. The central concrete area/machine shop contains a small concrete footing, possibly for a jib crane (type of crane with a horizontal member that

supports a moveable hoist fixed to a floor mounted pillar), measuring approximately 5 feet by 2 feet by 6 inches. Another concrete footing was recorded two strips north of the central concrete area. It measures approximately 2 feet by 2 feet by 1 foot tall and has 12 lag bolts in a circular pattern. The two pit tracks north and south of the central concrete area are connected. The concrete strip just north of the central concrete area contains an L shaped groove. Several wood planks were observed, apparently lining the edges of pit tracks, but it is possible these are just part of the fill for the pit tracks. Finally, the roundhouse foundations include a general historic debris scatter consisting of fragments of wood, glass, metal, ballast, concrete, asphalt, brick, and cut bone.

Turntable: The turntable, also originally built in 1894, consisted of a circular concrete well approximately 75 feet in diameter and 2 feet deep. The central superstructure, known as the Turntable Bridge, consisted of riveted steel girders with wood decking and steel rails. In 1923, the turntable was expanded to approximately 100 feet in diameter to accommodate the longer Daylight steam engines that the Southern Pacific was developing. The turntable was cut up and sold for scrap in 1993 by Southern Pacific Railroad. The east concrete retaining wall that formed part of the Turntable well is all that remains and is marked with the date 1923, embossed into the concrete.

The retaining wall functioned to keep the main tracks elevated (on the east side) and the turntable level (on the west side) even with the level of the roundhouse. The semicircular retaining wall, built of steel reinforced concrete, measures 95 feet long; 5 feet, 3 inches tall; and 18 inches thick.

Feature 1: This is a roughly square concrete foundation/pad, adjacent south of the roundhouse foundations, and flush with the ground surface, measuring 22 feet east west by 18 feet north south. This building is labeled as “Shop” on the 1928 Sanborn map. Asphalt extends west from the west edge of this foundation for about 10 feet.

Feature 2: This is a square concrete foundation/pad measuring 7 feet by 7 feet. The foundation is raised approximately 6 inches relative to the surrounding ground surface. Asphalt extends east and west of this foundation.

Feature 3: This is an octagonal concrete foundation/pad measuring 28 feet across, with sides that are 11 feet long. The foundation is raised a few inches off the ground on the north side and flush with the ground elsewhere. Piles of broken concrete and asphalt obscure the west side of this feature. Asphalt connects the south edge of this foundation to the north edge of Feature 7. According to the 1928 Sanborn map, this foundation supported a tank, perhaps for storage of water or oil.

Feature 4: This is a rectangular concrete foundation measuring 34 feet, 2 inches north south by 16 feet, 9 inches east west. The foundation has a raised sill around all sides except the north, which was likely the front/opening of the building. The main sill is 6 inches tall and 6 inches wide. The south side has a smaller, 3-inch-tall by 4-inch-wide sill on top of the main sill. The floor of the building is flush with the surrounding ground surface. Asphalt connects to the west edge of this feature. This building is labeled as “Plumbing Shop” on the 1928 Sanborn map.

Feature 5: This is a hexagonal concrete foundation/pad measuring 11 feet across, with sides that are 6 feet, 4 inches long. The foundation is flush with the surrounding ground surface and asphalt extends around all sides. The function of Feature 5 is unknown.

Feature 6: This is a square concrete foundation/pad measuring 9 feet, 6 inches on a side. The foundation is raised a few inches off the ground and is partially covered in late historic asphalt. According to the 1928 Sanborn map, this foundation supported a treating tank.

Feature 7: This is a square concrete foundation/pad measuring 53 feet, 2 inches north south by 50 feet east west. A strip of concrete, sunk a few inches down, runs along the inside north side of the

building. There is a is a sill with lag bolts and a 15-foot wood plank still attached at the northeast corner. The plank is 18 feet long by 8 inches wide by 3 inches thick. A very shallow sill was noted on the east and west sides of the building. The east half of the foundation is flush with the ground. The west half is raised 6 inches to 1 foot up. A small concrete ramp at the south edge of the building provided access into the building. This building is labeled "Powerhouse" on the 1928 Sanborn map.

Feature 8: This is a rectangular concrete foundation/pad measuring approximately 135 feet north south by 35 feet east west. The foundation is flush with the surrounding ground surface and several portions of it are obscured by a thin layer of dirt and gravel. This feature is labeled "Platform" on the 1928 Sanborn map.

Feature 9: This bunker-like structure is square in plan. It measures 34 feet north south by 36 feet, 2 inches east west and is 7 feet tall on the west side and 4 feet tall on all other sides. The west wall of the structure has a metal door/opening that has been sealed shut. The east wall has four 5-inch diameter connections for fire or sewer lines. The top edge of the structure has metal bracing all around. A set of stairs on the south side of the building leads to the top of the structure. The top southwest corner has a row of five small standpipes measuring 2 inches in diameter by 7 inches tall. The age and function of this building are unknown; it is not clear if this building is associated with the original rail yard since it appears newer and may be a more recent addition. The Railroad District Plan mentions a bunker-like structure south of the roundhouse and suggests it may date to the early 1920s and mentions it may have served as the powerhouse. According to the 1928 Sanborn map, this bunker-like structure is not the powerhouse. A building on the Sanborn map in the vicinity of this structure is labeled "Brick Shed;" however, it is not clear these are the same thing.

Feature 10: This is a rectangular concrete foundation/pad, located directly south of Feature 8 and east of Feature 9, measuring 17.5 feet north south by 12.0 feet east west. The foundation is flush with the surrounding ground surface and a few lag bolts were noted at the northwest and southwest corners. The function of Feature 10 is unknown.

Feature 11: This concrete foundation/pad measures approximately 28 feet north south by 4 feet east west and is flush with the surrounding ground surface. Accurate dimensions could not be obtained due to the fact that this foundation is mostly dirt covered. The function of Feature 11 is unknown.

Feature 12: This is a rectangular concrete foundation/pad measuring approximately 23 feet north south by 9 feet east west. The foundation is flush with the ground surface. It contains many cracks and is in poor shape. The function of Feature 12 is unknown.

Feature 13: This is a rectangular concrete foundation/pad measuring approximately 23 feet north south by 13 feet east west. The foundation is flush with the ground surface. There is a building on the Sanborn map, in the vicinity of this structure, labeled "Foreman's Office;" however, it is not clear these are the same thing.

Feature 14: This feature consists of a 40-foot-long (north south) stretch of partially buried train tracks. Only the tops of the rails are visible, as well as a strip of concrete along the west edge. Total feature width is 8 feet, and the concrete strip is 2 feet wide. Based on the Sanborn maps, this may be a remnant section of the repair in place track.

Feature 15: This is a small rectangular concrete foundation/pad or footing measuring 12 feet north south by 6 feet east west by 6 inches tall. A 1-inch diameter, 2-inch tall pipe with wiring was noted at the southwest corner. The function of Feature 15 is unknown.

Feature 16: This is a narrow rectangular footing like feature. The central portion measures 11 feet north south by 2 feet, 9 inches east west. The north and south ends have an additional 3 feet, 6 inches north south by 1 foot, 10 inches east west by 1-foot tall pyramid sided footing with cut off rail pieces sticking a few inches out of the top of the footing. The function of Feature 16 is unknown.

Figure 3.5-2. Archaeological Site Map for the Southern Pacific Roundhouse and Rail Yard Site



Source: Appendix E of this EIR

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Resource Eligibility

The previously recorded and evaluated roundhouse/turntable site was expanded as a result of fieldwork undertaken for the present study to incorporate 16 additional features (all of which are concrete foundations/pads). Although the roundhouse was only a foundation when it was evaluated and not a standing structure, the resource was determined eligible for inclusion in the NRHP under Criteria A and C as a contributing element of the railroad historic district at the local level of significance. Likewise, the turntable, even after being dismantled, was determined to convey the historic character of the old rail yard. Although physical integrity was largely lacking from these two structures, the resources were determined with SHPO concurrence to nevertheless retained elements that lend historic integrity to the district.

The 16 concrete foundation features that were added to the Southern Pacific Roundhouse and Rail Yard Site indicate the size, shape, and (occasionally) entrance location of the structure they supported. Some are positively matched with named structures on historic maps (e.g., the powerhouse). Furthermore, and perhaps more importantly, their collective spatial arrangement conveys evidence of the functional association of these structures with the roundhouse/turntable and of the former layout of the entire historic Southern Pacific Rail Yard.

The expanded Southern Pacific Roundhouse and Rail Yard Site retains a sufficient degree of integrity of location, design, materials, workmanship, feeling, and association to convey its significance under CRHR Criterion 1 for its association with broad patterns of rail development in the Central Coast and CRHR Criterion 3 for embodying the distinctive characteristics of an early twentieth century steam locomotive rail yard. Furthermore, the expanded Southern Pacific Roundhouse and Rail Yard Site continues to contribute to the eligibility of both railroad historic districts (NRHP Historic District and local district) because, as assessed by Caltrans' prior evaluation, it represents the "vestiges of a once large and vibrant railroad yard that reflect the importance of the railroad in San Luis Obispo County's growth and development as well as the strategic location of San Luis Obispo County to the Southern Pacific's Coast Line operation" (Pavlik 1994).

Railroad Loading Dock

Just south of the historic Southern Pacific Freight Warehouse is a ramped loading platform, measuring approximately 10 feet by 45 feet, which was one of several long loading platforms near the warehouse used for freight operations. According to the Railroad District Plan (City of San Luis Obispo 1998), its construction date is unknown but probably dates to the 1940s. This and the platform along the track side of the warehouse are all that remain of once extensive freight loading facilities.

Field Survey Results and Resource Eligibility

The field visit and archival research determined the loading dock was not of historic age. It does not appear on the 1981 historic aerial photograph. Also, two instances of initials with a date, both 1982, were noted on the top of the loading dock and were written into the concrete when it was still wet, suggesting the feature was built in 1982. Therefore, additional recording of this feature was not conducted because it is not of historic age.

Railroad Outbuilding Foundations

Located just south of the roundhouse site are two concrete foundations that are the remains of previous railroad buildings. According to the Railroad District Plan (City of San Luis Obispo 1998), both probably date from the early 1920s and were associated with the roundhouse and turntable. One,

a bunker-like structure, may have served as the powerhouse for the turntable operation. The other foundation was likely one of the many shop buildings located in the railroad yard. The buildings which once stood on these foundations were retired by the railroad and removed in 1982.

The roundhouse and turntable foundations and railroad outbuilding foundations, due to their spatial and functional association, were combined into the Southern Pacific Roundhouse and Rail Yard Site (see Southern Pacific Roundhouse and Rail Yard Site above).

Newly Recorded Resources

Southern Pacific Railroad San Francisco Los Angeles Line Segment (P-40-041327)

One new resource was identified and recorded during the field survey: a segment of the Southern Pacific Railroad San Francisco-Los Angeles Line Segment immediately adjacent to the current project site (Figure 3.5-3).

Previous Records

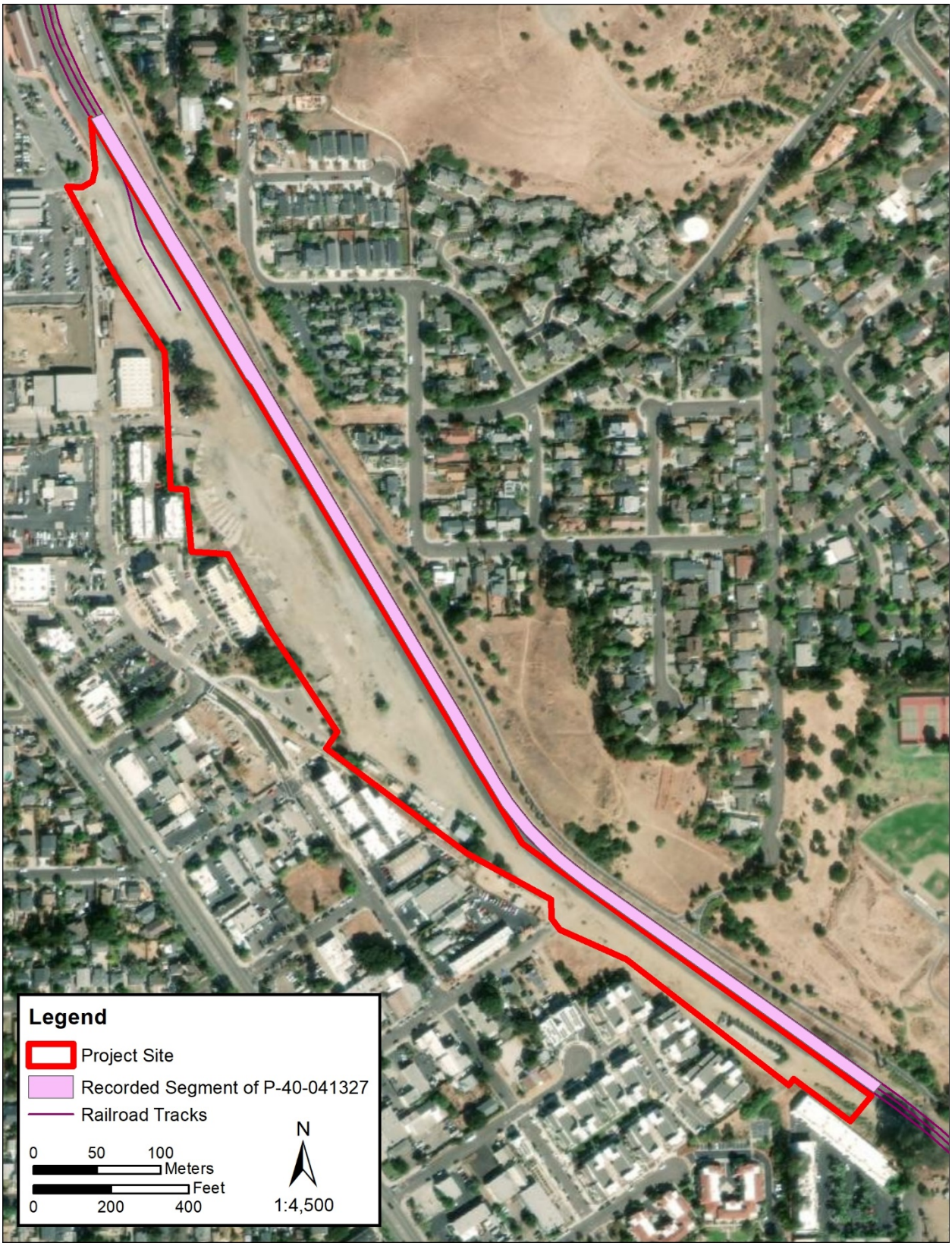
Other segments of this resource have been recorded elsewhere in San Luis Obispo County under the Primary Number P-40-041327. The newly recorded segment is therefore an update recorded under that same resource primary number.

Field Survey Results

The resource consists of a 0.62-mile-long segment of the Southern Pacific San Francisco-Los Angeles Line (Central Coast Line) located within the City of San Luis Obispo Local Railroad Historic District. The track is constructed to standard gauge: 5 feet, 2 inches from rail to rail. The track consists of steel rails and wood timber ties and is surrounded on all sides by stone ballast. New DPR 523 series forms were prepared for this site.

The surveyed segment of rail line was initially completed in 1894. An 1897 topographic map indicates that the Southern Pacific rail line has not moved from its current location since that time. Though only one set of tracks was initially completed in 1894, the 1897 map indicates that, by that year, the section of the rail line surveyed consisted of three tracks (two main tracks and a siding track) to allow for train switching at this location. The 1897 map also indicated the presence of two minor spur lines. In 1963, all three lines remained, as well as the spur lines. Between 1963 and 1981, one of the spur lines that had led to the turntable area was removed, and by 1994 only a small section of one spur line was extant. Thus, within the section of the Southern Pacific line surveyed, the rail line continues to run two main tracks and a siding track and features a small section of remaining spur line.

Figure 3.5-3. Recorded Segment of Southern Pacific Railroad San Francisco Los Angeles Line (P-40-041327)



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Rails and rail ties are commonly replaced on rail lines that retain their original use and are generally indicated by dates stamps located on the rails. Alterations to ties are more difficult to discern as the ties lack date stamps and are largely obscured by the ballast encasing them. Dates stamps located on the spur line steel rails show it was likely replaced circa 1949. Date stamps located along the three main tracks show rails were replaced circa 1948, circa 1949, circa 1956, circa 1957, circa 1972, circa 1989, circa 1991, and circa 2008. Though rails have been replaced over time, replacements have been made in kind with steel of very similar dimensions, steel spikes, and square wood ties. As the size of the rail gauge is an important factor in maintaining smooth transportation of materials nationwide, the gauge has not been altered and the rail line segment surveyed appears similar to its original construction. The only substantial alteration that has occurred includes the removal of one entire spur line, and removal of the majority of a second spur line, which is now physically disconnected from the Southern Pacific roundhouse and turntable area that it once served.

Resource Eligibility

The segment of P-40-041327 within the project site was evaluated as part of this study and is recommended eligible for listing in the CRHR. In accordance with Section 15064.5(a)(2) (3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California PRC, it is a historical resource for purposes of CEQA.

The Southern Pacific rail line was the first transcontinental connection to San Luis Obispo. It substantially impacted regional development, and economic growth by facilitating regional trade and passenger service (see historical background in Section 3.5.1) and remains within its original location with similar appearance since construction. Thus, the segment of rail line surveyed has had a significant impact on local and regional economic and industrial development by bringing wealth and commerce to the San Luis Obispo region and retains sufficient integrity to convey its significance in association with broad patterns of local and statewide history. Therefore, it is recommended eligible for listing in the CRHR under Criterion 1.

Under Criterion 2, the evaluated segment of rail line does not appear to have any significant association with the lives of specific persons important in local, California, or national history. Though the Southern Pacific rail network has been associated with numerous significant individuals over the life of its establishment and construction, none of those specific individuals appear significantly associated with the evaluated segment of the Southern Pacific rail network. Therefore, the segment of rail line surveyed is not recommended as eligible under Criterion 2 of the CRHR due to a lack of significance.

Under Criterion 3, the evaluated segment of rail line is considered a typical segment of transcontinental rail, featuring common materials, dimensions, and alterations. The segment of rail line evaluated features no extant distinctive elements; lacks distinctive characteristics of a type, period, region, or method or construction; and does not represent the work of a master or possess high artistic values. Therefore, the segment of rail line surveyed is recommended not eligible under Criterion 3 of the CRHR due to a lack of architectural or engineering significance.

Under Criterion 4, the current recording of the resource as a built environment resource encapsulates the likely information potential for the resource, and it is unlikely that further survey would reveal additional potential for information important to history. Therefore, the segment of rail line surveyed is recommended not eligible under Criterion 4 of the CRHR.

As only a small segment of the rail line was surveyed for this reporting, the segment is recommended to remain unevaluated as a potential contributor to a greater railroad historic district, as such, an evaluation would require a comprehensive survey and analysis of the greater Southern Pacific line.

The level of significance under Criterion 1 is recommended as local and county wide; the area of significance is recommended as transportation, economic development, and industry; and the period of significance is recommended as 1894–97, to capture the construction of both main tracks and the siding track.

The character defining features of the rail line include: the location of the two main tracks and one siding track; the steel rails; wood timber ties; steel rail spikes; rail gauge (5 feet, 2 inches); and the use of stone ballast located on either side of the tracks.

The one remnant of a spur line located within the surveyed rail line segment is recommended as noncontributing and noncharacter defining, as it was disconnected from the area it once served (the roundhouse and turntable area) over 20 years ago and no longer serves its historic purpose. The short spur has been substantially altered as the majority of the structure has been removed, and thus, it has lost integrity of location, design, materials, workmanship, feeling, and association and retains only integrity of setting as the adjacent rail line remains extant.

Summary of Historical Resources

Historical resources significant under CEQA include those designated or eligible for designation in the NRHP, the CRHR or other state program, or a local register of historical resources. Historical resources may also include resources listed in the State Historic Resources Inventory as significant at the local level or higher, and resources evaluated as potentially significant in a survey or other professional evaluation.

Based on the results of the records search, archival research, and survey, four resources were identified within the project site: two historic districts, one historic archaeological site, and one historic built environment resource. Based on previous and current evaluations of these resources, all four were found to meet the criteria for listing in the CRHR.

The following four resources are considered historical resources for the purposes of CEQA environmental review:

- San Luis Obispo Southern Pacific Railroad NRHP Historic District
- City of San Luis Obispo Local Railroad Historic District
- Southern Pacific Roundhouse and Rail Yard Site
- Southern Pacific Railroad San Francisco Los Angeles Line Segment (P-40-041327)

3.5.2 Regulatory Setting

Federal

There is no federal nexus; the LOSSAN Rail Corridor Agency is a state agency and therefore the project is subject only to compliance with CEQA. The National Register of Historic Places criteria are discussed below because they are relevant to the eligibility evaluation of cultural resources.

National Register of Historic Places

The NRHP was established by the National Historic Preservation Act (NHPA) of 1966 to help identify and protect properties that are significant cultural resources at the national, state, and/or local levels. Four criteria have been established to determine if a resource is significant to American history, architecture, archaeology, engineering, or culture and should be listed in the NRHP. These criteria include:

1. It is associated with events that have made a significant contribution to the broad patterns of our history;
2. It is associated with the lives of persons significant in our past;
3. It embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; and
4. It yields, or may be likely to yield, information important in prehistory or history.

Districts, sites, buildings, structures, and objects of potential significance that are at least 50 years in age must meet one or more of the above criteria to be eligible for listing in the NRHP.

State

California Environmental Quality Act

CEQA statutes are encoded in PRC Section 21000 et seq., with guidelines for implementation codified in the CCR, Title 14, Division 6, Chapter 3. Pursuant to CEQA, it is necessary for the lead agency to determine whether a proposed project may have a significant effect on the environment (PRC Section 21082.2[a]). CEQA associates a significant effect on the environment with a substantial adverse change in the significance of a historical resource (PRC Section 21084.1).

For the purposes of CEQA review, a historical resource is defined as follows (14 CCR 15064.5[a]):

1. A resource listed in, or determined eligible by the State Historical Resources Commission for listing in, the California Register of Historical Resources (CRHR)
2. A resource included in a local register of historical resources
3. A resource identified as significant in a historical resource survey meeting the requirements specified in PRC 5024.1(g)
4. Any resource that the lead agency determines to be historically significant

Generally, a lead agency shall consider a resource to be historically significant if the resource retains sufficient integrity and meets the criteria for listing in the CRHR (PRC Section 5024.1). These include the following criteria (14 CCR Section 4852[b]):

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
2. It is associated with the lives of persons important to local, California, or national history.
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.

4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Determining the integrity of a resource involves evaluating the authenticity of that resource's physical identity: the survival of characteristics that were present during the resource's period of significance. In order to be listed on the CRHR, resources must "retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance" (14 CCR Section 4852[c]). Integrity is evaluated with regard to the retention of location, design setting, materials, workmanship, feeling, and association.

Any historical resource in California that is listed or determined eligible for listing on the NRHP is included in the CRHR (PRC Section 5024.1[d][1]). Under CRHR regulations, "it is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the NRHP, but they may still be eligible for listing in the California Register" (14 CCR Section 4852[c]). The CRHR also includes properties that are:

- Registered State Historical Landmarks (numbered 770 and above);
- Points of Historical Interest that have been reviewed and recommended to the State Historical Resources Commission for listing; or
- City and county designated landmarks or districts, if the criteria for designation are determined by the Office of Historic Preservation to be consistent with CRHR criteria.

A substantial adverse change in the significance of a historical resource includes "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (14 CCR Section 15064.5[b]). If the proposed project has the potential to cause a substantial adverse change in the significance of a historic resource, the lead agency would identify potentially feasible measures to mitigate such change.

CEQA also applies to effects on archaeological sites that do not meet the criteria for historical resources but do meet the definition of a unique archeological resource (PRC Section 21083.2[g]). A unique archaeological resource is an archaeological artifact, object, or site where it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information
2. Has a special and particular quality, such as being the oldest of its type or the best available example of its type
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person

If an archaeological resource is neither a historical resource nor a unique archaeological resource, the project's effects on the resource would not be considered significant under CEQA (14 CCR Section 15064.5[c][4]).

Confidentiality of Information on Archaeological Sites and Native American Places in California

Sections 6253, 6254, and 6254.10 of the California Government Code (GC) authorize state agencies to exclude information on archaeological sites from public disclosure under the Public Records Act. In addition, the California Public Records Act (GC Section 6250 et seq.) and California's open meeting laws (The Brown Act; GC Section 54950 et seq.) protect the confidentiality of information on Native American cultural places.

The California Public Records Act, as amended in 2005, contains two exemptions that aid in the protection of records relating to Native American cultural places and archaeological resources by allowing any state or local agency to deny a California Public Records Act request and withhold from public disclosure. The two exemptions are as follows:

- Records of Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects described in Sections 5097.9 and 5097.993 of the PRC maintained by, or in the possession of, the Native American Heritage Commission (NAHC), another state agency, or a local agency (GC Section 6254[r]).
- Records that relate to archaeological site information and reports maintained by, or in the possession of, the DPR, the State Historical Resources Commission, the State Lands Commission, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a California Native American tribe and a state or local agency (GC Section 6254.10).

Additionally, the CHRIS maintained by the Office of Historic Preservation prohibits public dissemination of records and information about site locations. In compliance with these requirements, and those contained in the codes of ethics of the Society for American Archaeology, Society for California Archaeology, and Register of Professional Archaeologists, information about the location and nature of cultural resources is considered confidential information with highly restricted distribution and is not publicly accessible.

Treatment of Human Remains

Any project in California located on land that is not federally owned is required to comply with state laws pertaining to the inadvertent discovery of Native American human remains. California Health and Safety Code Sections 7050.5, 7051, and 7054 address the interference with human burial remains as well as the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction, and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures.

The guidelines for implementation of CEQA contain additional provisions regarding human remains (CCR 15064.5[d e]). When an initial study identifies the existence or the probable likelihood of Native American human remains within the project area, a lead agency would work with the appropriate Native Americans as identified by the NAHC, as provided in PRC Section 5097.98. The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains, and any items associated with Native American burials with the appropriate Native Americans as identified by the NAHC. Action implementing such an agreement is exempt from:

1. The general prohibition on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (Health and Safety Code Section 7050.5); and

2. The requirements of CEQA.

Local

Pursuant to Government Code Section 14070.7, the LOSSAN Rail Corridor Agency is deemed to be an agency of the state for all purposes related to interagency passenger rail services, including Section 5311 of Title 49 of the United States Code. Thus, the LOSSAN Rail Corridor Agency is a state agency and is therefore not subject to local government planning and land use plans, policies, or regulations. The LOSSAN Rail Corridor Agency may consider, for informational purposes, aspects of local plans and policies for the communities surrounding the project site, when it is appropriate. The proposed project would be subject to state agency planning documents described herein but would not be bound by local planning regulations or documents such as the City's General Plan or municipal code.

The City of San Luis Obispo has an active historic preservation program, and historic preservation measures have been included in city policy and municipal code. The city council has adopted a number of ordinances and guidelines to help protect historic resources and ensure such resources continue to enhance the lives of future generations of the residents of San Luis Obispo. These ordinances and guidelines are outlined in the below.

Historic Preservation Ordinance

The Historic Preservation Ordinance (City of San Luis Obispo Municipal Code Chapter 14.01) was adopted in December 2010 with the purpose of promoting "public health, safety and welfare through the identification, protection, enhancement and preservation of those properties, structures, sites, artifacts and other cultural resources that represent distinctive elements of San Luis Obispo's cultural, educational, social, economic, political and architectural history." Specifically, the ordinance sets forth regulations and procedures to:

1. Identify, protect, preserve, and promote the continuing use and upkeep of San Luis Obispo's historic structures, sites, and districts.
2. Foster the retention and restoration of historic buildings and other cultural resources that promote tourism, economic vitality, sense of place, and diversity.
3. Encourage private stewardship of historic buildings and other cultural resources through incentives where possible.
4. Implement the historic preservation goals and policies of the Conservation and Open Space Element of the General Plan.
5. Promote the conservation of valuable material and embodied energy in historic structures through their continued use, restoration and repair, and ongoing maintenance of historic resources.
6. Promote the knowledge, understanding, and appreciation of the city's distinctive character, cultural resources, and history.
7. Establish the procedures and significance criteria to be applied when evaluating development project effects on historic resources.
8. Fulfill the city's responsibilities as a certified local government under state and federal regulations and for federal Section 106 reviews.

9. Establish the policy of the city to pursue all reasonable alternatives to achieve compliance with the ordinance for the protection of historic resources prior to initiating penalty proceedings as set forth in Section 14.01.140 of this ordinance.

The Historic Preservation Ordinance established the CHC, a seven-member group appointed by the city council responsible for researching, identifying, and protecting historic buildings, archaeological sites, and cultural features. Chapter 14.01.030 of the ordinance outlines CHC duties and actions subject to CHC review, e.g., new construction, additions, or alterations located in historic districts or on historically listed properties or sensitive archaeological sites.

Ordinance Chapter 14.01.040 identifies the city's master list of historic resources, which contains the most unique and important resources, and the contributing list of historic resources, which contains buildings or other resources that contribute to the unique or historic character of a neighborhood, district, or the city as a whole.

The ordinance outlines criteria (generally mirroring the CRHR criteria) for placing a resource on the master or contributing list. Resources should be at least 50 years old, exhibit a high level of historic integrity, and satisfy additional criteria such as associations with a notable architect, architectural design or style, historic person, historic event, or physical integrity (Ordinance Chapter 14.01.070).

One final notable aspect of the Historic Preservation Ordinance, relevant to the current project, is the rules for demolition of historic resources (Chapter 14.01.100). Section 14.01.100 D states that "the decision making body shall approve an application for demolition of a structure listed in the Inventory of Historic Resources only if it determines that the proposed demolition is consistent with the General Plan and: (1) The historic resource is a hazard to public health or safety, and repair or stabilization is not structurally feasible, or (2) Denial of the application will constitute an economic hardship as described under findings 1-3 of Section J" (City of San Luis Obispo 2010). Additionally, Section 14.01.100 F states that "before the issuance of a demolition permit for structures listed in the Inventory of Historic Resources, the resource and its site shall be documented as specified in City standards, to the satisfaction of the CHC and the Director".

It should be noted that the proposed project, while located within the jurisdiction boundaries of the City of San Luis Obispo, is not directly subject to the requirements of the Historic Preservation Ordinance. The LOSSAN Rail Corridor Agency is a state agency and is therefore not subject to local government planning and land use plans, policies, or regulations. The project site is located within railroad ROW and the project proponent (LOSSAN Rail Corridor Agency) would not be required to obtain a demolition permit from the city for any demolition or alteration to the roundhouse site.

Historic Preservation Program Guidelines

These guidelines, last updated in 2010, were developed by the CHC to promote an understanding and appreciation of the history of San Luis Obispo, stimulate preservation, and provide design guidance for new development "by working with property owners, developers, neighborhood and civic groups and citizens, the community intends to preserve the most important historic and architecturally significant buildings and sites".

The guidelines include procedures for the treatment of historic resources, e.g., construction in historic districts and on properties with historic resources (see Guidelines Section 3.1.4 Environmental Review). They outline the city's cultural resource preservation and incentive programs, provide descriptions of the city's historic districts, and contain the master and contributing lists of historic resources.

Updated versions of the master list and contributing list are available on the city's website. Master list properties are displayed in an interactive map maintained by the city's Geographic Information Systems Department.

Archaeological Resource Preservation Program Guidelines

These guidelines were adopted by Council Resolution Number 10120 (2009 Series) in October 2009 and establish procedures to be used for the protection of sub surface cultural resources, including both historic and prehistoric features. The guidelines were developed by the CHC and are based upon and implement policies in the General Plan Land Use Element and Conservation and Open Space Element and are part of the city's environmental review process. The guidelines implement, and are consistent with, CEQA requirements and consider the CEQA thresholds of significance listed in Appendix G of the CEQA guidelines. Finally, they outline the different phases of archaeological investigation (e.g., resource inventory, subsurface resource evaluation) and discuss methods to mitigate impacts on archaeological resources.

City of San Luis Obispo General Plan

Conservation and Open Space Element

The General Plan Conservation and Open Space Element was initially adopted by Council Resolution Number 9785 (2006 Series) and subsequently revised by Council Resolution Number 10586 (2014 Series). It establishes citywide policies and programs regarding identification and treatment of historic and architectural resources as well as archaeological resources, including the following:

Policy 3.3.1 Historic Preservation. Significant historic and architectural resources should be identified, preserved, and rehabilitated.

Policy 3.3.5 Historic Districts and Neighborhoods. In evaluating new public or private development, the City shall identify and protect neighborhoods or districts having historical character due to the collective effect of Contributing or Master List historic properties.

Policy 3.5.1 Archaeological Resource Protection. The City shall provide for the protection of both known and potential archaeological resources. To avoid significant damage to important archaeological sites, all available measures, including purchase of the property in fee or easement, shall be explored at the time of a development proposal. Where such measures are not feasible and development would adversely affect identified archaeological or paleontological resources, mitigation shall be required pursuant to the Archaeological Resource Preservation Program Guidelines.

Community Design Guidelines

These guidelines were adopted by Council Resolution Number 9391 (2002 Series) and updated in 2004, 2007, and 2010. They establish site and architectural design standards for development projects, including projects involving historic resources and historic districts, and demolitions.

Railroad District Plan

The Railroad District Plan is an area plan adopted by the city in 1998 to:

1. Implement the city's General Plan with a detailed focus on the Railroad District;
2. Develop a community consensus on an overall vision for the railroad area;
3. Coordinate public and private investment in the area to realize the vision; and

4. Preserve the district's historic character with architectural standards which guide new development.

Particularly relevant to the current study, District Plan Action Number 14 (Section 2 [1.0]) calls for a "Historic Railroad Yard Walk of History," including installation of historic markers and an improved walking path describing the roundhouse, turntable, and other important railroad features (Appendix E of this EIR). Section 2 (2.1) calls for the establishment of a new railroad historic district that reflects the full extent of the historic railroad yard and remaining historic resources. It also stipulates that the CHC inventory historic features within the district and add them to the master list of historic resources, where appropriate. Finally, Section 2 (2.3) calls for the integration of historic features – such as the roundhouse and turntable – into new development (City of San Luis Obispo 1998, Figure 20: Adaptive Reuse Concept for the Roundhouse Site).

3.5.3 Project Impacts

Thresholds of Significance

As defined in Appendix G of the CEQA Guidelines, project impacts on cultural resources would be considered significant if the project was determined to:

- Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
- Disturb any human remains, including those interred outside of dedicated cemeteries

Impact Analysis

Impact 3.5-1 Historical Resources

Would the proposed project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines?

As stated above in Section 3.5.1. four historical resources were identified within the project site as a result of the records search, archival research, and field survey: the San Luis Obispo Southern Pacific Railroad NRHP Historic District (NRHP Historic District), the City of San Luis Obispo Local Railroad Historic District, the Southern Pacific Roundhouse and Rail Yard Site, and the Southern Pacific Railroad San Francisco Los Angeles Line Segment (P-40-041327). The proposed project, which includes the construction of new storage tracks, a rail car wash, several operations and maintenance buildings, and parking areas, has the potential to result in significant adverse impacts to identified historical resources, as follows:

San Luis Obispo Southern Pacific Railroad NRHP Historic District

The NRHP Historic District was determined eligible for listing in the NRHP under Criteria A and C with SHPO concurrence. It is therefore eligible for listing in the CRHR under Criteria 1 and 3. The proposed project includes new storage tracks, a rail car wash, several operations and maintenance buildings, and parking areas, the construction of which would physically demolish or destroy the Southern Pacific Roundhouse and Rail Yard Site, a contributing element of the district. As such, impacts to the district

would be potentially significant. However, implementation of Mitigation Measure CUL-1, which requires archival documentation of the district and educational installations displaying historical photographs, maps, and narrative text demonstrating the history of the rail yard, would reduce potentially significant impacts to a level less than significant.

City of San Luis Obispo Local Railroad Historic District

This district is a local, city designated historical resource. Since the City of San Luis Obispo Local Railroad Historic District is included in a local register of historical resources, it qualifies as a historical resource under CEQA. As with the San Luis Obispo Southern Pacific Railroad NRHP Historic District above, project construction would physically demolish or destroy the Southern Pacific Roundhouse and Rail Yard Site, a contributing element of the district. As such, impacts would be potentially significant. However, implementation of Mitigation Measure CUL-1, which requires archival documentation of the district and educational installations displaying historical photographs, maps, and narrative text demonstrating the history of the rail yard, would reduce potentially significant impacts to a level less than significant.

Southern Pacific Roundhouse and Rail Yard Site

This historic archaeological site represents the remnant features of the historic Southern Pacific rail yard in San Luis Obispo. Two of its components (the roundhouse and turntable foundations) were determined eligible for the NRHP under Criteria A and C as a contributing element of the railroad historic district at the local level of significance. Due to its NRHP eligible status, this site is automatically listed in the CRHR and is eligible under CRHR. As previously discussed, the previously recorded and evaluated roundhouse/turntable site was expanded as a result of fieldwork undertaken for the present study to incorporate 16 additional features (all of which are concrete foundations/pads) (Figure 3.5-2). The 16 additional features are also recommended eligible for the CRHR.

The project proposes the construction of a new rail yard, storage tracks, operations and maintenance buildings, parking areas, landscape improvements, and safety and security features. Much of this construction would occur over the top of the existing historic foundations. According to the conceptual site plan (see Chapter 2, Project Description of this EIR), the south end of the roundhouse foundations, down to the powerhouse foundation, would be converted into a parking area. Other foundations south of this location would be covered by operations and maintenance buildings and a driveway. The depth of excavation for the project improvements are anticipated to range from approximately 2 feet for roads to 11 feet for the inspection pit. Based on the site preparation and grading requirements for project implementation, the foundations (i.e., Features 1 through 16) south of the roundhouse would need to be demolished/removed and the area graded. The turntable retaining wall and filled in pit would also be removed.

The proposed project would cause a substantial adverse change in the significance of portions of the historic archaeological site by "Demolishing or materially altering in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the CRHR" (Section 15064.5 (b)(2)(A) of the CEQA Guidelines).

Per Section 15126.4(b)(3) of the CEQA Guidelines, the CEQA lead agency should seek to avoid damaging effects on any historical resource of an archaeological nature to the greatest extent feasible. To meet this preferred manner of mitigating impacts to archaeological sites, the project plan includes a Roundhouse Protected Zone (Figure 3.5-4) so that the program elements associated with the proposed project would be arranged to avoid a significant impact on the roundhouse footing,

preserving as much exposed surface for view as possible. The LOSSAN Rail Corridor Agency proposes to install a permanent transparent perimeter fence along the southwest edge of the roundhouse, where permanent bench seating and interpretive signage would be sited to create an informational node along the active transportation corridor. The Roundhouse Protected Zone is one form of mitigation which, when implemented, would help reduce impacts on the site to a level less than significant.

Building on the plan for the Roundhouse Protected Zone, Mitigation Measure CUL-1 is proposed to document the entire site (not just the roundhouse) prior to its alteration and to educate the public about the historical significance of the Southern Pacific Rail Yard. Mitigation Measure CUL-1 would require additional historical research and preparation of an educational display with interpretive panels that document the history of rail yard operations.

Upon implementation of the Roundhouse Protected Zone and Mitigation Measure CUL-1, impacts on the Southern Pacific Roundhouse and Rail Yard site would be reduced to a level less than significant.

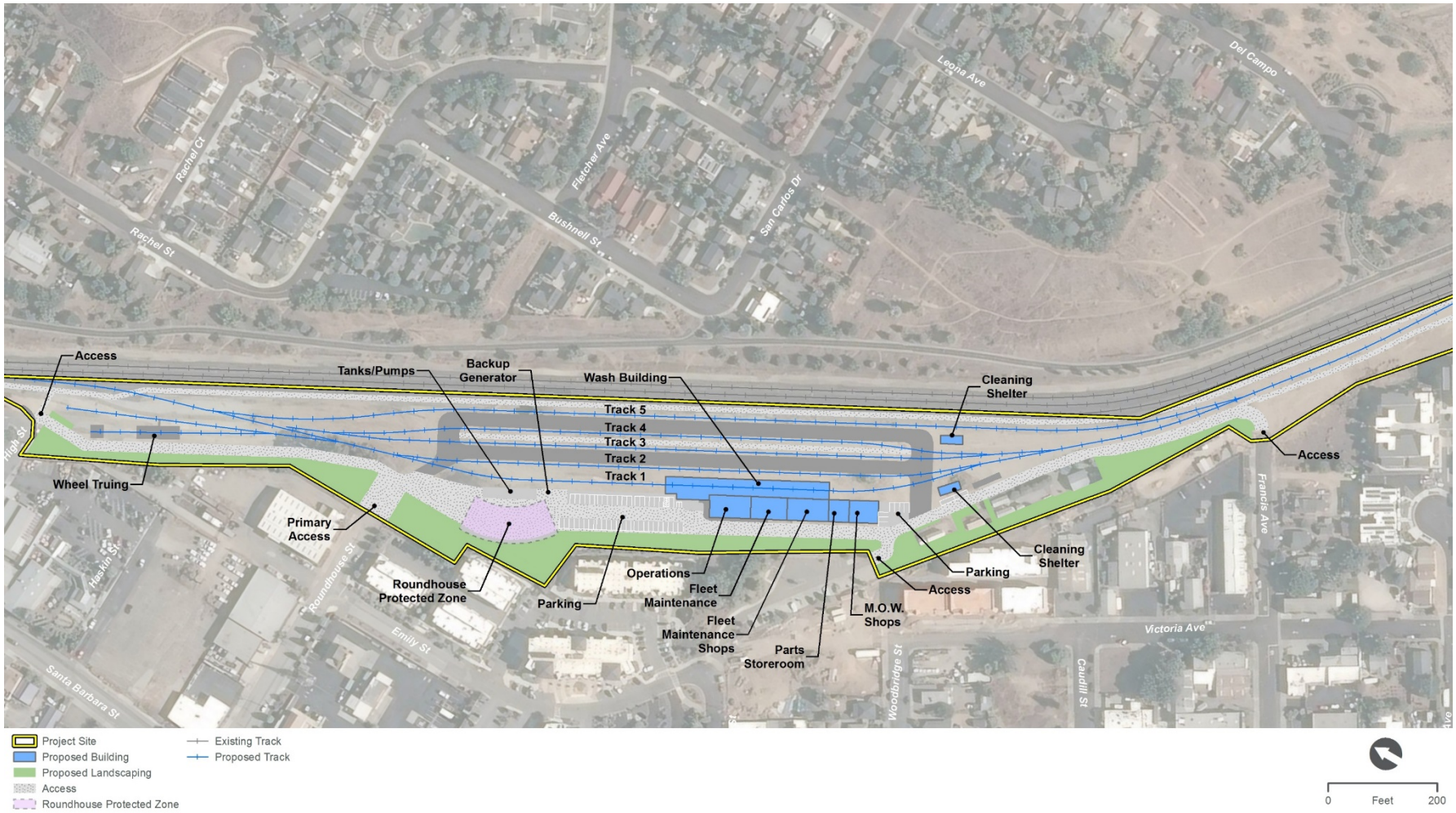
Southern Pacific Railroad San Francisco Los Angeles Line Segment (P-40-041327)

As proposed, the project would include the removal of one remnant of a spur line located within the surveyed rail line segment; however, that segment of short spur lacks sufficient integrity to contribute to the significance of the surveyed rail segment as a whole, and is thus a noncontributing and noncharacter defining feature of the rail line segment. Thus, its removal would not cause a substantial adverse change in the significance or CRHR eligibility of the resource, and no change in CRHR eligibility would occur as a result of the project.

As only a small segment of noncontributing spur line would be removed, there would be no physical demolition or destruction of the eligible linear resource, no relocation, and no conversion, rehabilitation, or alteration of the resource. The project, due to its proximity adjacent to the CRHR eligible resource, would have an impact on setting; however, the change in setting is not incongruent with the original use of the site as a railroad hub, and the rail line segment would remain in use without interruptions to functionality. The existing setting has been impacted by prior building demolitions and alterations within the railroad ROW, and setting is not a significant component or feature of this segment of surveyed rail line, which is defined by its location, materials, and overall alignment. Therefore, though there would be an impact on the setting of the resource due to the adjacent construction, the overall impact to integrity of setting would not impact the resource's historical significance or CRHR eligibility or cause any substantial adverse change in the significance of the historical resource. Given the above, impacts to the Southern Pacific Railroad San Francisco Los Angeles Line Segment would be less than significant.

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Figure 3.5-4. Roundhouse Protected Zone



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Impact 3.5-2 Archaeological Resources

Would the proposed project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines?

One historic archaeological resource was identified within the project site as a result of the records search, archival research, and field survey. As discussed above, portions of the Southern Pacific Roundhouse and Rail Yard Site would be impacted by the project. However, implementation of the plan for the Roundhouse Protected Zone, in concert with Mitigation Measure CUL-1, would reduce impacts to a level less than significant.

Implementation of the project will involve grading and ground disturbance within the project footprint. While most of the foundations associated with rail yard buildings and features shown on the historic maps are extant and have been recorded in this report, additional foundations, or sections of track, or historic refuse deposits may exist below the surface and could be exposed by ground disturbing activities. However, the potential for previously unrecorded archaeological resources that are prehistoric in nature is considered low due to the extensive historic disturbance of the project site from construction of the railroad and rail yard. Furthermore, the project site is not within a burial sensitivity area according to the city's General Plan Conservation and Open Space Element (City of San Luis Obispo 2014d). Irrespective, it is possible that previously undiscovered prehistoric archaeological deposits are present and could be uncovered during deeper ground disturbing activities. This is a potentially significant impact. Implementation of Mitigation Measure CUL-2 would reduce any potentially significant impacts associated with the inadvertent discovery of archaeological resources, either historic or prehistoric in age, to a level less than significant.

Impact 3.5-3 Human Remains

Would the proposed project disturb any human remains, including those interred outside of dedicated cemeteries?

No prehistoric or historic burials were previously identified within the project site as a result of the records search. Although no surface evidence suggests that any historic burials are located in the project site, implementation of the project will involve grading and ground disturbance within the project footprint and could potentially encounter human remains in the project area. This represents a potentially significant impact. In the unlikely event that human remains are encountered during project excavation, the remains would require handling in accordance with PRC Section 5097.98, which states that all construction activities would be halted until consultation and treatment can occur as prescribed by law. With implementation of Mitigation Measure CUL-3, PRC Section 5097.98 would be enforced, and potential impacts associated with inadvertently disturbing human remains would be reduced to a level less than significant.

3.5.4 Mitigation Measures

Due to the identification of the Southern Pacific Roundhouse early in the planning process, the project design includes a Roundhouse Protected Zone and the Railroad District Plan's proposed "Historic Railroad Yard Walk of History." The Roundhouse Protected Zone would preserve a portion of the roundhouse foundation and facilitate public view of the historic site along the new segment of the Class I bike trail. The LOSSAN Rail Corridor Agency would install a permanent transparent perimeter fence along the southwest edge of the roundhouse, where permanent bench seating and interpretive signage will be sited to create an information node along the active transportation corridor. The

"Historic Railroad Yard Walk of History" calls for the installation of historic markers and an improved walking path describing the roundhouse, turntable, and other important railroad features.

CUL-1 **Public Outreach and Educational Display.** Prior to grading activities, the LOSSAN Rail Corridor Agency will hire an individual meeting the Secretary of the Interior's Professional Qualification Standards to carry out archival research and interviews into the history of Southern Pacific Rail Yard and compilation of existing materials such as historic maps. The LOSSAN Rail Corridor Agency will design, fabricate, and install educational displays, based on archival documentation and archaeological data, that explore not only the roundhouse but other important rail yard features such as the powerhouse, plumbing shop, store house, repair tracks, etc. The educational displays will include interpretive panels with historical photographs, maps, and narrative text demonstrating the history of the rail yard, how it appeared in its heyday, and what remained of the site prior to construction of the project. The displays will be placed at the Roundhouse Protected Zone and other suitable locations along the proposed bike and pedestrian trail/walk of history that will run along the west side of the project site.

CUL-2 **Construction Monitoring and Inadvertent Discovery of Archeological Resources.** Full-time monitoring for archaeological deposits will be conducted in the project site during ground-disturbing construction activities occurring within undisturbed Holocene soils (i.e., cultural-bearing soils related to both prehistoric and historic activities). Monitoring of ground-disturbing activities in disturbed or pre-Holocene soils is not required. Monitoring will be carried out by a qualified archaeologist and Native American monitor from the Salinan Tribe of Monterey and San Luis Obispo Counties. Monitoring will be conducted in accordance with a Monitoring and Discovery Plan to be prepared for the project by an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards. This qualified archaeologist will oversee the archaeological monitoring of the area.

The Monitoring and Discovery Plan will identify monitoring locations and protocols and include provisions for the accidental discovery of archaeological features or deposits during construction. These provisions shall include stop work protocols, notification procedures, and methodology for assessing the nature and significance of the find. If the feature or deposit is determined to be significant, the data recovery and analysis procedures outlined in the Monitoring and Discovery Plan shall be implemented.

CUL-3 **Inadvertent Discovery of Human Remains.** If any previously unrecorded human remains are inadvertently discovered during construction, all ground-disturbing activities in the vicinity of the discovery must cease immediately and a 50-foot-wide buffer will be established around it to secure it from further disturbance. California State law (Health and Safety Code Section 7050.5; PRC Sections 5097.94, 5097.98, and 5097.99) will be followed on state, county, and private land. This law specifies that work will stop immediately in any areas where human remains or suspected human remains are encountered. The LOSSAN Rail Corridor Agency (lead agency) and the San Luis Obispo county coroner will be immediately notified of the discovery. The coroner has 2 working days to examine the remains after being notified by the lead agency. If the remains are determined to be Native American, the coroner has 24 hours to notify NAHC, who will determine the most likely descendant. The NAHC will immediately notify the identified most likely descendant, and the most likely descendant has 48 hours to make recommendations to the landowner or representative for the respectful treatment or disposition of the remains and grave goods. If the most likely descendant does not make recommendations within 48

hours, the area of the property must be secured from further disturbance. If no recommendation is given, the lead agency or its authorized representative will re-inter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance. This discovery protocol shall be included in the Monitoring and Discovery Plan to be prepared pursuant to Mitigation Measure CUL-2.

3.5.5 Level of Significance after Mitigation

The proposed project has the potential to significantly impact four historical resources (three built environment and one archaeological); however, implementation of Mitigation Measures CUL-1 through CUL-3 would reduce impacts to a level less than significant.

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3.6 Energy

This section summarizes the existing conditions, describes the regulatory framework, and discusses potential impacts with regard to energy consumption as a result of implementation of the proposed project.

3.6.1 Existing Conditions

Electricity

The production of electricity requires the consumption or conversion of energy resources including natural gas, coal, water, nuclear, and renewable resources such as wind, solar, and geothermal. Energy, natural gas, and renewable energy production, consumption, research, and conservation within the state of California are managed by the California Energy Commission (CEC) and are regulated by the California Public Utilities Commission (CPUC).

In 2020, the total system electric generation for California was 272,576 gigawatt hours (GWh) (CEC 2021). Of the electricity generated in-state in 2020, 48.35 percent was generated by natural gas-fired power plants, 0.17 percent was generated by coal-fired power plants, 9.40 percent came from large hydroelectric dams, 0.22 percent was generated by oil and other petroleum or waste heat, and 8.53 percent came from nuclear power plants. The remaining 33.35 percent of electricity production in California was supplied by renewable sources including biomass, geothermal, small hydro, solar, and wind power. California's total power mix, including in-state generation and imports, included 2.74 percent from coal, 12.21 percent from large hydroelectric dams, 37.06 percent from natural gas, 9.33 percent from nuclear power plants, 0.20 percent from oil and other petroleum or waste heat, 33.09 percent from renewable sources, and 5.36 percent from "unspecified sources of power" (CEC 2021).

Natural Gas

Natural gas is a fossil fuel formed when layers of buried organic matter are exposed to intense heat and pressure over thousands of years. The energy is stored in the form of hydrocarbons and can be extracted in the form of natural gas, which can be combusted to generate electricity, enabling this stored energy to be transformed into usable power or to be used directly for heating, cooking, and other use.

California accounts for less than 1 percent of total U.S. natural gas reserves and production. The state's reserves and production are located primarily in geologic basins in the northern Central Valley. Some natural gas fields are also located in the southern Central Valley, in coastal areas in northern California, and offshore along the southern California coast. Several interstate natural gas pipelines enter the state from Arizona, Nevada, and Oregon and bring natural gas into California from the Southwest, the Rocky Mountain region, and western Canada (U.S. Energy Information Administration 2021).

In 2019, about 37 percent of the natural gas delivered to consumers went to the state's industrial sector, and about 28 percent was delivered to the electric power sector. Natural gas fueled more than two-fifths of the state's utility-scale electricity generation in 2019. The residential sector, where two-thirds of California households use natural gas for home heating, accounted for 22 percent of natural gas deliveries. The commercial sector received 12 percent of the deliveries to end users and the transportation sector consumed the remaining 1 percent (U.S. Energy Information Administration 2021).

Petroleum (Gasoline and Diesel)

The primary energy source involved in construction and operation of the project would be petroleum-based fuels (diesel and gasoline). Transportation accounts for 39.1 percent of California's energy consumption (U.S. Energy Information Administration 2020a). Much of this energy consumption is in the form of petroleum-based fuels.

In 2019, sales of motor gasoline and diesel fuels within California were approximately 4,397,000 and 1,146,400 gallons per day, respectively (U.S. Energy Information Administration 2020b, 2020c). According to the CEC's California Retail Fuel Outlet Annual Reporting Results, approximately 22 millions of gallons of diesel and 138 millions of gallons of gasoline were sold within San Luis Obispo County in 2019 (CEC 2020).

Local Energy Services

Electrical and natural gas services for the city and project site are provided by Pacific Gas and Electric (PG&E) and SoCal Gas, respectively. In 2019, PG&E provided 78,071.65 GWh of electricity to its service area (CEC 2019a). In the same year, SoCalGas provided a total of 5,424.71 million therms of natural gas to its service area (CEC 2019b).

Within San Luis Obispo County in 2019, the total electricity consumption was 1,707.38 GWh (CEC 2019c) and the total natural gas consumption was 89.73 millions of therms (CEC 2019d).

3.6.2 Regulatory Setting

Federal

Energy Policy and Conservation Act, and Corporate Average Fuel Economy Standards

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Pursuant to this Act, the National Highway Traffic and Safety Administration, part of the U.S. Department of Transportation (DOT), is responsible for revising existing fuel economy standards and establishing new vehicle economy standards.

The Corporate Average Fuel Economy (CAFE) program was established to determine vehicle manufacturer compliance with the government's fuel economy standards. Compliance with the CAFE standards is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the country. The U.S. Environmental Protection Agency calculates a CAFE value for each manufacturer based on the city and highway fuel economy test results and vehicle sales. Based on information generated under the CAFE program, DOT is authorized to assess penalties for noncompliance.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 is designed to improve vehicle fuel economy and help reduce U.S. dependence on oil. It represents a major step forward in expanding the production of renewable fuels, reducing dependence on oil, and confronting global climate change. The Energy Independence and Security Act of 2007 increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly fivefold increase over current levels; and reduces U.S. demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020—an increase in fuel economy standards of 40 percent.

By addressing renewable fuels and the CAFE standards, the Energy Independence and Security Act of 2007 builds upon progress made by the Energy Policy Act of 2005 in setting out a comprehensive national energy strategy for the 21st century.

State

California Energy Commission

The CEC was created in 1974 to serve as the state's primary energy policy and planning agency. The CEC is tasked with reducing energy costs and environmental impacts of energy use—such as GHG emissions—while ensuring a safe, resilient, and reliable supply of energy.

California Building Energy Efficiency Standards (Title 24, Part 6)

The energy consumption of new residential and nonresidential buildings in California is regulated by the state's Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Code was established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and to provide energy efficiency standards for residential and nonresidential buildings. CEC updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions.

The 2019 California Energy Code was adopted by CEC on May 9, 2018 and will apply to projects constructed after January 1, 2020. Nonresidential buildings are anticipated to reduce energy consumption by 30 percent as compared to the 2016 California Energy Code primarily through prescriptive requirements for high-efficiency lighting. The Energy Code is enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in the California Energy Code.

Executive Order B-18-12: Green Building Action Plan

In April 2012, Executive Order B-18-12 was issued, which requires state agencies to implement green building practices to improve energy, water, and materials efficiency; improve air quality and working conditions for state employees; reduce costs to the state; and reduce environmental impacts from state operations. Among other actions, Executive Order B-18-12 requires state agencies to reduce agency-wide water use by 10 percent by 2015 and 20 percent by 2020, as measured against a 2010 baseline. The Executive Order directs new state buildings designed after 2025 to be constructed as ZNE facilities, with an interim target of 50 percent of new facilities beginning design after 2020 to be ZNE. The Executive Order also calls for state agencies to identify and pursue opportunities to provide electric vehicle charging stations at employee parking facilities in new buildings.

Renewables Portfolio Standards

The state passed legislation referred to as the Renewables Portfolio Standard (RPS) that requires increasing use of renewable energy to produce electricity for consumers. California utilities are required to generate 33 percent of their electricity from renewables by 2020 (Senate Bill [SB] X1-2 of 2011); 52 percent by 2027 (SB 100 of 2018); 60 percent by 2030 (also SB 100 of 2018); and 100 percent by 2045 (also SB 100 of 2018). More detail about these regulations is provided in Section 3.8, Greenhouse Gas Emissions.

Local

Pursuant to Government Code Section 14070.7, the LOSSAN Rail Corridor Agency is deemed to be an agency of the state for all purposes related to interagency passenger rail services, including Section 5311 of Title 49 of the United States Code. Thus, the LOSSAN Rail Corridor Agency is a state agency and is therefore not subject to local government planning and land use plans, policies, or regulations. The LOSSAN Rail Corridor Agency may consider, for informational purposes, aspects of local plans and policies for the communities surrounding the project site, when it is appropriate. The proposed project would be subject to state and federal agency planning documents described herein but would not be bound by local planning regulations or documents such as the City's General Plan or municipal code.

City of San Luis Obispo General Plan

Conservation and Open Space Element

Policy 4.3.1 Use of Best Available Practices. The City will employ the best available practices in energy conservation, procurements, use and production, and will encourage individuals, organizations and other agencies to do likewise. "Best available practices" means behavior and technologies that reflect recommendations of specialists and that use the least energy for a desired outcome, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies. Best available practices include use of sustainable sources. Sustainable sources are naturally renewed in a relatively short time and avoid substantial undesirable side effects.

Policy 4.3.4 Use of Energy Efficient, Renewable Energy Sources. The City will promote the use of cost effective, renewable, non-depleting energy sources wherever possible, both in new construction projects and in existing buildings and facilities.

Policy 4.3.5 Cooperation with Other Entities. The City will cooperate with Federal, State and local governments and other appropriate entities to accomplish energy conservation objectives throughout the state, and inform employees, its contractors, staff and the general public of the need for and methods of energy conservation.

Policy 4.3.6 Energy Efficiency and Green Building in New Development. The City shall encourage energy-efficient "green buildings" as certified by the U.S. Green Building Council's LEED (Leadership in Energy and Environmental Design) Program or equivalent certification.

Policy 4.3.7 City Form. The City's form will support energy efficiency and the use of sustainable energy sources.

Policy 4.4.1 Pedestrian- and Bicycle-Friendly Design. Residences, work places and facilities for all other activities will be located and designed to promote travel by pedestrians and bicyclists.

Policy 4.4.2 Alternative Transportation. The City's transportation and circulation systems shall foster travel by modes other than motor vehicles, including walking, bicycles and public transit. (See also the Community Trip Reduction Policies in the Circulation Element).

Policy 5.4.3 Material Recycling in Private Development, Businesses and Operations. The City will promote waste diversion and material recycling in private development, business and operations, and will encourage businesses or nonprofit entities to provide building materials recycling and source reduction services.

City of San Luis Obispo Climate Action Plan

The City's Climate Action Plan (CAP), adopted by Resolution No. 11159 in August 2020, is an update to the City's prior 2012 CAP. The 2020 CAP is a strategic document based on the idea that effective global solutions to climate change will largely be the result of collective action of local communities and governments. The 2020 CAP enables the City to maintain local control of implementing state direction to reduce GHG emissions to 1990 levels by 2020 (AB 32) and to 40 percent below 1990 levels by 2030 (SB 32). The 2020 CAP also sets a goal of carbon neutrality by 2035. The 2020 CAP identifies measures and policies applicable to development within the City for reducing carbon emissions from various sources, including energy consumption, transportation, and organic waste disposal, to achieve this target.

Clean Energy Choice Program

The Clean Energy Choice Program for New Buildings is a package of incentives and local amendments to the 2019 California Energy Code that encourages all-electric new buildings. The City joins more than 50 other California communities currently considering ways to encourage cleaner buildings. Unlike some cities that are banning natural gas entirely, the proposed Clean Energy Choice Program will provide options to people who want to develop new buildings with natural gas. New projects wishing to use natural gas will be required to comply with the City's local amendments to the California Energy Code requiring better energy performance and pre-wiring to be retrofit ready.

3.6.3 Project Impacts

Thresholds of Significance

As defined in Appendix G of the CEQA Guidelines, project impacts on energy and energy resources would be considered significant if the project was determined to:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

Impact Analysis

Impact 3.6-1 Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources

Would the proposed project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation?

Construction

Construction of the proposed layover facility, which would relocate and expand the existing Pacific Surfliner layover facility, would result in energy consumption from transporting construction materials throughout the construction site and between staging and assembly areas and field offices, and to provide security lighting.

Electricity. Temporary electric power from PG&E would be required throughout project construction for the operation of lighting, electrical equipment, etc. However, electricity needs during project construction would be temporary and would contribute negligibly to the project's overall energy consumption because typical demand would stem from smaller electrically powered hand tools and

lighting. As such, project construction would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of electricity during project construction. Sufficient supplies of electricity are available to construct the layover facility, and no new facilities or expansion of existing facilities would be required.

Natural Gas. Project construction is not anticipated to require the direct consumption of natural gas. Any natural gas used for project construction would contribute negligibly to the project's overall energy consumption. As such, construction would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of natural gas.

Petroleum (Gasoline and Diesel). Construction-related activities would result in fuel consumption from the use of construction tools and equipment, as well as transport of workers and materials to or from the construction site. This fuel consumption during construction would be temporary and negligible relative to the overall consumption of petroleum in the state of California.

The project would be constructed over several phases and take approximately 3 years in total as funding is available. California's consumption of petroleum gasoline and diesel fuels in 2019 were approximately 4,397,000 and 1,146,400 gallons per day, respectively (U.S. Energy Information Administration 2020a, 2020c). The project's construction fuel consumption was calculated using the carbon dioxide (CO_2) emissions[1] from the CalEEMod run (CalEEMod output files for the project are included in Appendix C of this EIR). Over the course of the 3 years, construction of Phase 1 is anticipated to consume 55,116 gallons of diesel while the later phases are anticipated to consume 18,342 gallons of diesel. This amount of fuel consumed over the 3 years of c construction would be negligible compared to California's total consumption of gasoline and diesel, respectively; and would reduce significantly once construction is complete.

The project's construction contractor would ensure that construction equipment is properly tuned and maintained per the manufacturers' specifications throughout the construction period, which would further ensure that a wasteful and inefficient use of energy would not occur during project construction. Once construction activities cease, petroleum consumption from off-road vehicles and construction equipment would end. As such, project construction would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of petroleum during project construction.

Conclusion. As stated in Chapter 2, Project Description, there are no utility locations planned outside the project limits. However, relocation or protection of fiber optic lines is anticipated in later phases of construction but is expected to occur within the project site or on adjacent UP ROW. Construction would require connections to off-site utilities (e.g., electrical lines); however, utility conflicts would be coordinated with the applicable utility provider in order to avoid service interruptions to the project area. Energy use would increase temporarily during construction, but a substantial demand on regional or local energy supply or significant additional energy capacity would not be required.

Given that the project would consume a relatively negligible amount of energy, new facilities and expansion of existing facilities would not be required to construct the project. As described in Section 3.15, Utilities and Service Systems, project construction and operation would comply with applicable waste recycling regulations. Therefore, construction-related fuel consumption by the project will not result in inefficient, wasteful, or unnecessary energy use compared with other construction sites in the region as described in further detail below. Impacts would be less than significant.

[1] Fuel consumption during construction (calculated per 22.53 pounds of CO_2 per gallon of diesel).

Operations

Energy consumption during operation would include those related to worker commute trips, building/site maintenance activities, and building energy consumption demands. These energy consuming operational activities would not be significantly greater than that of the existing facility and increases in energy consumption would not consume an unnecessary amount of energy resources or conflict with initiatives for renewable energy or energy efficiency.

Electricity. The project would tie into existing electrical infrastructure along the southern end of the project site. The proposed electrical power connection, in and of itself, would not cause a significant environmental impact. Although the project would be replacing and expanding the existing Pacific Surfliner layover facility, electricity that would be required throughout operations for lighting along the new tracks, maintenance buildings, and site security is not expected to result in a substantial increase that would require construction of new electric facilities or expansion of existing facilities.

Natural Gas. Natural gas will not be used to comply with the City of San Luis Obispo's Clean Energy Choice Program. Therefore, the proposed project would not increase natural gas demand and would not require the construction of new or expanded natural gas facilities, and no impact would result.

Petroleum (Gasoline and Diesel). Currently, one Pacific Surfliner train overnights each day in San Luis Obispo for an early morning departure the following day and the existing single-track configuration of the layover facility does not have the capacity to accommodate any growth in service levels beyond the current service. Therefore, implementation of the proposed project would increase overnight layover and storage capacity to support the service goals and objectives outlined for the State Rail Plan and the LOSSAN Agency's Business Plan.

The project's operational fuel consumption was calculated using the CO_2 emissions[2] from the CalEEMod run (CalEEMod output files for the project are included in Appendix C of this EIR). Approximately 11,267 gallons of gasoline per year would be consumed during operation.

As estimated, each train overnighting at the CCLF would idle up to 30 minutes per day, approximately 15 minutes at shutdown and startup. Two trains would overnight at the CCLF at completion of Phase 1 construction and this number is estimated to increase to three trains in five years, and four trains in ten years (Appendix C of this EIR). At project buildout with four trains overnighting at the layover facility, diesel consumption from train idling would be approximately 30 gallons per day and 10,950 gallons per year. However, by increasing layover capacity to accommodate more trains, the project would allow for improved operational efficiency compared to the existing Pacific Surfliner layover track and facility and reduce wasted fuel consumption resulting from idling trains waiting to enter and exit the facility; as well as in-service passenger trains that are delayed from passing through the LOSSAN corridor because of trains entering and exiting the current layover facility.

Current employees at the existing Pacific layover facility (along with their existing trip-generating activity and fuel consumption) would simply transfer from the existing facility to the proposed new facility. Therefore, operational consumption of energy by the project will not result in inefficient, wasteful, or unnecessary energy use. Impacts would be less than significant.

Impact 3.6-2 Conflict with a State or Local Plan for Renewable Energy or Energy Efficiency

Would the proposed project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

[2] Fuel consumption during operations (calculated per 18.74 pounds of CO_2 per gallon of gasoline).

As described above, project construction activities would result in energy consumption from transporting construction materials throughout the construction site and between staging and assembly areas and field offices, and to provide security lighting. However, construction energy use would not result in an inefficient use of nonrenewable energy resources or substantial demand on regional or local energy supply that could conflict with or obstruct a state or local plan. Additionally, construction would comply with applicable debris recycling requirements.

As previously stated, in compliance with the City of San Luis Obispo's Clean Energy Choice Program natural gas will not be used. Therefore, the proposed project would not increase natural gas demand and would not require the construction of new or expanded natural gas facilities, and no impact would result.

The City's General Plan includes strategies to promote the use of sustainable cost effective, renewable, non-depleting energy sources and best available practices in energy conservation to reduce wasteful energy consumption. These include improving pedestrian and bicycle connections, promoting waste diversion and material recycling, consistency with energy-efficient "green buildings" as certified by the U.S. Green Building Council's LEED. Project operation would improve operational and maintenance efficiency, provide electric vehicle parking, and a new segment of Class I bike and pedestrian trail. Further, the project would address the current and future need for increased maintenance capabilities. The current design and capacity of the existing layover facility requires trains to make a reverse move onto the UP mainline in single track territory to enter and exit the facility, preventing other trains from passing through the corridor. Therefore, the idling of in-service and out-of-service trains due to conflicting train movements increases wasteful fuel consumption.

The project would be relocating and expanding an existing layover facility and would be constructed in compliance with state and local regulations for energy efficiency. Therefore, the project would not result in an inefficient use of nonrenewable energy resources or substantial demand on regional or local energy supply that could conflict with or obstruct a state or local plan. Impacts would be less than significant.

3.6.4 Mitigation Measures

Implementation of the proposed project would not result in significant impacts on energy resources. Therefore, no mitigation measures are required.

3.6.5 Level of Significance after Mitigation

No significant impact on energy resources has been identified.

3.7 Geology and Soils

This section provides an evaluation of the proposed project's impact in relation to existing geologic and soil conditions within the project site. Information contained in this section is summarized from the *Central Coast Layover Facility Preliminary Geotechnical Design Report* (Appendix F of this EIR).

3.7.1 Existing Conditions

Regional Geology

The project site is located within the southern portion of the Coastal Ranges geomorphic province of California. The Coastal Ranges are characterized by a series of low mountain ranges and valleys that trend northwest, subparallel to the San Andreas Fault. Generally, the ranges consist of elevations ranging from about 2,000 to 4,000 feet, and with the highest reaching 6,000 feet above sea level. Rock types in the San Luis Obispo area are mainly comprised of volcanic, metavolcanics, and a mixture of serpentinite and greywacke sandstone. These rocks are highly fractured and are part of the Mesozoic aged [Triassic, Jurassic, and Cretaceous Periods] Franciscan Formation (City of San Luis Obispo 2014c).

Geology and Subsurface Earth Materials

As shown on Figure 3.7-1, the project site is generally located on surficial deposits consisting of Mélange of Franciscan Complex (KJfm) of Cretaceous to Jurassic age. The Mélange unit consists of fragmented rock masses embedded in a penetratively sheared matrix of argillite and crushed metasandstone. The large block masses include high grade blue schist, greenstone, greywacke, and chert.

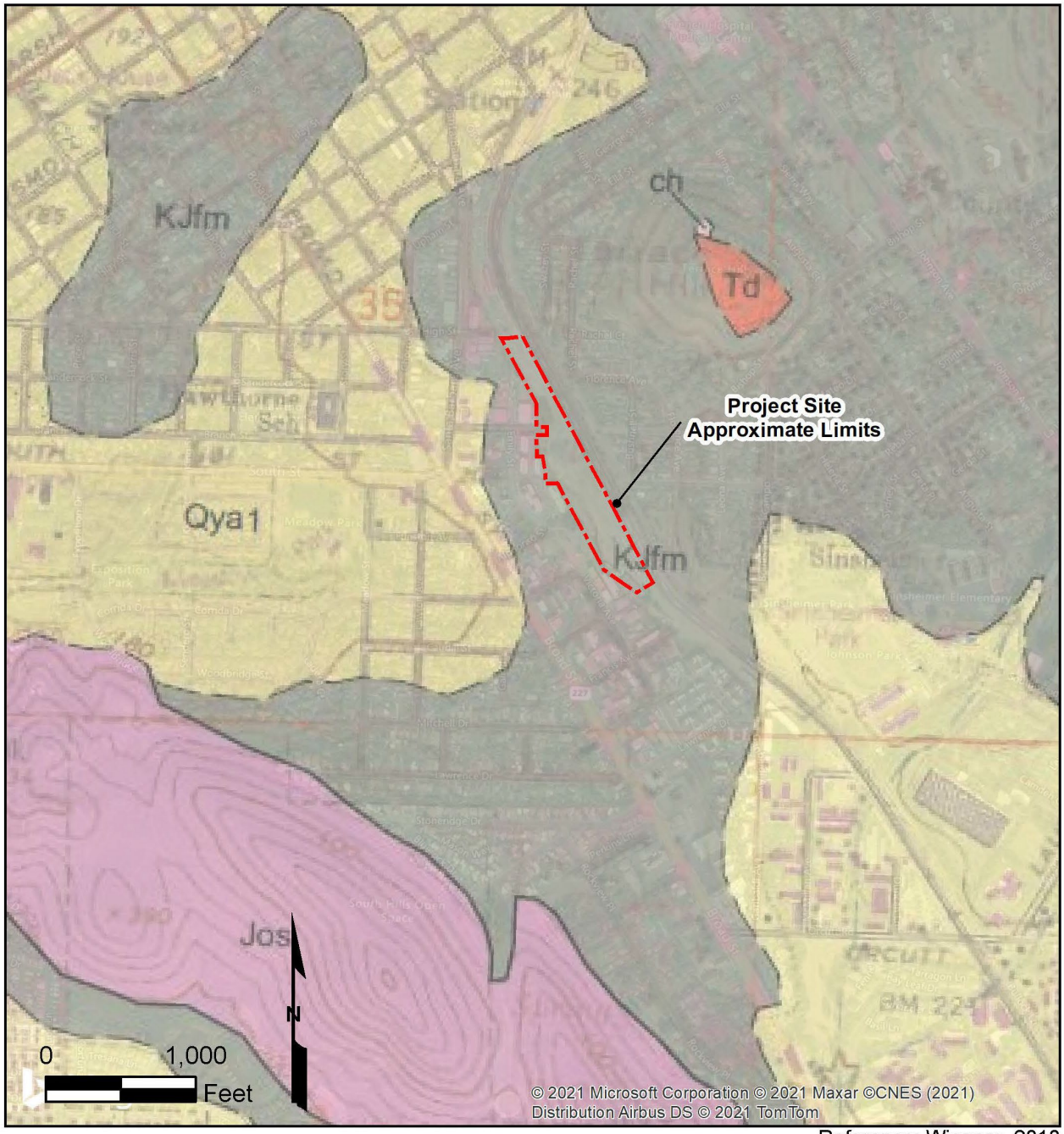
Fill was encountered at depths ranging from 3 to 7.5 feet in the geotechnical borings from the project site. Fill and other materials are presumed to be onsite from previous construction activity at the project site.

Groundwater

A review of the available groundwater well information from the California Department of Water Resources website and United States Geological Survey indicates that there are no wells within a mile radius from the project site. Groundwater was not encountered during the geotechnical field investigation of the project site. Fluctuations of the groundwater level, localized zones of perched water, and an increase in soil moisture should be anticipated during and following the rainy seasons or periods of locally intense rainfall or storm water runoff (Appendix F of this EIR).

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Figure 3.7-1. Geologic Map



Reference: Wiegers, 2010

Qya **Young alluvial flood-plain deposits, undivided (Holocene to late Pleistocene)** – Unconsolidated sand, silt, and clay-bearing alluvium deposited on flood-plains and along valley floors. Locally divided by relative age (2 = youngest, 1 = oldest):

KJfm **Mélange** – Chaotic mixture of fragmented rock masses embedded in a penetratively sheared matrix of argillite and crushed metasandstone. Individual rock masses contained in the matrix range from less than a meter to kilometers in scale. Blocks large enough to be shown on map include high grade blueschist (**bs**), greenstone (**mv**), graywacke (**gw**) and chert (**ch**). Penetrative deformation of matrix postdates metamorphism of enclosed rock masses.

Jos **Serpentinized ultramafic rocks** – Pervasively sheared serpentinite occurring as leticular fault-bounded bodies in Franciscan mélange. Considered to be dismembered bodies of the Coast Range Ophiolite tectonically interleaved with mélange during subduction. Locally, hydrothermally altered to silica-carbonate rock (**sc**).

Td **Morro Rock – Islay Hill volcanic intrusive complex (Oligocene)** – Porphyritic dacite. Approximately 50% of rock consists of phenocrysts with a typical composition of 65% andesine, 15% biotite and clay, 10% hornblende, 5% quartz, and 5% magnetite, apatite, and zeolites. Groundmass consists of altered plagioclase, biotite, glass, quartz and hornblende (Hall and Prior, 1975). These rocks are exposed in a series of volcanic plugs and lava domes that form distinctive peaks between Morro Bay and San Luis Obispo. Flow banding is common. Radiometric dates range from 27 to 23 Ma (Stanley and others, 2000).

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Geologic Hazards

Earthquake Faults and Seismicity

The project site is not underlain by any known active faults, nor does the project site lie within a Alquist-Priolo Special Study Zone. The nearest special study zone is the Los Osos fault zone which is approximately 3.2 miles to the west of the project site.

Seismic hazard is the hazard that is generated by an earthquake (e.g., ground shaking, fault rupture, or soil liquefaction), and seismic risk is the probability that humans will incur loss or damage to their built environment if they are exposed to a seismic hazard (Wang 2009). Therefore, seismic risk is an interaction between seismic hazard and vulnerability (humans or their built environment). The principal seismic hazard that could affect the project site is ground shaking resulting from an earthquake occurring along one of several major active faults in the vicinity of the project site. Table 3.7-1 lists faults with a risk contribution greater than 1 percent, along with pertinent data such as distance to fault and maximum moment magnitude. The faults listed are those that have a chance of producing an earthquake with damages. The percent contribution is the chance a given earthquake will produce such event at the subject site. The probabilistic seismic model looks at the chances for an earthquake at a specific location based on all nearby faults capable of producing an earthquake.

Table 3.7-1. Nearby Faults

Fault Name	Distance (miles)	Maximum Moment Magnitude (Mw)
Los Osos	3.2	7.3
Oceanic – West Huasna	3.5	6.8
San Luis Range	6.1	6.8
Rinconada	8.5	6.7
Hosgri	15.0	7.5
San Andreas (Cholame)	36.3	8.1

Source: Appendix F of this EIR

Notes:

Listed faults were derived from United States Geologic Survey Deaggregation online tool and lists faults with a risk contribution greater than 1 percent of the total seismic risk. Site Class D was assumed and using USGS Dynamic 2014 dataset (V4.2.0) with a 2,475-year return period.

Liquefaction

The term liquefaction describes a phenomenon in which soils temporarily lose shear strength (liquefy) due to increased pore water pressures induced by strong, cyclic ground motions during an earthquake. Liquefaction is associated primarily with loose to medium dense, saturated, fine- to medium-grained, cohesionless soils. Structures founded on or above potentially liquefiable soils may experience bearing capacity failures due to the temporary loss of foundation support, vertical settlements (both total and differential), and/or undergo lateral spreading. The factors known to influence liquefaction potential include soil type, relative density, grain size, confining pressure, saturation, and the intensity and duration of the seismic ground shaking. Typically, liquefaction occurs in areas where there are loose to medium dense sands and silts, and where the depth to groundwater is less than 50 feet from the ground surface.

According to the geotechnical report, the northern portion of the project site is located in an area of moderate liquefaction potential, while the southern portion of the project site is mapped with a low

liquefaction potential. Based on the lack of groundwater in the upper 50 feet, per the geotechnical investigation, and relatively dense or hard nature of the material encountered on the project site, the potential for liquefaction is considered low.

Seismically Induced Settlement

Seismically induced settlements consist of dry dynamic settlement (above groundwater) and liquefaction-induced settlement (below groundwater). Dry dynamic settlement occurs primarily within loose to moderately dense sandy soils due to a reduction in volume during and shortly after an earthquake event. Due to the high plasticity and dense/hard nature of the material encountered on the project site, the potential for seismically induced settlement is considered low (Appendix F of this EIR).

Lateral Spreading

Liquefaction-induced lateral spreading is defined as the lateral displacement of ground as a result of pore pressure build-up or liquefaction in shallow underlying soils during an earthquake. Lateral spreading can be divided into two categories based on topography: 1) occur towards a free face (e.g., abrupt change in elevation or where nearby steep banks are present); and 2) occur on a gradual slope without a free face (USGS 2015). As previously discussed above, the potential for liquefaction to occur on the project site is considered low. Thus, the potential for lateral spreading is considered to be low (Appendix F of this EIR).

Subsidence

Subsidence is the sinking of the ground surface caused by the compression of earth materials or the loss of subsurface soil due to underground mining, tunneling, erosion, or pumping/extraction of groundwater. The major causes of subsidence include fluid withdrawal from the ground, decomposing organics, underground mining or tunneling, and placing large fills over compressible earth materials. The effective stress on underlying soils is increased resulting in consolidation and settlement. Subsidence may also be caused by tectonic processes.

The project site is not located in an area of known ground subsidence or within any delineated zones of subsidence due to groundwater pumping or oil extraction. Accordingly, the potential for subsidence to occur at the project site is low (Appendix F of this EIR).

Landslides

The project site is located in a relatively flat terrain with the exception of minor slopes (less than 3 feet in height) located adjacent to the railroad tracks. Additionally, the area was not mapped within a landslide zone (Appendix F of this EIR). Therefore, the risk of landslides at the project site is considered low.

Expansive Soils

Expansion index (EI) testing was conducted on soil samples at three locations. The EI test represents the tendency of soils to expand when wetted or contract when dried. Test results indicated that the soil within the upper 5 feet had EI values ranging between 0 and 57 corresponding to very low to medium expansion potential. It should be noted that EI testing was performed on the bulk samples collected within the upper 5 feet. Other soil types encountered at depths greater than 5 feet may exhibit higher expansion potential (Appendix F of this EIR).

Corrosive Soils

Analytical testing was performed on soil samples at four locations to evaluate the potential for corrosion to concrete and ferrous metals. Based on the corrosion test results, the subsurface soils at the project site generally have a low corrosion potential to buried concrete materials. Using the National Association of Corrosion Engineers criteria, the subsurface soils are generally considered moderately to severely corrosive to buried ferrous metals (Appendix F of this EIR).

Paleontological Resources

Paleontological resources are the evidence of once-living organisms as preserved in the rock record. They include both the fossilized remains of ancient plants and animals and the traces thereof (e.g., trackways, imprints, burrows, etc.). In general, fossils are considered to be older than recorded human history or greater than 5,000 years old and are typically preserved in sedimentary rocks. Although rare, fossils can also be preserved in volcanic rocks and low-grade metamorphic rocks under certain conditions (Society of Vertebrate Paleontology (SVP) 2010).

Paleontological Potential

The SVP's *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources* (2010) describes sedimentary rock units as having high, low, undetermined, or no potential for containing significant nonrenewable paleontological resources. This criterion is based on rock units in which significant fossils have been determined by previous studies to be present or likely to be present. While these standards were written specifically to protect vertebrate paleontological resources, all fields of paleontology have adopted these guidelines, which are given here verbatim:

High Potential (Sensitivity). Rock units from which significant vertebrate or significant invertebrate fossils or significant suites of plant fossils have been recovered have a high potential for containing significant non-renewable fossiliferous resources. These units include but are not limited to, sedimentary formations and some volcanic formations which contain significant nonrenewable paleontological resources anywhere within their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils. Sensitivity comprises both (a) the potential for yielding abundant or significant vertebrate fossils or for yielding a few significant fossils, large or small, vertebrate, invertebrate, or botanical and (b) the importance of recovered evidence for new and significant taxonomic, phylogenetic, ecologic, or stratigraphic data. Areas which contain potentially datable organic remains older than the Holocene epoch, including deposits associated with nests or middens, and areas which may contain new vertebrate deposits, traces, or trackways are also classified as significant.

Low Potential (Sensitivity). Sedimentary rock units that are potentially fossiliferous but have not yielded fossils in the past or contain common and/or widespread invertebrate fossils of well documented and understood taphonomic, phylogenetic species and habitat ecology. Reports in the paleontological literature or field surveys by a qualified vertebrate paleontologist may allow determination that some areas or units have low potentials for yielding significant fossils prior to the start of construction. Generally, these units will be poorly represented by specimens in institutional collections and will not require protection or salvage operations. However, as excavation for construction gets underway it is possible that significant and unanticipated paleontological resources might be encountered and require a change of classification from Low to High Potential and, thus, require monitoring and mitigation if the resources are found to be significant.

Undetermined Potential (Sensitivity). Specific areas underlain by sedimentary rock units for which little information is available have undetermined fossiliferous potentials. Field surveys by a qualified vertebrate paleontologist to specifically determine the potentials of the rock units are required before programs of impact mitigation for such areas may be developed.

No Potential. Rock units of metamorphic or igneous origin are commonly classified as having no potential for containing significant paleontological resources.

Database Records

A search of the University of California Museum of Paleontology (UCMP) public locality database was conducted to identify information on paleontological localities within and near the project site and to determine if fossil resources have been recovered from geologic formations similar to those present in the project vicinity. The Franciscan Complex, widespread in coastal California, has produced only small collections of significant fossils in San Luis Obispo County. Museum records indicate that no previously recorded vertebrate paleontological localities are recorded within the boundaries of the project site (UCMP 2021).

Paleontological Potential on Project Site

The geological units underlying the project site were assessed for paleontological potential in accordance with SVP's (2010) ranking (high, low, undetermined, or no potential) and a review of UCMP's database to identify information on paleontological localities within and near the project site and to determine if fossil resources have been recovered from geologic formations similar to those present in the project vicinity.

The project site is generally located on surficial deposits consisting of Mélange of Franciscan Complex (KJfm) of Cretaceous to Jurassic age. Based on a search of the UCMP database, no previously recorded vertebrate paleontological localities from the Franciscan Complex formation are recorded within the boundaries of the project site. Furthermore, the Franciscan Complex, widespread in coastal California, has produced only small collections of significant fossils in San Luis Obispo County. Therefore, the Franciscan Complex has been identified as having a low potential for containing paleontological resources.

Fill was encountered at depths ranging from 3 to 7.5 feet in the geotechnical borings from the project site. Fill has no potential for containing significant paleontological resources.

3.7.2 Regulatory Setting

Federal

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act was enacted in 1977 to "reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program." To accomplish this, the Act established the National Earthquake Hazards Reduction Program (NEHRP). NEHRP's mission includes improved understanding, characterization, and prediction of hazards and vulnerabilities; improvement of building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results. The NEHRP designates the Federal

Emergency Management Agency as the lead agency of the program and assigns it several planning, coordinating, and reporting responsibilities. Programs under NEHRP help inform and guide planning and building code requirements such as emergency evacuation responsibilities and seismic code standards such as those to which the project would be required to adhere.

State

California Building Code

The California Building Standards Commission is responsible for coordinating, managing, adopting, and approving building codes in California. CCR Title 24 is reserved for state regulations that govern the design and construction of buildings, associated facilities, and equipment, known as building standards. The California Building Code (CBC) is based on the Federal Uniform Building Code used widely throughout the country (generally adopted on a state-by-state or district-by-district basis). The California Health and Safety Code (HSC) Section and 18980 HSC Section 18902 give CCR Title 24 the name of California Building Standards Code. The updates to the 2019 California Building Standards Code were published on January 1, 2021, with an effective date of July 1, 2021.

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo (AP) Special Studies Zone Act provides a mechanism for reducing losses from surface fault rupture on a statewide basis. The intent of the AP Special Studies Zone Act is to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. The state geologist (Chief of the California Division of Mines and Geology) is required to identify “earthquake fault zones” along known active faults in California. Counties and cities must withhold development permits for human occupancy projects within these zones unless geologic studies demonstrate that there would be no issues associated with the development of projects.

California Seismic Hazards Mapping Act

The intention of the Seismic Hazards Mapping Act of 1990 (PRC Sections 2690–2699.6) is to reduce damage resulting from earthquakes. While the Alquist-Priolo Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including ground shaking, liquefaction, and seismically induced landslides. The act’s provisions are similar in concept to those of the Alquist-Priolo Act: The state is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other corollary hazards, and cities and counties are required to regulate development within mapped Seismic Hazard Zones. Under the Seismic Hazards Mapping Act, permit review is the primary mechanism for local regulation of development.

National Pollution Discharge Elimination System Permits

The NPDES program in California is administered by SWRCB and its RWQCB. As part of the Federal CWA, the NPDES permit system was established to regulate both point source discharges and non-point source discharges to surface water of the United States, including the discharge of soils eroded from construction sites. The NPDES program consists of characterizing receiving water quality, identifying harmful constituents (including siltation), targeting potential sources of pollutants (including excavation and grading operations), and implementing a comprehensive stormwater management program. Construction and industrial activities typically are regulated under statewide general permits

that are issued by the SWRCB. The SWRCB also issues Water Discharge Requirements that serve as NPDES permits under the authority delegated to the RWQCBs, under the CWA.

Public Resources Code Section 5097 and Section 30244

The State of California Public Resources Code (Chapter 1.7), Sections 5097 and 30244, include additional state level requirements for the assessment and management of paleontological resources. These statutes require reasonable mitigation of adverse impacts to paleontological resources resulting from development on state lands, and define the excavation, destruction, or removal of paleontological "sites" or "features" from public lands without the express permission of the jurisdictional agency as a misdemeanor. As used in Section 5097, "state lands" refers to lands owned by, or under the jurisdiction of, the state or any state agency. "Public lands" is defined as lands owned by, or under the jurisdiction of, the state, or any city, county, district, authority, or public corporation, or any agency thereof.

Local

Pursuant to Government Code Section 14070.7, the LOSSAN Rail Corridor Agency is deemed to be an agency of the state for all purposes related to interagency passenger rail services, including Section 5311 of Title 49 of the United States Code. Thus, the LOSSAN Rail Corridor Agency is a state agency and is therefore not subject to local government planning and land use plans, policies, or regulations. The LOSSAN Rail Corridor Agency may consider, for informational purposes, aspects of local plans and policies for the communities surrounding the project site, when it is appropriate. The proposed project would be subject to state and federal agency planning documents described herein but would not be bound by local planning regulations or documents such as the City's General Plan or municipal code.

City of San Luis Obispo General Plan

Safety Element

Policy 4.5 Avoiding Faults. Development shall not be located atop known faults. Applications for the following types of discretionary approvals within 100 meters (330 feet) of any fault that is previously known or discovered during site evaluation shall be subject to review and recommendation by a state-registered engineering geologist: change to a more intensive land-use designation; subdivision into five or more parcels; development of multifamily, commercial, industrial, or institutional buildings.

Policy 4.6 Avoiding Slope Instability. Development shall not be located on or immediately below unstable slopes or contribute to slope instability. Any development proposed in an area of moderate or high landslide potential shall be subject to review and recommendation by a state-registered engineering geologist.

Policy 4.7 Avoiding Liquefaction Hazards. Development may be located in areas of high liquefaction potential only if a site-specific investigation by a qualified professional determines that the proposed development will not be at risk of damage from liquefaction. The Chief Building Official may waive this requirement upon determining that previous studies in the immediate area provide sufficient information.

Policy 9.18 Safety of Structures and Facilities. Existing and new structures and facilities should reflect adopted safety standards.

Conservation and Open Space Element

Policy 3.5.1 Archaeological Resource Protection. The City shall provide for the protection of both known and potential archaeological resources. To avoid significant damage to important archaeological sites, all available measures, including purchase of the property in fee or easement, shall be explored at the time of a development proposal. Where such measures are not feasible and development would adversely affect identified archaeological or paleontological resources, mitigation shall be required pursuant to the Archaeological Resource Preservation Program Guidelines.

3.7.3 Project Impacts

Thresholds of Significance

Appendix G of the CEQA Guidelines is used to provide direction for determination of a significant geology and soils impact from the proposed project. For the purpose of this EIR, a significant impact related to geology and soils would occur if the proposed project would result in:

- Directly or indirectly cause potential substantive adverse effects, including the risk of loss, injury, or death involving:
    i. Rupture of a known earthquake fault, as delineated on the most recent AP Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault; (Refer to Division of Mines and Geology Special Publication 42)
    ii. Strong seismic ground shaking
    iii. Seismic related ground failure, including liquefaction
    iv. Landslides
- Result in substantial soil erosion or the loss of topsoil
- Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

Impact Analysis

Impact 3.7-1 Seismic Hazards

Would the proposed project directly or indirectly cause potential substantive adverse effects, including the risk of loss, injury, or death involving:

i. *Rupture of a known earthquake fault, as delineated on the most recent AP Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault; (Refer to Division of Mines and Geology Special Publication 42)*

ii. *Strong seismic ground shaking*

iii. *Seismic related ground failure, including liquefaction*

iv. *Landslides?*

Rupture of a Known Earthquake Fault. The project site is not underlain by any known active faults, nor does the project site lie within a Alquist-Priolo Special Study Zone. The nearest special study zone is the Los Osos fault zone located approximately 3.2 miles west of the project site. Therefore, no active faults with the potential for surface fault rupture are known to pass directly beneath the project site, and as such, the potential for surface rupture due to faulting occurring beneath the project site is considered low. Furthermore, the proposed project would not exacerbate existing environmental conditions related to rupture of a known earthquake fault because the project does not include the extraction of large amounts of fluids (e.g., oil or groundwater) or the injection of fluids (e.g., wastewater). Thus, the proposed project would not exacerbate existing conditions by bringing people or structures into areas potentially susceptible to substantial adverse effects, including fault rupture, that could result in substantial damage to proposed structures or infrastructure, or expose people to substantial risk of injury. Impacts associated with surface rupture from a known earthquake fault would be less than significant.

Seismic Ground Shaking. The project site is located in a seismically active region of California's Central Coast. While regional faulting (e.g., San Andres Fault) may generate seismic shaking at the project site, the strongest potential ground shaking event for the project site is anticipated to occur from an earthquake occurring along the Los Osos fault or other major active faults in the vicinity of the project site (Table 3.7-1). Depending on the strength of groundshaking, it is possible that structures in the area could be damaged during such an event. All new structures proposed for the project site would be required to comply with construction standards and seismic design criteria contained in the most updated CBC.

Although the potential for seismic groundshaking to occur at the site is unavoidable, the proposed project would not exacerbate existing environmental conditions related to seismic ground shaking at the project site because the project would not involve mining operations, deep excavation into the earth, or boring of large areas creating unstable seismic conditions that would exacerbate ground shaking. Impacts would be less than significant.

Seismic-Related Ground Failure. The project site is located in a seismically active region of California's Central Coast and the potential for seismic-related ground failure exists. According to the geotechnical report, the northern portion of the project site is located in an area of moderate liquefaction potential, while the southern portion of the project site is mapped with a low liquefaction potential. Based on the lack of groundwater in the upper 50 feet, per the geotechnical investigation, and relatively dense or hard nature of the material encountered on the project site, the potential for liquefaction is considered low. Furthermore, the proposed project would not exacerbate existing

environmental conditions related to liquefaction because the project does not involve the injection of groundwater. Thus, proposed project would not exacerbate existing environmental conditions related to liquefaction, which would result in substantial damage to structures or infrastructure or expose people to substantial risk of injury. As such, potential impacts related to liquefaction would be reduced to a level less than significant.

Landslides. The project site is located in a relatively flat terrain with the exception of minor slopes (less than 3 feet in height) located adjacent to the railroad tracks. Additionally, the area was not mapped within a landslide zone. Furthermore, the development of the project does not require substantial alteration to the existing topography. Thus, the proposed project would not exacerbate existing conditions by bringing people or structures into areas potentially susceptible to substantial adverse effects, including landslides, that could result in substantial damage to proposed structures or infrastructure, or expose people to substantial risk of injury. Impacts associated with landslides would be less than significant.

Impact 3.7-2 Substantial Soil Erosion or Loss of Topsoil

Would the proposed project result in substantial soil erosion or the loss of topsoil?

Construction activities involving soil disturbance, excavation, stockpiling, and grading activities could result in increased erosion and sedimentation to surface waters. Because the project would result in a disturbed soil area of 1 acre or greater, the construction contractor would be required to comply with the NPDES General Construction Permit and prepare and implement a SWPPP for the project. The SWPPP requires the preparation of an erosion control plan which would include appropriate erosion-control best management practices (BMP), which would include, but not be limited to, preservation of existing vegetation, where feasible, use of proper grading techniques, providing soil stabilization, sediment control, runoff control, and reestablishment of plant cover on the construction site as soon as possible following construction. Compliance with the NPDES General Construction Permit would ensure that erosion would be controlled during construction and a less than significant impact would occur.

Once the project is constructed, there would not be a substantial amount of exposed surfaces, which could be subjected to accelerated soil erosion during operations. The railroad corridor would still include exposed surfaces. However, the placement of ballast and other soil protection materials along with the reestablishment to vegetation or pavement in areas disturbed outside the ROW would provide soil protection from precipitation and corresponding runoff. The proposed project would result in a less than significant impact related to soil erosion during operations.

Impact 3.7-3 Unstable Geologic Unit or Soil

Would the proposed project be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Landslides. The project site is located in a relatively flat terrain with the exception of minor slopes (less than 3 feet in height) located adjacent to the railroad tracks. Additionally, the area was not mapped within a landslide zone. Therefore, the project would not expose people or structures to landslides and there would be no impact associated with landslide risk.

Liquefaction. Typically, liquefaction occurs in areas where there are loose to medium dense sands and silts, and where the depth to groundwater is less than 50 feet from the ground surface. According to the geotechnical report, the northern portion of the project site is located in an area of moderate

liquefaction potential, while the southern portion of the project site is mapped with a low liquefaction potential. Based on the lack of groundwater in the upper 50 feet from the ground surface, per the geotechnical investigation, and relatively dense or hard nature of the material encountered on the project site, the potential for liquefaction is considered low. However, conditions may vary between the exploration locations and seasonal fluctuations in the groundwater level may occur due to variations in rainfall and local groundwater management practices. Implementation of Mitigation Measure GEO-1 would ensure the hazard associated with liquefaction would be reduced to a level less than significant. The final geotechnical report would be used to determine the appropriate design features and construction measures that would be necessary to minimize potential adverse effects associated with seismic-related ground failure, including liquefaction.

Lateral Spreading. Liquefaction-induced lateral spreading is defined as the lateral displacement of ground as a result of pore pressure build-up or liquefaction in shallow underlying soils during an earthquake. Lateral spreading can occur towards a free face (e.g., abrupt change in elevation or where nearby steep banks are present) or on a gradual slope without a free face (USGS 2015). The potential for liquefaction to occur on the project site is considered low. Thus, the potential for lateral spreading is considered to be low. Therefore, the potential for lateral spreading is considered to be low. The proposed project would not expose people or structures to lateral spreading and this would be a less than significant impact.

Subsidence. The project site is not located in an area of known ground subsidence or within any delineated zones of subsidence due to groundwater pumping or oil extraction. Accordingly, the potential for subsidence to occur at the project site is low. Therefore, the proposed project would not expose people or structures to subsidence and this would be a less than significant impact.

Impact 3.7-4 Expansive Soils

Would the proposed project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

According to the geotechnical report prepared for the project, the soil within the upper 5 feet had EI values ranging between 0 and 57 corresponding to very low to medium expansion potential. It should be noted that EI testing was performed on the bulk samples collected within the upper 5 feet. Other soil types encountered at depths greater than 5 feet may exhibit higher expansion potential. The presence of expansive soils on the project site has the potential to create a substantial risk to life or property and is considered a significant impact. However, with the implementation of Mitigation Measure GEO-1, the potential expansive soils impact would be reduced to a level less than significant. Mitigation Measure GEO-1 requires that all future grading and construction of the project site comply with the geotechnical recommendations contained in the final geotechnical report.

Impact 3.7-5 Soils to Support the Use of Septic Tanks or Alternative Waste Water Disposal Systems

Would the proposed project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The proposed project would rely on public sewer for the disposal of wastewater. The project will be served by the City of San Luis Obispo for sewer service. The proposed project would not use septic tanks or alternative waste water disposal systems. Therefore, no impact would occur.

Impact 3.7-6 Paleontological Resources

Would the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The project site is generally located on surficial deposits consisting of Mélange of Franciscan Complex (KJfm) of Cretaceous to Jurassic age and fill. The Franciscan Complex has a low potential for containing paleontological resources, while artificial fill has no potential for containing paleontological resources. Fill was encountered at depths ranging from 3 to 7.5 feet in the geotechnical borings from the project site. The depth of excavation for the project improvements are anticipated to range from approximately 2 feet for roads to 11 feet for the inspection pit. Ground-disturbing activities associated with project construction are not expected to impact geologic units of high paleontological potential, either at the surface or at depth for any project activity.

3.7.4 Mitigation Measures

GEO-1 **Prepare Final Geotechnical Report.** During final design, a final geotechnical report shall be prepared by a licensed geotechnical engineer (to be retained by the LOSSAN Rail Corridor Agency) to verify conditions identified in the Preliminary Geotechnical Design Report prepared for the project. The final geotechnical report shall address and include site-specific recommendations on the following:

- Site preparation
- Soil bearing capacity
- Appropriate sources and types of fill
- Liquefaction
- Lateral spreading
- Settlement
- Slope stability
- Expansive soils
- Corrosive soils
- Structural foundations
- Grading practices

In addition to the recommendations for the conditions listed above, the final geotechnical report shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the latest version of the CBC, as applicable at the time building and grading permits are pursued. The project shall be designed and constructed to comply with the site-specific recommendations as provided in the final geotechnical report.

3.7.5 Level of Significance after Mitigation

Implementation of Mitigation Measure GEO-1 would reduce impacts on geology and soils to a level less than significant.

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3.8 Greenhouse Gas Emissions

This section summarizes the existing conditions, describes the regulatory framework, and discusses potential impacts with regard to GHG emissions as a result of implementation of the proposed project. Information contained this section is taken from the Central *Coast Layover Facility Project Air Quality Analysis Report* prepared by ERP, Inc., and included as Appendix C of this EIR.

3.8.1 Existing Conditions

Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to GHG emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity, including CO_2, methane (CH_4), nitrous oxide (N_2O), chlorofluorocarbons (CFCs) and O_3.

In the U.S., the main source of GHG emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles) make up the largest source of GHG-emitting sources. The dominant GHG emitted is CO_2, mostly from fossil fuel combustion.

GHGs vary considerably in terms of global warming potential, which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The global warming potential is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The global warming potential of each gas is measured relative to CO_2, the most abundant GHG. The definition of global warming potential for a particular GHG is the ratio of heat trapped by 1 unit mass of the GHG to the ratio of heat trapped by 1 unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of carbon dioxide equivalents (CO_2e).

California GHG Emissions Inventory

According to California's 2000–2019 GHG emissions inventory (2021 Edition), California emitted 418.2 million metric tons (MMT) CO_2e in 2019, including emissions resulting from out-of-state electrical generation (CARB 2021). The sources of GHG emissions in California include transportation, industrial uses, electric power production from both in state and out-of-state sources, commercial and residential uses, agriculture, high GWP substances, and recycling and waste. The California GHG emission source categories and their relative contributions in 2019 are presented in Table 3.8-1.

Table 3.8-1. GHG Emissions Sources in California

Source Category	Annual GHG Emissions (MMT CO_2e)	Percent of Total
Transportation	166.10	39.70
Industrial	88.20	21.10
Electric Power	58.80	14.10
Commercial and Residential	43.80	10.50
Agriculture	31.80	7.60
High GWP	20.60	4.90
Recycling and Waste	8.90	2.10
Total	**418.2**	**100**

Source: CARB 2021
Notes:
GHG = greenhouse gas; MMT CO_2e = million metric tons of carbon dioxide equivalent.

City of San Luis Obispo GHG Emissions Inventory

A GHG inventory is a comprehensive measure of GHG emissions that have occurred as the result of activity in a jurisdiction or a geographic area in a calendar year. As part of the City of San Luis Obispo's Climate Action Plan update, the city updated its 2005 baseline inventory, completed a 2016 inventory, and forecast emissions for 2020, 2030 and 2035 (City of San Luis Obispo 2021c).

Table 3.8-2 provides the emissions for inventory and forecast years by emissions sector (transportation, nonresidential energy, residential energy, and solid waste). Due to actions taken by the State and the city prior to the adoption of the updated Climate Action Plan, as well as observed reductions in emissions from community activity, even without the Climate Action Plan, emissions are forecast to reduce 22 percent from 2005 levels by 2035.

Table 3.8-2. Forecasted GHG Emissions with State Reductions, 2005-2050 ($MTCO_2e$)

Sector	2005	2016	2020	2030	2035	Percent Change (2005-2035)
Transportation	225,390	212,980	198,210	161,290	142,830	-37%
Nonresidential Energy	58,050	44,270	30,430	33,690	27,720	-47%
Residential Energy	55,450	39,410	33,760	35,660	33,180	-39%
Solid Waste	47,740	42,630	44,890	49,880	52,560	10%
Total	**386,630**	**339,290**	**307,290**	**280,520**	**256,290**	**-33%**
Change from 2005		**-12%**	**-21%**	**-29%**	**-33%**	

Source: City of San Luis Obispo 2020c

3.8.2 Regulatory Setting

Federal

Corporate Average Fuel Standards

Established by the U.S. Congress in 1975, the CAFE standards reduce energy consumption by increasing the fuel economy of cars and light trucks. The National Highway Traffic Safety Administration (NHTSA) and U.S. EPA jointly administer the CAFE standards. The U.S. Congress has specified that CAFE standards must be set at the "maximum feasible level" with consideration given for: (1) technological feasibility; (2) economic practicality; (3) effect of other standards on fuel economy; and (4) need for the nation to conserve energy.

Fuel efficiency standards for medium- and heavy-duty trucks have been jointly developed by U.S. EPA and NHTSA. The Phase 1 heavy duty truck standards apply to combination tractors, heavy duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018, and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type (U.S. EPA 2011). In 2012, the U.S. EPA and NHTSA also adopted the Phase 2 heavy duty truck standards, which cover model years 2021 through 2027 and require the phase in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type (U.S. EPA 2016).

State

Executive Order S 3-05

On June 1, 2005, the Governor issued Executive Order S 3-05, which set the following GHG emission reduction targets:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels;
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

To meet these targets, the Climate Action Team prepared a report to the Governor in 2006 that contains recommendations and strategies to help ensure that the targets in Executive Order S-3-05 are met.

In response to Executive Order (EO) S-3-05, California Environmental Protection Agency (CalEPA) created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report"). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. These strategies could be implemented by various state agencies to ensure the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light-duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, and so on. In April 2015, the governor issued EO B-30-15, calling for a new target of 40 percent below 1990 levels by 2030.

Assembly Bill 32

AB 32 outlines California's major initiative for reducing GHG emissions; called the "California Global Warming Solutions Act of 2006," AB 32 was signed into law in 2006 and codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020, and requires CARB to prepare a Scoping Plan that outlines the main state strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB approved a 1990 statewide GHG level and 2020 limit of 427 MMT CO_2e. CARB approved the Scoping Plan on December 11, 2008, and included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan have been adopted (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) since approval of the Scoping Plan.

In May 2014, CARB approved the first update to the AB 32 Scoping Plan. The 2013 Scoping Plan update defines CARB's climate change priorities for the next five years and sets the groundwork to reach post-2020 statewide goals. The update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluates how to align the state's longer-term GHG reduction strategies with other state policy priorities, such as for water, waste, natural resources, clean energy and transportation, and land use. CARB approved 431 MMT CO_2e as the 2020 emission limit with the approval of the First Update to the Scoping Plan on May 22, 2014.

The 2017 Scoping Plan Update was adopted on December 14, 2017. The Scoping Plan Update addresses the 2030 target established by SB 32 and establishes a proposed framework of action for California to meet a 40 percent reduction in GHG emissions by 2030 compared to 1990 levels. The key programs that the Scoping Plan Update builds on include increasing the use of renewable energy in the state, the Cap-and-Trade Regulation, the Low Carbon Fuel Standard, and reduction of methane emissions from agricultural and other wastes.

Climate Change Scoping Plan

In December 2008, CARB approved the AB 32 Scoping Plan outlining the state's strategy to achieve the 2020 GHG emissions limit. The Scoping Plan estimates a reduction of 174 MMT CO_2e (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high climate-change-potential sectors, and proposes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce dependence on oil, diversify California's energy sources, save energy, create new jobs, and enhance public health. The Scoping Plan must be updated every 5 years to evaluate the implementation of AB 32 policies to ensure that California is on track to achieve the 2020 GHG reduction goal. The First Update to the Climate Change Scoping Plan was approved by the CARB on May 22, 2014. In 2016, the Legislature passed SB 32, which codified a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017, the CARB approved the Second Update to the Climate Change Scoping Plan, the 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target.

Senate Bill 375

SB 375 passed the Senate on August 30, 2008 and was signed by the Governor on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of GHG emissions and

contributes more than 40 percent of the GHG emissions in California, with automobiles and light trucks alone contributing almost 30 percent. SB 375 indicates that GHGs from automobiles and light trucks can be reduced by new vehicle technology. However, significant reductions from changed land use patterns and improved transportation are also necessary. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375 does the following: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

Senate Bill 743

Senate Bill 743, which became effective in September 2013, changes the metric of consideration for transportation impacts pursuant to CEQA from a focus on automobile delay to alternative methods focused on vehicle miles traveled (VMT), to promote the state's goals of reducing greenhouse gas emissions and traffic related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.

Senate Bill 150

Senate Bill 150 (2017) requires ARB to prepare a report that assesses progress made by each metropolitan planning organization in meeting their established regional greenhouse gas emission reduction targets.

Executive Order B-30-15

Executive Order B-30-15, set into state law by SB 32, establishes a California GHG reduction target of 40 percent below 1990 levels by 2030. California is on track to meet or exceed the current target of reducing GHG emissions to 1990 levels by 2020, as established in AB 32. California's new emissions reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the ultimate goal of reducing emissions by 80 percent under 1990 levels by 2050. The reduction targets mandated under Executive Order B-30-15 were set into law under SB 32 in September 2016.

Executive Order B-55-18

On September 10, 2018, Governor Edmund G. Brown Jr. issued Executive Order B-55-18 to establish a new ambitious statewide goal to achieve carbon neutrality as soon as possible, but no later than 2045, and achieve and maintain net negative targets of reducing GHG emissions.

Local

Pursuant to Government Code Section 14070.7, the LOSSAN Rail Corridor Agency is deemed to be an agency of the state for all purposes related to interagency passenger rail services, including Section 5311 of Title 49 of the United States Code. Thus, the LOSSAN Rail Corridor Agency is a state agency and is therefore not subject to local government planning and land use plans, policies, or regulations. The LOSSAN Rail Corridor Agency may consider, for informational purposes, aspects of local plans and policies for the communities surrounding the project site, when it is appropriate. The proposed project would be subject to state and federal agency planning documents described herein but would not be bound by local planning regulations or documents such as the City's General Plan.

City of San Luis Obispo Climate Action Plan

The City's CAP, adopted by Resolution No. 11159 in August 2020, is an update to the City's prior 2012 CAP. The 2020 CAP is a strategic document based on the idea that effective global solutions to climate change will largely be the result of collective action of local communities and governments. The 2020 CAP enables the City to maintain local control of implementing state direction to reduce GHG emissions to 1990 levels by 2020 (AB 32) and to 40 percent below 1990 levels by 2030 (SB 32). The 2020 CAP also sets a goal of carbon neutrality by 2035. The adjusted GHG emissions forecast shows that implementation of all strategies in this plan can achieve a 204,330 metric tons (MT) CO_2e reduction from 2005 baseline levels by 2030, which will meet required SB 32 state reduction goals. The 2020 CAP includes strategies that can achieve 40 percent reduction from baseline levels by 2030, which will meet required SB 32 state reduction goals, and identifies six pillars for achieving citywide carbon neutrality by the year 2035. The 2020 CAP identifies measures and policies applicable to development within the city for reducing carbon emissions from various sources, including energy consumption, transportation, and organic waste disposal, to achieve this target (City of San Luis Obispo 2020c)

City of San Luis Obispo Air Pollution Control District Strategic Action Plan

The SLOAPCD first adopted a SAP in 2004 to guide how the SLOAPCD resources and efforts are applied. The most recent SAP is the 2013-2017 SAP Update, which includes the following six strategic goals and associated performance measures associated with air quality and GHG emissions:

- Goal: Achieve and maintain attainment with national and state health based standards.
    - Performance Measures:
        1. State and federal air quality standards are attained
        2. Ozone design values and precursor emissions trend downward or do not increase over a running 10-year period
        3. PM_{10} and $PM_{2.5}$ design values and emissions trend downward over a running 10-year period
- Goal: Manage toxic air contaminants to protect public health and meet risk thresholds.
    - Performance Measures:
        1. All new development approved by lead agencies meets the [SLOAPCD] Board [of Directors]- approved health risk thresholds in the [*SLO]APCD CEQA Handbook*
        2. All new Authorities to Construct approved by [SLO]APCD meet the Board-approved health risk thresholds
        3. All sources subject to state and federal Air Toxics Regulations are in compliance with applicable requirement
- Goal: Ensure air quality and public health impacts from land use are addressed.
    - Performance Measures:
        1. Approved air quality mitigation measures for new development projects are fully implemented.

2. Ratio of new residential development generated outside vs. inside urban and village reserve lines declines annually (specific reduction goal to be established after baseline is determined)
3. All new development approved by lead agencies meets the Board-approved health risk thresholds in the [*SLO]APCD CEQA Handbook*

- Goal: Minimize local and regional greenhouse gas emissions and impacts to meet state and federal requirements.
  - Performance Measures:
    1. Greenhouse gas emissions (GHGs) in SLO County trend downward to meet the requirements of AB 32
- Goal: Enhance awareness of local air quality and engage the community in working to promote clean air.
  - Performance Measures:
    1. Increased understanding of air quality issues by county residents and businesses over the period of this plan (specific improvement goal to be established after baseline is determined).
    2. Increased action by county residents to reduce personal impacts to air quality.
    3. Increase public and business awareness of [SLO]APCD programs and operations.
- Goal: Ensure quality and cost-effective service is provided in all program areas.
  - Performance Measures:
    1. Service and budget-based performance indicators meet overall performance rating of "Good."
    2. Job knowledge ratings on annual staff performance evaluations are "above satisfactory" or better for the District as a whole.
    3. Programs are adequately staffed and funded with non-reserve funds.
    4. Funding reserves are maintained at or above 20 percent of annual budget.

Clean Energy Choice Program for New Buildings

In August 2020, the City developed local amendments to the 2019 CBC to encourage all-electric new buildings. The amended CBC, as codified in Municipal Code Section 15.04.110, allows all-electric new buildings to be built to minimum code standards and requires mixed-fuel buildings to be substantially more efficient or include additional solar generation or battery storage. The program also requires solar on nonresidential buildings. When paired with Central Coast Community Energy's (formerly Monterey Bay Community Power) clean electricity supply, all electric new buildings have very low operational emissions and avoid health and safety issues associated with fossil fuels and GHGs. The City Council approved the *Clean Energy Choice Program for New Buildings* in June 2020. With this approval, the City joins more than 50 other California communities currently considering ways to encourage cleaner buildings. Unlike some cities that are banning natural gas entirely, the Clean Energy Choice Program for New Buildings will provide options to people who want to develop new buildings with natural gas.

City of San Luis Obispo General Plan

The Conservation and Open Space Element of the City of San Luis Obispo General Plan includes a number of goals with various policies relevant to air quality and the release of GHG emissions (City of San Luis Obispo 2014d). These policies include the following:

- **Policy 2.1.1 Air Quality.** Achieve and maintain air quality that supports health and enjoyment for those who live or work in the City and for visitors.
- **Policy 2.2.1 Atmospheric Change.** City actions shall seek to minimize undesirable climate changes and deterioration of the atmosphere's protective functions that result from the release of carbon dioxide and other substances.
- **Policy 2.2.2. Health Standards.** Air quality should meet state and federal standards, whichever are more protective, for human health.
- **Policy 2.2.3. No Decline.** Air quality should not decline from levels experienced during the early 1990s, when the community's growth capacity was last re-examined.
- **Policy 2.2.4. Promote walking, biking and use of public transit use to reduce dependency on motor vehicles.** City actions shall seek to reduce dependency on gasoline- or diesel-powered motor vehicles and to encourage walking, biking and public transit use.

3.8.3 Project Impacts

Thresholds of Significance

Based on guidance provided in Appendix G of the CEQA Guidelines, a project would have a significant GHG emissions impact if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs

Methodology

GHG emissions for project construction and operation were estimated using CalEEMod version 2020.4.0. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects.

Most individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. As a result, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines Section 15064[h][1]).

The qualitative threshold option is based on a consistency analysis in comparison to a Qualified GHG Reduction Strategy, or equitably similar adopted policies, ordinances and programs. If a project

complies with a Qualified GHG Reduction Strategy that is specifically applicable to the project, then the project would be considered less than significant. The 2020 CAP, which is based on SB 32 GHG emissions reduction goals, serves as the City's Qualified GHG Reduction Strategy, consistent with SLOAPCD guidance and CEQA Guidelines Section 15183.5(b), which allows for streamlining of the GHG impacts analysis of projects that are consistent with the 2020 CAP. This impact analysis includes an analysis of the project's conformance with the City's adopted 2020 CAP. Therefore, the project's contribution to cumulative impacts related to GHG emissions and climate change would be cumulatively considerable if the project would be inconsistent with the City's 2020 CAP.

Attachment C to the City's 2020 CAP provides guidelines for determining a project's consistency with the 2020 CAP, and also provides quantitative GHG emission efficiency thresholds for residential, non-residential, and mixed-use projects. For non-residential projects, such as the proposed project, the GHG efficiency threshold is 0.7 MT CO_2e per employee. Projects that are consistent with the demographic forecasts and land use assumptions used in the 2020 CAP can use the City's CEQA GHG Emissions Analysis Compliance Checklist to demonstrate consistency with the 2020 CAP's GHG emissions reduction strategy, and if consistent, can tier from the existing programmatic environmental review contained in the adopted Initial Study-Negative Declaration (IS-ND) for the 2020 CAP. Projects that are not consistent with the demographic forecasts and land use assumptions should then consider if the project would reduce GHG emissions compared to existing on-site conditions. Projects that would result in reduced GHG emissions can also use the City's CEQA GHG Emissions Analysis Compliance Checklist to demonstrate consistency with the 2020 CAP. Projects that would not result in reduced GHG emissions are required to quantify project GHG emissions and compare the emissions to the 2020 CAP's provided efficiency threshold for the appropriate project type.

Amortized Emissions

Per SLOAPCD prescribed methodology, GHG emissions from project construction activity must be quantified and amortized over the life of the project. The amortized construction emissions must be added to the annual average operational emissions and then compared to the operational thresholds. SLOAPCD recommends using 50 years for residential projects and 25 years for commercial projects.

Given the phased nature of this project, final project buildout would not likely occur until 10 years or more following initial construction activity. To assume a 25-year amortization period would effectively assume a 15-year (or less) useful life for latter project development phases. For this reason, a 30-year amortization period would be more appropriate yet still provide a conservative estimate of proposed project GHG emissions.

Impact Analysis

Impact 3.8-1 Generate GHG Emissions

Would the proposed project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

The proposed project would include the phased construction of rail yard and track improvements, as well as an approximately 21,500 square feet of single-story structures, housing a variety of functions. To provide a conservative impact analysis, project construction impacts were modeled over two phases (Phase 1 and Later Phases).

Project construction would generate temporary GHG emissions primarily from operation of construction equipment on-site as well as from vehicles transporting construction workers to and from

the project site and heavy trucks to haul away excavation spoils and transporting building materials. As shown in Table 3.8-3, construction would generate an estimated total of 759.19 MT CO_2e. Amortized over a 30-year period, construction would generate an estimated 25.31 MT CO_2e per year.

Table 3.8-3. Estimate of GHG Emissions during Construction

Phase and Year	Emissions in MT of CO_2e
Phase 1 – 2024	569.09
Later Phases – 2025	190.10
Total	**759.19**
Amortized of 30 Years	**25.31**

Source: Appendix C of this EIR
Notes:
See Appendix C of this EIR for CalEEMod modeling output sheets.
MT=metric tons; CO_2e=carbon dioxide equivalent

Amortized construction emissions are combined with operations emissions to determine the proposed project's total GHG emissions. Project operations would generate GHG emissions associated with area sources (e.g., landscape maintenance), energy and water usage, vehicle trips, and wastewater and solid waste generation. Given that the proposed project would replace the existing Pacific Surfliner layover facility that is located approximately 0.3-mile to the north, current employees (along with their existing trip-generating activity and related GHG emissions) would simply transfer from the existing facility to the proposed new facility. As shown in Table 3.8-4, the project's annual operational emissions combined with amortized construction emissions would total approximately 41.48 MT CO_2e per year, or approximately 0.64 MT CO_2e per employee per year. As such, project GHG emissions would not exceed the City's 2020 CAP efficiency threshold of 0.7 MT CO_2e per employee per year, and the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Impacts would be less than significant. No mitigation is required.

Table 3.8-4. Project Annual GHG Emissions

Emissions Source	Emissions in MT of CO2e
Construction	25.31
Operations	16.27
Annual Total GHG Emissions	**41.48**
Service Population	65
Emissions per Employee	**0.64**
Efficiency Threshold	0.7
Exceed Threshold?	**No**

Source: Appendix C of this EIR
Notes:
See Appendix C of this EIR for CalEEMod modeling output sheets.
MT=metric tons; CO_2e=carbon dioxide equivalent

Impact 3.8-2 Conflict with Applicable Plan, Policy, or Regulation

Would the proposed project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

As discussed under Impact 3.8-1 above, project GHG emissions would not exceed the City's 2020 CAP efficiency threshold of 0.7 MT CO_2e per employee per year. The 2020 CAP enables the City to maintain local control of implementing state direction to reduce GHG emissions to 1990 levels by 40 percent below 1990 levels by 2030 (SB 32). Therefore, the proposed project is consistent with the City's 2020 CAP and SB 32.

The proposed project would provide the opportunity to store and service additional train sets used for further expansion of Amtrak's Pacific Surfliner service. The proposed improvements would improve the safety and reliability of passenger trains and the passenger rail network. As the state's passenger rail system grows, the reduction in reliance on the automobile would result in reduction of vehicle miles traveled, GHG emissions, and other air pollutants. Furthermore, the proposed project would promote walking, biking and use of public transit use to reduce dependency on motor vehicles. A new segment of Class I bike trail (exclusive use by bicycles and pedestrians), from approximately McMillan Avenue to the Amtrak Station, is identified in the City of San Luis Obispo's Active Transportation Plan's Tier 3 Project List as a future Class I trail connecting existing Class I, II, and III segments to comprise the Railroad Safety Trail. The proposed project would construct a portion of the new segment of Class I bike trail, from approximately High Street to Francis Street, which would promote walking and biking in the project area. Based on these considerations, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions and a less than significant would occur.

3.8.4 Mitigation Measures

Implementation of the proposed project would not result in significant impacts on GHG emissions. Therefore, no mitigation measures are required.

3.8.5 Level of Significance after Mitigation

No significant impact on GHG emissions has been identified.

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3.9 Hazards and Hazardous Materials

This section describes potential hazards related to hazardous materials, airports, and wildfires. The hazardous materials information provided in this section is summarized from the *Central Coast Layover Facility Project Phase I Environmental Site Assessment* (Appendix G of this EIR).

3.9.1 Existing Conditions

Hazardous Materials

Under Title 22 of the CCR, the term "hazardous substance" refers to both hazardous materials and hazardous wastes, both of which are classified to four properties: toxicity, ignitability, corrosiveness, and reactivity. A hazardous material is defined in Title 22 of the CCR as:

> …A substance or combination of substances which because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or, (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed" (CCR, Title 22, Section 66260.10).

Chemical and physical properties that cause a substance to be considered hazardous, including the properties of toxicity, ignitability, corrosivity, and reactivity, are defined in CCR, Title 22, Sections 66261.20 through 66261.24. Factors that influence the health effects of exposure to hazardous materials include the dose to which the person is exposed, the frequency of exposure, the exposure pathway, and individual susceptibility.

Hazardous materials include a wide variety of substances commonly used in households and businesses. Used motor oil, paint, solvents, lawn care and gardening products, household cleaners, gasoline, and refrigerants are among the diverse range of substances classified as hazardous materials.

Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was prepared in September 2021 for the project site to review, evaluate, and document present and past land uses and practices, and visually examine site conditions in order to identify recognized environmental conditions (REC). The Phase I ESA is included as Appendix G of this EIR. A summary of the Phase I ESA is provided below.

Environmental Records Review

An environmental records review was conducted by Environmental Risk Information Services (ERIS) to determine if the project site is included on any federal, state, local, and tribal environmental databases. The ERIS report included 281 listings in the federal, state, local, or tribal databases located within their respective ASTM search radii. The listings within the database search area were reviewed. Listings or sites that were determined to be of potential concern to the project site are described below. The remaining listings were determined not to be of concern to the project site, based on factors such as distance, hydraulic gradient, geology, or regulatory status.

The project site was not included on any environmental database listings. However, nine sites of concern were identified based on their proximity to the project site and their documented histories of releases of chemicals or petroleum products to soil or groundwater. Table 3.9-1 provides details of each of the nine sites of concern and Figure 3.9-1 depicts the location of each site of concern relative to the project site.

Table 3.9-1. Sites of Concern Surrounding the Project Site

No.	Site of Concern	Address	Location Relative to Project Site	Environmental Databases	Description of Site of Concern
1	Sears #6858	1310 Roundhouse Avenue	Directly adjacent	• SANLOUISOB CUPA • HHSS • HAZNET • HIST MANIFEST • FINDS/FRS • HIST TANK • RCRA NON-GEN	A 6,000-gallon, single-walled, steel, gasoline UST is on the property from at least 1975. The UST was located approximately 55 feet downslope and downgradient from the project site. The tank was removed in 1986. No release of gasoline was reported.
2	UPRR – Round House/Pond Site	APN 004-847-001; Alphonso Street	Directly adjacent	• HHSS • HIST TANK • FINDS/FRS • CLEANUP SITES	Two evaporation ponds impacted with hydrocarbons and crude oil were located adjacent to the project site. Contaminated soil was excavated, and the cleanup case was closed in 2009.
3	Old City Corp Yard	642 Emily Street	Directly adjacent	• LUST	Former City Corporation Yard had a gasoline UST release reported in 1987, after the Corporation Yard was no longer in use. The cleanup case was closed in 1988 after excavation and removal of impacted soil.
4	San Luis Garbage Co	2450 Victoria Avenue	Adjacent to the UPRR Roundhouse/Pond Site and adjacent to the project site	• HAZNET • RCRA NON-GEN • HHSS • HIST TANK • DELISTED CTNK • HIST MANIFEST	In the 1970s through late 1980s this site operated multiple USTs for fuel and petroleum products. This is a site of concern because a waste oil release was reported in 1988, and a gasoline release was reported in 1992. Both cleanup cases have since been closed.

Table 3.9-1. Sites of Concern Surrounding the Project Site

No.	Site of Concern	Address	Location Relative to Project Site	Environmental Databases	Description of Site of Concern
5	Rizzoli's Automotive	2584 Victoria Avenue	Adjacent to the project site	• CERS HAZ • DELISTED CTNK • SANLUISOB CUPA • RCRA SQG • HHSS • HIST TANK • LUST	This automobile shop routinely handled and disposed of hazardous waste, and inspections in the past five years did not report violations or corrective actions needed. Waste oil and diesel USTs contaminated soil and were removed in 1989. Oil and fuel tanks have been in use at this site since at least 1967.
6	Emily Street Development	645 Emily Street	Adjacent to the former City Corporation Yard and adjacent to the project site	• CLEANUP SITES	A Phase I and Phase II ESA identified petroleum and metal wastes in soil that are thought to be from adjacent rail yard operations. In 2006-2007, site developers removed impacted material while redeveloping a former Albertsons grocery store into a mixed-use property.
7	Former S&S Auto Electric	1960 Santa Barbara Street	Adjacent to the project site	• LUST	This is a site of concern because a gasoline release to soil and groundwater was reported in 1997, the site assessment and cleanup activities continued until 2004, and the case was closed.
8	Morganti Warehouse	1180 Roundhouse Street	Located in the same area as the former Corporation Yard and Emily Street Development sites, adjacent to the project site	• LUST	This is a site of concern because a gasoline release was reported in 1988, receiving case closure the same year.
9	Fire Station #1/So Cal Gas	2160 Santa Barbara Avenue	Approximately 380 feet west of the project site	• CERS HAZ • DELISTED CTNK • HHSS • HIST TANK • LUST • RCRA NON-GEN • CRCRA SQG • SANLUISOB CUPA	Prior to becoming a fire station with diesel AST, it was a Southern California Gas Company facility where a gasoline release was reported in 1988, and the case was closed in 1996.

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Figure 3.9-1. Sites of Concern



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Site Reconnaissance

A site reconnaissance was conducted on October 6 and 7, 2020 to observe the present project site use and conditions as they related to the possible presence of potentially hazardous substances and petroleum products.

Numerous concrete pads and foundations present onsite indicated historical railroad operations. A concrete bunker structure located south of the former roundhouse was a former Southern Pacific Railroad oil house. However, other oil infrastructure indicated in historical reports was not visible on the surface. Multiple buildings were onsite, which were primarily used as switch housings for the fiber optic communications lines below the railroad property. Other utilities present onsite included sanitary sewer, storm drains, and natural gas lines. Two drums of synthetic motor oil were located near the northern end of the project site. Four drums of resin were located inside a fenced storage area adjacent to the western side of the project site. The drums were located on top of wooden timbers but not within secondary containment. The resin is composed primarily of organic polymers, ethyl alcohol, and ethylene glycol. The location of the drums downslope of the project site did not present a material threat of release to the project site. Two propane tanks were located inside a fence that surrounded buildings associated with the fiber optic utilities. Several small stockpiles of soil and construction demolition waste were present. Two areas of wet soil and unusually abundant plant growth indicated surface seeps of groundwater.

The asphalt pavement in the surrounding streets included many indications of recent saw cutting and trenching, and many of the streets had been recently repaved. Water utility valve/meter covers were present in large numbers associated with the trenching. New water utility connections were associated with the new residential developments in the area. Markers for underground utilities were present, primarily indicating fiber optic telecommunications lines. No specific indications of releases or hazardous material use were present.

The following were not present on the site: odors, pools of liquid, unidentified substance containers, heating or cooling systems, pits, ponds, lagoons, stressed vegetation, wastewater, wells, or septic systems.

Recognized Environmental Conditions

The ASTM Practice E1527-13 defines a REC as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment.

Previous Development

The project site was previously developed with petroleum product tanks, pipelines, pumps, vaults, and other infrastructure. The property has been the subject of numerous environmental investigations between 1985 and 2003. Potential contaminants of concern include TPH, chromium, lead, and benzo(a)pyrene. Lead concentrations over 100 milligram/kilograms were present in soil samples shallower than 5 feet below ground surface (bgs). Chromium concentrations over 50 milligram/kilograms were present in soil samples shallower than 5 feet bgs. Benzo(a)pyrene was detected in seven surface samples at an average concentration of 0.391 milligram/kilogram. TPH was frequently detected in soil samples up to 10 feet deep at concentrations over 10,000 milligram/kilogram

in the vicinity of petroleum infrastructure on the railroad ROW. The release of these contaminants into the environment is considered a REC.

Historical Use

The historical use of the project site for locomotive storage and maintenance is likely to have been a source of lubricating and hydraulic oil impacts to the soil in the former roundhouse area and the crushed rock ballast directly beneath the existing track. Similarly, surface soil may contain asbestos fiber dust from brakes. The project site's historical use for locomotive storage and maintenance is a REC.

Release of Burnt Chemically Treated Wood Waste and Fire Suppressant Chemicals

Five rail cars filled with treated railroad ties caught fire on May 16, 2018, resulting in a release of burnt chemically treated wood to soil and surface water near the southern extent of the project site. The fire department response used approximately 1,300,000 gallons of water and foam fire suppressant. An investigation and cleanup occurred after the incident, which removed approximately 80 cubic yards of saturated soil, burnt debris, and impacted ballast, and 30 drums of foam and water as nonhazardous waste. Confirmation soil sampling detected perfluorooctane sulfonate (PFOS) and perfluorooctanoic acid (PFOA) in concentrations above their calculated U.S. EPA Regional Screening Levels. The release of burnt chemically treated wood waste and fire suppressant chemicals to soil and surface water on the project site is considered a REC.

Railroad Right-of-Way

Herbicides used on railroad ROWs prior to the 1950s were generally heavy metals based until the development and use of modern, soluble organic chemicals in recent decades. The use of these chemicals may have impacted shallow soils near the tracks with toxic metals such as lead and arsenic. Railroad ties were also treated with creosote which leaches to soil and groundwater. The site's historical use as a railroad ROW prior to the 1950s is indicative of a release of heavy metals, herbicides and PAHs in creosote to the environment, and is considered a REC.

Evaporation Ponds

The Union Pacific Railroad (UPRR) Round House/Pond Site evaporation ponds were located within the project site (Figure 3.9-1) and were impacted with hydrocarbons and crude oil. The evaporation ponds were remediated and received regulatory closure, so they are considered a Historical REC. A Historical REC is a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).

Proximity to Schools

Sinsheimer Elementary School is located approximately 0.25 mile east of the southern extent of the project site.

Proximity to Airports

The project site is located approximately 1.60 miles north of the San Luis Obispo County Regional Airport. According to the San Luis Obispo County Regional Airport Land Use Plan (ALUP), the project site is located within Airport Safety Zone 6: Traffic Pattern Zone (RS&H 2021). The ALUP identifies compatibility of different land uses for each of the Safety Zones identified for the San Luis Obispo County Regional Airport. According to the ALUP, transportation uses (vehicle, freight, and transit terminals, truck stops) are allowed in Safety Zone 6 (RS&H 2021).

Fire Hazard Severity Zone

Fire Hazard Severity Zones (FHSZ) are defined by the California Department of Forestry and Fire Protection (CALFIRE) based on the presence of fire-prone vegetation, climate, topography, assets at risk (e.g., high population centers), and a fire protection agency's ability to provide service to the area. According to CALFIRE's FHSZ Viewer, the project site is not located within a state or local fire hazards severity zone (CALFIRE 2021). Additionally, according to the City's Wildland Fire Hazard Map, the project site is located in an area with a low fire hazard rate (City of San Luis Obispo 2012).

3.9.2 Regulatory Setting

Federal

Federal Occupational Safety and Health Administration – Process Safety Management Standard

Occupational Safety and Health Administration's (OSHA) mission is to ensure the safety and health of American workers by setting and enforcing standards; providing training, outreach, and education; establishing partnerships; and encouraging continual improvement in workplace safety and health. OSHA standards are listed in 29 CFR 1910, including Process Safety and Management. This standard includes requirements for preventing or minimizing the consequences of catastrophic releases of toxic, reactive, flammable, or explosive chemicals. Some of the requirements of this standard include: all information pertaining to the hazardous chemicals shall be available to the employees; employees shall be given training on the operation of equipment with hazardous materials; and the employer is required to perform a process hazard analysis.

State

California Fire Code

The California Fire Code (CFC) lists specific requirements for emergency water supply, access roads and turnarounds, roofing, construction techniques, hazard abatement, and event inspection and safety. The CFC provides uniform fire prevention, hazardous material, and building construction regulations. To minimize risks to public health and the environment, a Fire Prevention Inspector is required to review a list of hazardous materials stored aboveground on a property to assess potential individual and/or cumulative impacts to the property and surrounding areas. The inspector would ensure that hazardous materials stored onsite comply with Chapter 6.95 of the California Health and Safety Code.

Hazardous Materials Transportation

The transport of hazardous materials within the State of California is subject to federal, state, and local regulations. It is illegal to transport explosives or inhalation hazards on any public highway not designated for that purpose unless the use of the highway is required to permit delivery or the loading of such materials (California Vehicle Code, Sections 31602(b) and 32104(a)). The California Highway Patrol (CHP) designates through routes to be used for the transport of hazardous materials. The transport of hazardous materials is restricted to such routes except in cases where travel from these routes is required to deliver or receive hazardous materials.

Department of Toxic Substances Control)

Department of Toxic Substances Control (DTSC), a department of CalEPA, is the primary agency in California for regulating hazardous waste, cleaning up existing contamination, and finding ways to reduce the amount of hazardous waste produced in California. DTSC regulates hazardous waste primarily under the authority of the federal Resource Conservation and Recovery Act (RCRA) and the California Health and Safety Code (primarily Division 20, Chapters 6.5 through 10.6, and Title 22, Division 4.5). Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

United States Code (USC) 65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services (DHS) lists of contaminated drinking water wells, sites listed by SWRCB as having UST leaks or discharges of hazardous wastes or materials into the water or groundwater and lists from local regulatory agencies of sites with a known migration of hazardous waste/material.

Local

Pursuant to Government Code Section 14070.7, the LOSSAN Rail Corridor Agency is deemed to be an agency of the state for all purposes related to interagency passenger rail services, including Section 5311 of Title 49 of the United States Code. Thus, the LOSSAN Rail Corridor Agency is a state agency and is therefore not subject to local government planning and land use plans, policies, or regulations. The LOSSAN Rail Corridor Agency may consider, for informational purposes, aspects of local plans and policies for the communities surrounding the project site, when it is appropriate. The proposed project would be subject to state and federal agency planning documents described herein but would not be bound by local planning regulations or documents such as the City's General Plan or municipal code.

City of San Luis Obispo General Plan

The City's General Plan guides the use and protection of various resources to meet community purposes. The General Plan Safety Element focuses on achieving acceptable levels of risk through decisions on land use and the form of development, with consideration for the closely related factor of transportation. The General Plan Safety Element includes policies that describe an approach to achieving the goals of the General Plan. In terms of hazards/hazardous materials, the following policies are included in the Safety Element:

- **Policy 3.1 Wildlife Fire Safety (C).** The City of San Luis Obispo is considered a "Community at Risk" due to the threat of wildfire impacting the urban community. The City shall continue to enhance the fire safety and construction codes for new buildings in order to reduce the risk of urban fires that may result from wildfires. Citywide building code enhancements should

include: Fire resistant exterior wall coverings; Sprinkler protection in attic areas; and Ember resistant vent systems for attics and under floor areas and other provisions identified in CBC Chapter 7A.

- **Policy 5.2 Minimizing Hazardous Materials Exposure.** People's exposure to hazardous substances should be minimized.
- **Policy 9.18 Safety of Structures and Facilities.** Existing and new structures and facilities should reflect adopted safety standards.

3.9.3 Project Impacts

Thresholds of Significance

As defined in Appendix G of the CEQA Guidelines, project impacts with regards to hazards and hazardous materials would be considered significant if the proposed project was determined to:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment
- For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires

Impact Analysis

Impact 3.9-1 Routine Transport, Use, or Disposal of Hazardous Materials

Would the proposed project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction would involve the handling, storage, transport, and disposal of hazardous materials. During construction, the use of hazardous materials and substances would be required and hazardous wastes would be generated during operation of construction equipment. Construction, fueling, and servicing of construction equipment may involve the use of hazardous materials and wastes, including the transport, storage, and disposal of commercially available hazardous materials such as gasoline, brake fluids, coolants, and paints. The handling of such materials would occur during short-term

construction activities and would be subject to federal, state, and local health and safety requirements. Further, the project would be subject to comply with the NPDES General Construction Permit because it would result in a disturbed soil area of 1 acre or greater. The NPDES General Construction Permit includes project-specific BMPs such as stockpiling, site inspections, and workforce training to facilitate the safe storage, transport, and disposal of hazardous materials and wastes generated onsite during construction of the project; and requires the preparation and implementation of a SWPPP to prevent the runoff of polluted stormwater into the existing public stormwater collection system and waterways.

Day-to-day operations, such as train washing and refueling, equipment cleaning, deposition of fuel oils, and maintenance/repair may result in accidental spills of hazardous materials. These accidental spills could adversely affect the health and safety of individuals working at the facility and individuals at adjacent land uses. However, hazardous wastes resulting from day-to-day operations would be contained, recycled, and disposed of properly, in compliance with federal, state, and local regulations. These procedures would be similar to the procedures that Amtrak already follows at the existing Pacific Surfliner layover facility. Common measures in place at the existing Pacific Surfliner layover facility and proposed at the project site to prevent contamination related to spills include on-track drip pans to catch drips or spills from parked trains and a containment system where locomotive fueling is proposed. Both the containment system and the drip pans drain to an oil water separation system to treat water and capture pollutants prior to its release to the sewer system. The proposed project does not include plans for the transport of significant hazardous materials. The Pacific Surfliner is a commuter rail service, and it is not used to transport hazardous materials.

Acid/alkaline bulk chemicals would be used for the train wash system. These bulk chemicals will be replenished two times per year and treated through the train washer reclamation system, which will be part of the train washer area. Operation of the layover facility also includes a parts cleaning solution service, which disposes of old solutions when needed. The service includes a parts cleaning station. When new chemicals are needed, the service provider removes the used chemicals, replenishes with new fluids, and disposes of waste. In addition, biocide is used for the train toilets. The biocide is emptied into the sewer system and a new supply is provided quarterly. Operations would require the use of bulk lubricants, which are supplied quarterly and recycled after use. The remaining chemicals used at the layover facility would include aerosol cleaners, lubes, and bulk cleaning solutions similar to common household cleaning agents. These products are supplied at least monthly.

If the layover facility stores hazardous materials summarized above in excess of threshold quantities (500 pounds of solids, 55 gallons of liquids, or 200 cubic feet of compressed gases), this would require the LOSSAN Rail Corridor Agency to prepare a Hazardous Materials Management Plan (HMMP), or Business Plan, in compliance with California Health and Safety Code, Section 25503.5. As described in Mitigation Measure HAZ-1, the plan would include an inventory statement, a site map showing the location of hazardous materials, an emergency response and contingency plan, an employee training plan, and general facility information. The plan would be kept in an accessible location on site and be reviewed every 24 months. Therefore, although day-to-day activities would not likely create a threat to the public or the environment through the transport, use, or disposal of hazardous materials, the HMMP would ensure that potential impacts resulting from accidental spills would be contained and minimized. The HMMP would provide information, guidelines, and procedures for the safe storage, use, and disposal of hazardous materials, as well as the protocols to implement when an accidental spill occurs (i.e., potential evacuation, notification, and other emergency response procedures). Implementation of Mitigation Measure HAZ-1 would reduce this impact to a level less than significant.

Impact 3.9-2 Release of Hazardous Materials into the Environment

Would the proposed project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Sites of Concern

Nine sites of concern were identified from environmental database listings based upon their proximity to the project site and their documented histories of releases of chemicals or petroleum products to soil and/or groundwater. Table 3.9-1 provides details of each of the nine sites of concern and Figure 3.9-1 depicts the location of each site of concern relative to the project site. The close proximity of these sites of concern to project-related construction activities would carry the potential for encountering contaminated soil. This potential impact is considered significant and would be reduced to a level less than significant with implementation of Mitigation Measures HAZ-1 and HAZ-2.

Recognized Environmental Conditions

As described in Section 3.8.1, the following RECs were identified for the project site:

- The presence of elevated concentrations of petroleum hydrocarbons, lead, chromium, and benzo(a)pyrene associated with former petroleum infrastructure within the project site
- The likely presence of lubricating oil, hydraulic oil, and asbestos break fibers in shallow soil in the former locomotive storage and maintenance area
- The likely presence of herbicides, heavy metals, and creosote in shallow soil along the railroad tracks within and adjacent to the project site
- The likely presence of PAHs, creosote, and per- and polyfluoroalkyl substances in soil as a result of the May 16, 2018 railroad tie fire
- The likely presence of residual hydrocarbons and crude oil in soil near the former UPRR Round House/Pond Site evaporation ponds.

Based upon these documented histories of releases of chemicals or petroleum products to soil on the project site, project-related construction activities would carry the potential for encountering contaminated soil. This potential impact is considered significant and would be reduced to a level less than significant with implementation of Mitigation Measures HAZ-1 and HAZ-2.

Impact 3.9-3 Emit Hazardous Emissions in Proximity to Schools

Would the proposed project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

Sinsheimer Elementary School is located approximately 0.25 mile east of the southern extent of the project site. During construction, there would be use of commercially available hazardous materials such as gasoline, brake fluids, coolants, and paints. The proposed project is not anticipated to result in a significant hazard to the school because all storage, handling, transport, and emission and disposal of hazardous substances associated with construction activities will be in full compliance with local, state, and federal regulations.

Day-to-day operations, such as train maintenance, repair, washing, and refueling, as well as equipment cleaning and deposition of fuel oils may result in accidental spills of hazardous materials. However, hazardous wastes resulting from day-to-day operations would be contained, recycled, and disposed of properly, in compliance with federal, state, and local regulations. These procedures would be similar to the procedures that Amtrak already follows at the existing Pacific Surfliner layover facility. Additionally, as previously stated, if the layover facility stores hazardous materials summarized above in excess of threshold quantities the LOSSAN Rail Corridor Agency would be required to prepare a Hazardous Materials Management Plan or Business Plan per Mitigation Measure HAZ-1. The proposed project does not include plans for the transport of significant hazardous materials. The Pacific Surfliner is a commuter rail service and it is not used to transport hazardous materials. With implementation of Mitigation Measure HAZ-1, the impact associated with the handling of hazardous materials within 0.25 mile of a school would be reduced to a level less than significant.

Impact 3.9-4 Located on a Hazardous Material Site

Would the proposed project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?

An environmental records review was conducted by ERIS to determine if the project site is included on any federal, state, local, and tribal environmental databases. The project site was not included on any environmental database listings. However, nine sites of concern were identified from environmental database listings based upon their proximity to the project site and their documented histories of releases of chemicals or petroleum products to soil and/or groundwater. Table 3.9-1 provides details of each of the nine sites of concern and Figure 3.9-1 depicts the location of each site of concern relative to the project site. The proposed project would not involve the use of groundwater or require construction dewatering. Therefore, project-related construction activities would not carry the potential for encountering contaminated groundwater. The close proximity of the sites of concern to project-related construction activities would carry the potential for encountering contaminated soil. These potential impacts are considered significant and would be reduced to a level less than significant with implementation of Mitigation Measures HAZ-1 and HAZ-2.

Impact 3.9-5 Airport Hazards

Would the proposed project be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a public airport or public use airport, and result in a safety hazard or excessive noise for people residing or working in the study area?

The project site is located approximately 1.60 miles north of the San Luis Obispo County Regional Airport. According to the San Luis Obispo County Regional Airport ALUP, the project site is located within Airport Safety Zone 6: Traffic Pattern Zone (RS&H 2021). The ALUP identifies compatibility of different land uses for each of the Safety Zones identified for the San Luis Obispo County Regional Airport. According to the ALUP, transportation uses (vehicle, freight, and transit terminals, truck stops) are allowed in Safety Zone 6 (RS&H 2021). Thus, the proposed project (rail layover facility) is consistent with the uses allowed for the site in the ALUP. The proposed use is considered consistent with the ALUP and would not result in a safety hazard for people residing or working in the area, and this impact would be less than significant.

Impact 3.9-6 Emergency Response Plan

Would the proposed project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The City, in coordination with the San Luis Obispo County Operational Area, has developed emergency plans, an emergency operations center, and provides staff training and community preparedness information (City of San Luis Obispo 2021b). The City is a participant and subject to the County's Emergency Operations Plan (County of San Luis Obispo 2016) and Multi-Jurisdictional Hazard Mitigation Plan (County of San Luis Obispo 2019).

During construction, the proposed project would require underground utility installation and/or relocation and street access improvements which could result in temporary road closures. Although these construction activities associated with off-site improvements would be temporary, construction-related traffic impacts due to lane closures, detours, and temporary disturbance to roadways could impact emergency access and implementation of the aforementioned emergency plans. Therefore, the project contractor would be required to coordinate street closures with emergency providers per the construction traffic management plan. The construction traffic management plan would reduce potential temporary impacts on emergency access to a level less than significant during construction; therefore, the proposed project would not conflict, impair, or interfere with an adopted emergency response or evacuation plan.

The proposed layover facility does not include design features that would impede the provision of emergency access to or from the site. Fire and other emergency access for the structures would be provided by the proposed access road which would meet local fire agency standards for emergency access. Primary access to the project site would be from Roundhouse Avenue. Additional emergency access to the site would be available from the train museum parking lot (north end of site), from the parking lot off Alphonso Street (center of site), and from Francis Avenue (south end of site). The existing exterior streets that would be used to access the project site are built to City standards, and the new interior roads would be constructed to appropriate standards, thereby ensuring that emergency vehicles can readily and easily access the project site. Therefore, the proposed project would not impair the implementation of, or interfere with, an adopted emergency response plan or emergency evacuation plan, and the impact would be less than significant.

Impact 3.9-7 Wildland Fires

Would the proposed project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The project site is in an urbanized area of the City of San Luis Obispo that is not adjacent to wildlands. Furthermore, the project site is located in an area with a low fire hazard rate (City of San Luis Obispo 2012) and is not located within a local or state fire hazards severity zone (CALFIRE 2021). Therefore, the proposed project would not be subject to wildland fire risks and no impact would occur.

3.9.4 Mitigation Measures

HAZ-1 **Prepare a Construction Hazardous Materials Management Plan.** Prior to construction, an HMMP shall be prepared by the LOSSAN Rail Corridor Agency that outlines provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, including the proper locations for disposal. The HMMP shall be prepared to address the area of the project footprint, and include, but not be limited to, the following:

- A description of hazardous materials and hazardous wastes used (29 CFR 1910.1200)
- A description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste (29 CFR 1910.120)
- Preparedness, prevention, contingency, and emergency procedures, including emergency contact information (29 CFR 1910.38)
- A description of personnel training including, but not limited to: (1) recognition of existing or potential hazards resulting from accidental spills or other releases; (2) implementation of evacuation, notification, and other emergency response procedures; (3) management, awareness, and handling of hazardous materials and hazardous wastes, as required by their level of responsibility (29 CFR 1910)
- Instructions on keeping Safety Data Sheets on site for each on-site hazardous chemical (29 CFR 1910.1200)
- Identification of the locations of hazardous material storage areas, including temporary storage areas, which shall be equipped with secondary containment sufficient in size to contain the volume of the largest container or tank (29 CFR 1910.120).
- Identification of specific methods for testing and evaluation of soils that may be encountered in areas not yet remediated, and for any on-site soil movement (excavation, stockpiling) or off-site transport or disposal.
- Identification of controls that will be used to ensure that grading and/or construction activities do not interfere with ongoing soil remediation.

HAZ-2 **Halt Construction Work if Potentially Hazardous Materials are Encountered.** All construction contractors shall immediately stop all subsurface activities in the event that potentially hazardous materials are encountered, an odor is identified, or considerably stained soil is visible. Contractors shall follow an approved soil management plan (as part of the HMMP) and all applicable local, state, and federal regulations regarding discovery, response, disposal, and remediation for hazardous materials encountered during the construction process.

3.9.5 Level of Significance after Mitigation

Implementation of Mitigation Measures HAZ-1 and HAZ-2 would reduce the impacts on hazards/hazardous materials to a level less than significant.

3.10 Hydrology and Water Quality

This section provides an evaluation of the proposed project's potential impact on hydrology and water quality within the project site and vicinity. Information contained in this section is summarized from the *Central Coast Layover Facility Project Water Quality Technical Memorandum* (Appendix H of this EIR) and the *Central Coast Layover Facility Project Hydrology and Hydraulic Report* (Appendix I of this EIR).

3.10.1 Existing Conditions

Hydrology

The project site is located within the 53,271-acre San Luis Obispo Creek watershed, which is located within the Estero Bay Hydrologic Unit (Hydrologic Unit 310). The Estero Bay Hydrologic Unit is divided into 19 subareas. As shown in Figure 3.10-1, the project site is located within the San Luis Obispo Creek Hydrological Sub-Area (310.24) of the Estero Bay Hydrologic Unit. The project site is tributary to the San Luis Obispo Creek, and is also in the Lower SLO City sub-watershed identified in the City of San Luis Obispo Drainage Design Manual.

Sheet flows within the project site and surrounding vicinity generally drain to San Luis Obispo Creek. The natural bottom meandering San Luis Obispo Creek is largely confined due to urban development and agriculture before it outlets to the Pacific Ocean in Avila Beach, approximately 11 miles downstream of the project site. San Luis Obispo Creek originates in the Cuesta Grade area north of San Luis Obispo at an elevation of 2,200 feet above mean sea level, in the western slopes of the Santa Lucia Range. San Luis Obispo Creek flows south through the City of San Luis Obispo easterly adjacent to U.S. 101 until it reaches the southern extent of the Irish Hills where it veers west to the ocean.

Topography and Drainage Areas

All runoff generated from the residential area east of the project site and the San Luis Obispo Railroad Safety Trail is collected via drainage improvements and conveyed towards one of two existing storm drain systems which traverse the project site. The northernmost storm drain conveys runoff from east to west and discharges the runoff onto High Street via a curb outlet located midblock on the south side. The City of San Luis Obispo indicates the drain is city owned with the portion crossing the rail right of way being an 18" Vitrified Clay Pipe and the western portion located under High Street being an 18" concrete pipe. The southernmost storm drain conveys the runoff from east to west and is directly connected to the existing storm drain at Alphonso Street. The storm drain is a private 24-inch diameter main with the portion under the rail right of way being cast iron.

Based on topography, the area between High Street and Roundhouse Street drains towards the western railroad ROW, where runoff drains into the adjacent properties or runs along an adjacent retaining wall southward towards Roundhouse Street. The central portion of the project site, between Roundhouse Street and the extension of Woodbridge Avenue generally drain from east to west, draining onto the adjacent properties. The southern portion of the project site primarily drains from southeast to northwest towards an existing parking lot located west of the railroad ROW.

The project site is divided into the following drainage areas, which are described from north to south.

Drainage Area 100

This drainage area is located between High Street to the north and the adjacent offsite property identified as "Emily Yard" on the south and west. The drainage area is 0.9 acres and is mostly barren with little vegetation. All runoff sheet flows from east to west where it is collected and conveyed into the "Emily Yard" property. The flow continues along concrete gutter improvements constructed by the adjacent property towards riprap improvements at the end of the curb and gutter. The flow then combines with the adjacent property runoff and is conveyed westward along a concrete ribbon gutter towards a grate inlet where it enters the city storm drain system. The 100-year storm flow exiting the project site is 2.4 cubic feet per second (cfs).

Drainage Area 200

This drainage area is bounded by Drainage Area 100 to the north and the project access from Roundhouse Street to the south. The drainage area is 1.8 acres and is mostly barren with very little vegetation. The existing on-site runoff is collected along unimproved drainage swales located adjacent to the western railroad ROW. The runoff is conveyed southward towards Roundhouse Street where the runoff is discharged onto the existing curb and gutter. The 100-year storm flow is 4.6 cfs.

Drainage Area 300

This drainage area is bounded by Drainage Area 200 and the project site access from Roundhouse Street to the north and the offsite retaining wall. This drainage area is primarily barren with sparse vegetation and contains the concrete remnants of a roundhouse structure from the early 1900's. The runoff within the drainage area sheet flows east to west along unlined drainage swales and towards concrete lined ditches located west of the rail right of way and constructed by the adjacent properties. The runoff is conveyed into their catch basins and storm system. The drainage area is subdivided into the following drainage areas to define the flow entering each of the existing catch basin improvements located offsite. Drainage Area 300 is divided into Drainage Areas 300A, 300B and 300C and are described below.

Drainage Area 300A. Runoff from Drainage Area 300A is collected along the concrete ditch and conveyed northwards towards an inlet riser at the end of masonry retaining wall. The runoff discharges onto the adjacent parking lot and combines with the adjacent property runoff and sheet flows towards a grated inlet catch basin located within the driveway aisle. The drainage area is 0.6 acres and generates 1.6 cfs.

Drainage Area 300B. Runoff from Drainage Area 300B is collected along the existing concrete ditch and conveyed southward towards a grated catch basin located within the adjacent property. The existing catch basin is connected to the grated catch basin within the driveway aisle (see DA 100) and drains towards the public storm drain system on Emily Street. The drainage area is 0.6 acres and generates 1.6 cfs.

Drainage Area 300C. Runoff from Drainage Area 300C is collected along the existing concrete ditch and conveyed towards existing grated catch basins interspersed along the drainage ditch. The ditch and catch basin improvement are located within the adjacent private property. The existing catch basins are connected to the drainage system located within the driveway aisle and drain towards the public storm drain system on Emily Street. The drainage area is 1.1 acres and generates 3.3 cfs.

Drainage Area 400

This drainage area is bounded by the extension of South Street to the north and existing vegetated bioswale to the south. The drainage area is 2.2 acres and consists of mostly bare soil with various

building foundations along the western side. The runoff within the drainage area sheet flows east to west, towards a concrete lined drainage ditch located within the adjacent private property. The drainage ditch conveys the runoff southward towards the existing vegetated offsite swale that drains westerly towards the inlet riser near the intersection of Emily and Alphonso Streets. The 100-year storm flow is 6.8 cfs.

Drainage Area 500A

This drainage area is bounded by the extension of the vegetated bioswale to the north and the limits of the existing parking lot improvements to the south. The drainage area is 1.7 acres and consists of mostly bare soil with a building foundation located in the northwest quadrant of the drainage area. The runoff within the drainage area sheet flows from east to west via unimproved swales which convey the flow towards a common low point along the western rail right of way. The adjacent private property, an improved parking lot, has constructed riprap improvements which convey the runoff directly onto the parking lot surface where the runoff sheet flows towards its western side and into the inlet improvement near the parking lot entrance. The total runoff generated from the Drainage Area is 5.0 cfs.

Drainage Area 500B

This drainage area is bounded by the southern limit of Drainage Area 500A to the north and the extension of the project entrance from Francis Street to the south. The drainage area is 2.1 acres and consists primarily of barren soil with some vegetation and four fenced-off areas with building improvements. The runoff within the drainage area sheet flows towards an unlined and unimproved drainage swale located just east of the building improvements. The unimproved swale drains from south to north and discharging into the improved parking lot described in Drainage Area 500A. Similar to what is described in Drainage Area 500A, the adjacent parking lot has constructed riprap improvements to collect and convey the project site runoff onto the parking lot surface and conveyed along a concrete gutter improvement towards the existing inlet improvement located near the entrance. The 100-year storm flow is 5.2 cfs.

Groundwater

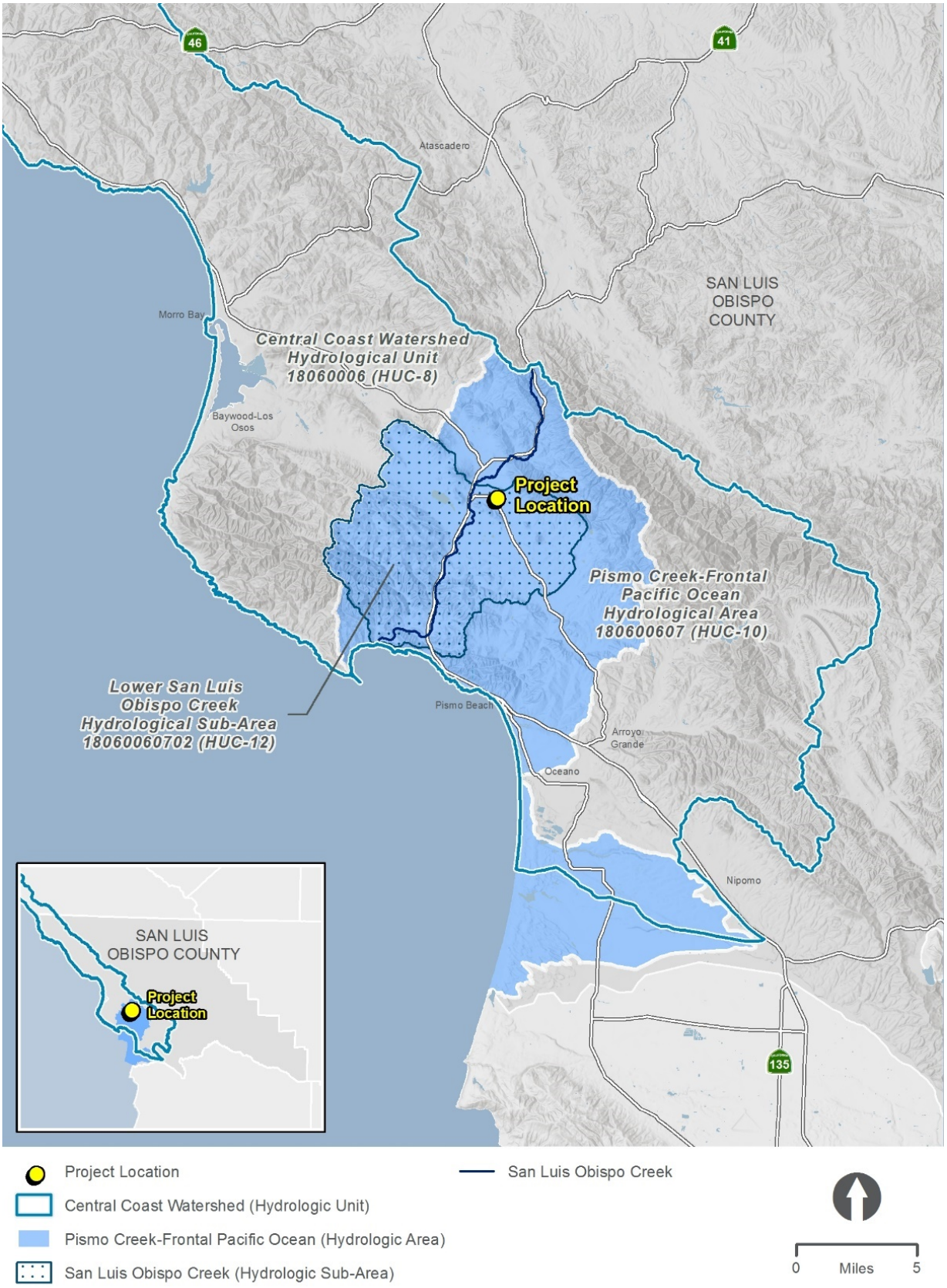
According to the California Department of Water Resources (DWR) Groundwater Basin Boundary Assessment Tool, portions of the City of San Luis Obispo are underlain by the San Luis Obispo Valley Groundwater Basin (California DWR 2021). The San Luis Obispo Valley Groundwater Basin encompasses approximately 12,700 acres and is bounded on the northeast by the Santa Lucia Range, on the southwest by the San Luis Range, and on all other sides by contact with impermeable Miocene and Franciscan Group rocks. The northwestern portion of the basin is drained by San Luis Obispo, Prefumo, and Stenner Creeks. The southeastern portion of the basin is drained by tributaries of Pismo and Davenport Creeks. Average annual precipitation in the region ranges from 19 to 23 inches, with an average of 21 inches across the valley. The groundwater basin receives recharge from infiltration of precipitation within the valley, applied irrigation water, and streamflow. The total storage capacity of this groundwater basin was most recently reported as 24,000 acre-feet as of 1991 with 22,000 acre-feet of usable capacity. The sustained yield of the basin is estimated at 5,900 acre-feet per year, where sustained yield is defined as the maximum quantity of water that is available from a groundwater basin on an annual basis (California DWR 2004).

The project site is not underlain by a groundwater basin. However, the surface watershed is adjacent to the San Luis Obispo Valley Groundwater Basin, Area 3-9. The project site is tributary to this

groundwater basin and the groundwater basins lying beneath the watershed conform with the watershed boundaries and have strong hydrologic connections. During drier times the aquifer is recharged by San Luis Obispo Creek, but during wet years the aquifer may also contribute flow to the creek through seeps. This groundwater supply is also important as nearly 409 acre-feet of groundwater per year are withdrawn for agriculture (Appendix H of this EIR).

The municipal water supply for San Luis Obispo, however, does not come from within the San Luis Obispo Creek Watershed. It is imported from neighboring watersheds to the north. According to the Hydrologic Report (County of San Luis Obispo 2005) whose data is pulled from Bulletin 118, there are no public wells within 1 mile of the project site. Groundwater was not encountered during the geotechnical field investigation of the project site (Appendix F of this EIR).

Figure 3.10-1. Watershed Map



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Flooding

According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) Panel Number 06079C1069G, the project site is located in an area determined to be outside the 0.2% annual chance floodplain or in an area in which flood hazards are undetermined, but possible (in Other Areas category) associated with San Luis Obispo Creek (FEMA 2012) (Figure 3.10-2).

The San Luis Obispo Flood Control and Water Conservation District (SLOFC&WCD) has created zones to provide flood control services for various communities in the county. One of those is the Zone 9 Advisory Committee to provide flood control services for the area encompassing San Luis Obispo Creek and its tributaries. The project site is in Flood Control Zone 9 of the SLOFC&WCD. There is no SLOFC&WCD facility located within the project site.

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Figure 3.10-2. FEMA Flood Insurance Rate Map



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3.10.2 Regulatory Setting

Federal

Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the U.S. from any point source unlawful unless the discharge is in compliance with an NPDES permit. Known today as the CWA, Congress has amended it several times. In the 1987 amendments, Congress directed dischargers of stormwater from municipal and industrial/construction point sources to comply with the NPDES permit program.

Under federal law, the U.S. EPA has published water quality regulations under Volume 40 of the CFR. Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the U.S. As defined by the CWA, water quality standards consist of two elements: (1) designated beneficial uses of the water body in question; and (2) criteria that protect the designated uses. Section 304(a) requires the U.S. EPA to publish advisory water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. The U.S. EPA is the federal agency with primary authority for implementing regulations adopted under the CWA. The U.S. EPA has delegated the State of California the authority to implement and oversee most of the programs authorized or adopted for CWA compliance through the Porter-Cologne Water Quality Control Act of 1969 (Porter-Cologne Act), described below.

Under CWA Section 401, applicants for a federal license or permit to conduct activities that may result in the discharge of a pollutant into waters of the U.S. must obtain a water quality certification from the SWRCB in which the discharge would originate or, if appropriate, from the interstate water pollution control agency with jurisdiction over affected waters at the point where the discharge would originate.

CWA Section 402 establishes the NPDES permit program to control point source discharges from industrial, municipal, and other facilities if their discharges go directly to surface waters. The 1987 amendments to the CWA created a new section of the CWA devoted to regulating storm water or nonpoint source discharges (Section 402[p]). The U.S. EPA has granted California primacy in administering and enforcing the provisions of the CWA and the NPDES program through the SWRCB. The SWRCB is responsible for issuing both general and individual permits for discharges from certain activities. At the local and regional levels, general and individual permits are administered by RWQCBs.

Federal Emergency Management Agency

FEMA administers the National Flood Insurance Program (NFIP) to provide subsidized flood insurance to communities that comply with FEMA regulations that limit development in floodplains. FEMA also issues FIRM that identify which land areas are subject to flooding. These maps provide flood information and identify flood hazard zones in the community. The design standard for flood protection covered by the FIRM is established by FEMA, with the minimum level of flood protection for new development determined to be the 1-in-100 (0.01) annual exceedance probability) (i.e., the 100-year flood event).

State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act, also known as the California Water Code, is California's statutory authority for the protection of water quality. Under this act, the state must adopt water quality policies, plans, and objectives that protect the state's waters. The act sets forth the obligations of the SWRCB and RWQCBs pertaining to the adoption of Water Quality Control Plans and establishment of water quality objectives. Unlike the CWA, which regulates only surface water, the Porter-Cologne Act regulates both surface water and groundwater.

In addition, SWRCB regulations mandate a "non-degradation policy" for state waters, especially those of high quality. Under the authority of the SWRCB, the protection of water quality in San Luis Obispo Creek and its tributaries is under the jurisdiction of the Central Coast RWQCB. The RWQCB establishes requirements prescribing the quality of point sources of discharge and establishes water quality objectives. These objectives are established based on the designated beneficial uses for a particular surface water or groundwater.

Water Quality Control Plan for the Central Coast Basin

The 2019 Water Quality Control Plan (Basin Plan) for the Central Coast Basin was designed to preserve and enhance water quality, protect the beneficial uses of all regional waters, and to show how the quality of surface water and groundwater in the Central Coast Region should be managed to provide the highest water quality reasonably possible. Water quality objectives for the Basin Plan satisfy state and federal requirements established to protect waters for beneficial uses and are consistent with existing statewide plans and policies.

Construction General Permit

The Construction General Permit (CGP) (Order No. 2009-009-DWQ), adopted September 2, 2009, became effective July 1, 2010. This permit has since been amended twice by Orders No. 2010-0004-DWQ and 2012-0006-DWQ, which are currently in effect. The CGP regulates stormwater discharges from construction sites that result in a disturbed soil area of 1 acre or greater and/or are smaller sites that are part of a larger common plan of development. By law, all stormwater discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least 1 acre must comply with the provisions of the CGP. Construction activity that results in soil disturbances of less than 1 acre is subject to this CGP if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop SWPPP; implement sediment, erosion, and pollution prevention control measures; and obtain coverage under the CGP.

Municipal Separate Storm Sewer Systems

CWA Section 402(p) requires the issuance of NPDES permits for five categories of stormwater dischargers, including municipal separate storm sewer systems (MS4). U.S. EPA defines an MS4 as "any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that are designed or used for collecting or conveying stormwater."

Pursuant to CWA Section 402, NPDES permits are required and issued for discharges from an MS4 serving a population of 100,000 or more for the Phase I MS4 Municipal Program and serving a population of 10,000 or more for the Phase II Small MS4 Program. The City of San Luis Obispo is a permittee of the Phase II permit. The LOSSAN Rail Corridor Agency was not included in the permit as a non-traditional Small MS4.

Statewide General Permit for Stormwater Discharges Associated with Industrial Activities

The Statewide General Permit for Stormwater Discharges Associated with Industrial Activities, Order 2014-0057-DWQ implements the federally required stormwater regulations in California for stormwater associated with industrial activities discharging to waters of the U.S. The Industrial General Permit (IGP) regulates discharges associated with 10 federally defined categories of industrial activities. The IGP requires the implementation of BMPs, a site-specific SWPPP, and monitoring plan. The IGP also includes criteria for demonstrating no exposure of industrial activities or materials to stormwater and no discharges to waters of the U.S.

Local

Pursuant to Government Code Section 14070.7, the LOSSAN Rail Corridor Agency is deemed to be an agency of the state for all purposes related to interagency passenger rail services, including Section 5311 of Title 49 of the United States Code. Thus, the LOSSAN Rail Corridor Agency is a state agency and is therefore not subject to local government planning and land use plans, policies, or regulations. The LOSSAN Rail Corridor Agency may consider, for informational purposes, aspects of local plans and policies for the communities surrounding the project site, when it is appropriate. The proposed project would be subject to state and federal agency planning documents described herein but would not be bound by local planning regulations or documents such as the City's General Plan or municipal code.

City of San Luis Obispo General Plan

Land Use Element

Policy LU 6.6.5 Runoff Reduction and Groundwater Recharge. The City shall require the use of methods to facilitate rainwater percolation for roof areas and outdoor hardscaped areas where practical to reduce surface water runoff and aid in groundwater recharge.

Policy 6.6.6 Development Requirements. The City shall require project designs that minimize drainage concentrations and impervious coverage. Floodplain areas should be avoided and, where feasible, any channelization shall be designed to provide the appearance of a natural water course.

Policy 6.6.7 Discharge of Urban Pollutants. The City shall require appropriate runoff control measures as part of future development proposals to minimize discharge of urban pollutants (such as oil and grease) into area drainages.

Policy 6.6.8 Erosion Control Measures. The City shall require adequate provision of erosion control measures as part of new development to minimize sedimentation of streams and drainage channels.

Policy 6.7.2 National Flood Program. The City shall administer the national Flood Insurance Program standards.

Conservation and Open Space Element

Policy COS 10.2.1 Water Quality. The City will employ the best available practices for pollution avoidance and control and will encourage others to do likewise. "Best available practices" means behavior and technologies that result in the highest water quality, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies.

Water Management Plan

The purpose of the City of San Luis Obispo's Water Management Plan is to provide an approach to address flooding, erosion, water quality, and ecological issues in the San Luis Obispo Creek Watershed to be implemented with approvals from various regulatory agencies. The Water Management Plan contains inventory information, a detailed hydrologic analysis of the watershed and main tributaries, management problems and needs in the waterways, permitting approaches, policies for floodplain and stream corridor management, and guidelines and design criteria for water systems.

City of San Luis Obispo Municipal Code (Chapter 12.08 – Urban Storm Water Quality Management and Discharge Control)

The purpose of this chapter within the City of San Luis Obispo Municipal Code is to ensure the health and safety of residents as well as enhance the quality of watercourses and water bodies in a manner pursuant to and consistent with the Clean Water Act by reducing pollutants in storm water discharges to the maximum extent practicable, by prohibiting non-storm water discharges to the storm drain system and improving storm water management. Under Chapter 12.08, discharge of non-stormwater is permissible only when connection to the storm drain system is made in accordance with a valid City of San Luis Obispo permit, approved construction plan, or a NPDES permit and/or Notice of Intent (NOI). In addition, projects within the City of San Luis Obispo are required to comply with the requirements of the CGP and the Municipal NPDES Permit, which includes preparation of a SWPPP and implementation of construction and post construction BMPs.

City of San Luis Obispo Standard Specification and Engineering Standards

The current Standard Specification and Engineering Standards for the City of San Luis Obispo include the following requirements relevant to water quality:

Section 5.1.1. Requirements

A. **General:** All new development or redevelopment shall comply with the criteria and standards set forth in the Waterways Management Plan – Drainage Design Manual, applicable area specific plans, and the Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region, adopted by the Central Coast Regional Water Quality Control Board, and included in the appendices. Where requirements conflict, the stricter shall apply. Stormwater Control Plan, and Operation and Maintenance Plan are required prior to final approvals.

Section 5.2.1 Performance Requirements

A. **Performance Requirement No. 1: Site Design and Runoff Reduction:** Projects that create and/or replace 2,500 square feet or more of impervious surface must:

    1. Limit disturbance of creeks, wetlands, riparian habitats and provide adequate setback

2. Limit clearing and grading of native vegetation and conserve natural areas, existing trees, and soils. Avoid excessive grading and disturbance of vegetation and soils by conforming the site layout along natural grades.
3. Minimize impervious surfaces by concentrating improvements on the least sensitive portion of the site, leave the remaining land in a natural undisturbed state. Define the development envelope and protect areas, identifying areas that are most suitable for development and areas to be left undisturbed.
4. Minimize stormwater runoff by implementing one or more of the following site design measures:
    a. Direct roof runoff into cisterns or rain barrels for reuse
    b. Direct roof runoff onto vegetated areas
    c. Direct runoff from sidewalk, walkways, and patios onto vegetated areas,
    d. Direct runoff from driveways and uncovered parking lots onto vegetated areas
    e. Construction project using permeable surfaces

B. Performance Requirement No. 2: Water Quality Treatment: Projects that create and/or replace 5,000 square feet or more of impervious surface must treat stormwater runoff from existing, new, and replaced impervious surfaces on sites where runoff from existing impervious surfaces which cannot be separated from runoff from new and replaced impervious surfaces. Water Quality Treatment must be treated onsite and designed to treat stormwater runoff equal to the volume of runoff generated by the 85th percentile 24-hour storm event, of 1.1 to 1.3 inches depending on location in the City.

Water Quality Treatment may implement a treatment system that use multiple methods to comply with Water Quality Treatment requirements. The Water Quality Treatment system must first implement Low Impact Development (LID) Treatment Systems, then may implement Biofiltration Systems, and then finally may implement Non-Retention Based Treatment Systems. Projects subject to Performance Requirement No. 2 must also include design strategies required by Performance Requirement No. 1.

C. Performance Requirement No. 3: Runoff Retention: Projects that create and/or replace15,000 square feet or more of impervious surface must retain runoff for optimal management of watershed processes. Projects subject to Performance Requirement No. 3 must also include design strategies required by Performance Requirement No. 2 and 1.

Retention must meet the following performance requirements:

1. Prevent offsite discharge from events up to the 95th percentile 24-hour rainfall event.
2. Achieve retention by:
    a. Optimizing soil infiltration
    b. Storage
    c. Rainwater harvesting
    d. Evapotranspiration.

Section 5.3.2 Source Control (per 2013 State General Stormwater Permit Section E.12.d): Projects with pollution generating activities and sources must be designed to implement operation or source control measures consistent with recommendations from the California Stormwater Quality Association Handbook for New Development and Redevelopment or equivalent, including:

- Accidental spills or leaks
- Interior floor drains
- Parking/storage areas and maintenance
- Indoor and structural pest control
- Landscape/outdoor pesticide use
- Pools, spas, ponds, decorative fountains and other water features
- Restaurants, grocery stores, and other food service operations
- Refuse areas
- Industrial processes
- Outdoor storage of equipment or materials
- Vehicle and equipment cleaning, repair, and maintenance
- Fuel dispensing areas
- Loading docks
- Fire sprinkler test water
- Drain or wash water from boiler drain lines, condensate drain lines, rooftop equipment, drainage sumps, and other sources
- Unauthorized non-storm water discharges
- Building and grounds maintenance

Design should prevent water from contacting work areas, prevent pollutants from coming in contact with surfaces used by storm water runoff, or where contact is unavoidable, treat storm water to remove pollutants.

Operations and maintenance activities required to achieve Source Control are to be included in the Operation and Maintenance Plan submitted for approvals and recorded with the property as required by ordinance.

3.10.3 Project Impacts

Thresholds of Significance

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade groundwater water quality
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
  i. Result in substantial erosion or siltation on- or off-site
  ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite
  iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff
  iv. Impede or redirect flood flows
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan

Impact Analysis

Impact 3.10-1 Violation of Water Quality Standards

Would the proposed project violate any water quality standards or waste discharge requirements or otherwise substantially degrade groundwater water quality?

Construction

Construction activities associated with the proposed project have the potential to degrade water quality through the exposure of surface runoff (primarily rainfall) to exposed soils, dust, and other debris, as well as from runoff from construction equipment and materials. The use of oil, grease, and paints associated with construction activities can also degrade water quality if exposed to stormwater runoff. Although the project site is relatively flat, and the potential for soil erosion is considered to be low, stormwater runoff could result in short-term erosion within areas of exposed or stockpiled soils. Furthermore, the compaction of soils by heavy equipment may reduce the infiltration capacity of soils and increase runoff and erosion potential. If uncontrolled, soil materials could block storm drainage channels and cause downstream sedimentation, potentially resulting in a significant impact on water quality.

Since the proposed project would disturb greater than 1.0 acre, the project would be required to comply with the NPDES CGP. This includes preparation and implementation of a SWPPP. The SWPPP would identify temporary BMPs to address the potential temporary impacts to water quality. The temporary BMPs identified in the project's SWPPP may include, but not be limited to, measures such as temporary slope reinforcement and stabilization measures (e.g. hydraulic mulch [bonded fiber mix], temporary cover), linear sediment barriers (e.g. fiber rolls, gravel bag berms, silt fencing), construction site waste management (e.g. street sweeping, concrete washout), wind erosion control, non-stormwater management, material management BMPs, as well as temporary construction entrance and drainage inlet protection. Compliance with the NPDES CGP would minimize water quality impacts during construction, and this impact is considered less than significant.

Operation

The proposed project would increase the impervious surface by 4.4 acres (190,000 square feet) to accommodate project improvements. This includes 0.4 acres (19,000 square feet) of reconstructed

impervious surface. The additional impervious surface areas have the potential to increase typical pollutants generated during the operation of a transportation facility (sediment/turbidity, nutrients, trash, and debris, bacteria and viruses, oxygen demanding substances, organic compounds, oil and grease, pesticides and metals).

The project would implement post construction BMPs to meet the City of San Luis Obispo's stormwater treatment requirements for new and reconstructed impervious surface. If LID-type BMPs are viable, then treatment will be based on water quality volume. If infiltration-type BMPs are not viable, the treatment will be based on water quality flow. The proposed project will be required to comply with the NPDES Industrial General Permit. Compliance with the NPDES Industrial General Permit would minimize water quality impacts during operation, and this impact is considered less than significant.

Similarly, the project would implement post construction BMPs to meet the Industrial General Permit stormwater treatment requirements. This may include, but not be limited to, oil-water separators, water quality inlets, drain inlet inserts, etc. These features would apply to operation and maintenance of the project. The proposed project will be required to comply with the NPDES Phase II MS4 permit. Compliance with the NPDES Phase II MS4 permit would minimize water quality impacts during operation, and this impact is considered less than significant.

Impact 3.10-2 Groundwater

Would the proposed project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Although the project would add an additional 4.4 acres (190,000 square feet) of impervious surface, the project site is not underlain by a designated groundwater basin. A review of the available groundwater well information indicates that there are no wells within a 1-mile radius from the project site and groundwater was not encountered during the geotechnical field investigation of the project site. Based on range of depth of field borings, the groundwater table is anticipated to be greater than 50 feet in depth. The depth of excavation for the project improvements are anticipated to range from approximately 2 feet for roads to 11 feet for the inspection pit. The proposed project would not involve the use of groundwater or require construction dewatering. The remainder of the project site that would not be developed with buildings or track improvements would remain pervious, allowing water to continue to percolate through the ground. Therefore, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge and a less than significant impact would occur.

Impact 3.10-3 Alter Existing Drainage Pattern

Would the proposed project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

Construction activities associated with the proposed project includes grading and demolition, which have the potential to temporarily alter drainage patterns. These activities could expose bare soil to rainfall and storm water runoff, which could accelerate erosion and result in sedimentation of storm water and, eventually, water bodies. For example, excavation, grading, stockpiling of soils for new buildings, and building foundations would create soil disturbance that could accelerate erosion, especially during storm events. This potential impact is considered significant. Since the proposed

project would disturb greater than 1.0 acre, the project would be required to comply with the NPDES CGP. This includes preparation and implementation of a SWPPP. The SWPPP would identify temporary BMPs to address erosion and siltation on- and off-site. The temporary BMPs identified in the project's SWPPP may include, but not be limited to, measures such as temporary slope reinforcement and stabilization measures (e.g. hydraulic mulch [bonded fiber mix], temporary cover), linear sediment barriers (e.g. fiber rolls, gravel bag berms, silt fencing), construction site waste management (e.g. street sweeping, concrete washout), as well as temporary construction entrance and drainage inlet protection. Compliance with the NPDES GCP would reduce potential erosion and siltation impacts to a level less than significant.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

The proposed project will include a storm drain backbone system designed to collect most of the onsite runoff and conveying it towards an underground storage system located within the access roadway parking aisle. As a result, the existing points of discharge including the adjacent properties and Roundhouse Street will experience no net change or a reduction of surface flow when compared to the current conditions. The proposed drainage system will be designed to accommodate the 100-year post-development runoff flows by conveying the pre-development runoff to 'Existing Line 2', a 24" storm drain crossing the project site. The proposed underground storage system will detain the difference between the pre- and post-development flows, eventually discharging the detained flow to the downstream systems. Therefore, the proposed project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite and a less than significant impact would occur.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

If not properly planned for, alteration of the existing drainage pattern could also result in increased runoff that would exceed the capacity of existing or planned on- or off-site storm water drainage systems or provide substantial additional sources of polluted runoff. Increased rates of surface water runoff associated with new impervious surfaces could promote increased erosion and sedimentation or other storm water contamination and negatively impact surface water and groundwater quality. Further, increased runoff from streets, driveways, parking lots, and landscaped areas can contain nonpoint source pollutants such as oil, grease, heavy metals, pesticides, herbicides, fertilizers, and sediment, which could result in additional sources of polluted runoff into nearby water bodies.

During construction, construction flows to existing drainage systems may occur, as well as potential sources of polluted runoff. Since the proposed project disturbs greater than 1.0 acre, the project would be required to comply with the NPDES CGP. This includes preparation and implementation of a SWPPP. The temporary BMPs identified in the project's SWPPP may include, but not be limited to, measures such as temporary slope reinforcement and stabilization measures (e.g. hydraulic mulch [bonded fiber mix], temporary cover), linear sediment barriers (e.g. fiber rolls, gravel bag berms, silt fencing), construction site waste management (e.g. street sweeping, concrete washout), as well as temporary construction entrance and drainage inlet protection. Compliance with the NPDES GCP would reduce the potential impacts on the capacity of stormwater drainage systems and additional sources of polluted runoff to a level less than significant.

As previously discussed, the proposed drainage system will be designed to accommodate the 100-year post-development runoff flows by conveying the pre-development runoff to the existing 24-inch storm drain traversing the project site. Therefore, the proposed project would not substantially

increase the rate or amount of surface runoff in a manner which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The proposed project would implement post construction BMPs to meet the City of San Luis Obispo's stormwater treatment requirements for new and reconstructed impervious surface. If LID-type BMPs are viable, then treatment will be based on water quality volume. If infiltration-type BMPs are not viable, the treatment will be based on water quality flow. The proposed project will be required to comply with the NPDES Industrial General Permit. Compliance with the NPDES Industrial General Permit would minimize water quality impacts during operation, and this impact is considered less than significant.

Similarly, the project would implement post construction BMPs to meet the IGP stormwater treatment requirements. This may include, but not be limited to, oil-water separators, water quality inlets, drain inlet inserts, etc. These features would apply to operation and maintenance of the project. The proposed project will be required to comply with the NPDES Phase II MS4 permit. Compliance with the NPDES Phase II MS4 permit would minimize water quality impacts during operation, and this impact is considered less than significant.

iv. Impede or redirect flood flows?

The project site is located in an area determined to be outside the 0.2% annual chance floodplain or in an area in which flood hazards are undetermined, but possible (in Other Areas category) associated with San Luis Obispo Creek. The proposed project would not place structures within a flood zone that would impede or redirect flood flows and no impact would occur.

Impact 3.10-4 Release of Pollutants Due to Project Inundation

In flood hazard, tsunami, or seiche zones, would the proposed project risk release of pollutants due to project inundation?

According to the FEMA FIRM Panel Number 06079C1069G, the project site is located in an area determined to be outside the 0.2% annual chance floodplain (Figure 3.10-2). The Pacific Ocean is located approximately 7.5 miles west from the project site. The project is not located near standing bodies of water with the potential for a seiche to occur and based on the San Luis Obispo County Tsunami Inundation Maps (California Department of Conservation 2021), the project site is not located in an area with potential for inundation by a tsunami. Therefore, the proposed project would not risk release of pollutants due to project inundation due to being in a flood hazard, tsunami or seiche zones, and no impact would occur.

Impact 3.10-5 Conflict with a Water Quality Control Plan or Sustainable Groundwater Management Plan

Would the proposed project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Although the project would add an additional 4.4 acres (190,000 square feet) of impervious surface, the project site is not underlain by a designated groundwater basin. A review of the available groundwater well information indicates that there are no wells within a mile radius from the project site and groundwater was not encountered during the geotechnical field investigation of the project site. The proposed project would not involve the use of groundwater or require construction dewatering. The remainder of the project site that would not be developed with buildings or track improvements would remain pervious, allowing water to continue to percolate through the ground. The proposed project would not substantially decrease groundwater supplies or interfere substantially with

groundwater recharge. The proposed project would not conflict with or obstruct implementation of a sustainable groundwater management plan and no impact would occur.

As previously described under Impact 3.10-1, the proposed project has the potential to degrade water quality during construction and operation. The proposed project would comply with federal, state, and local regulations and policies related to water quality and implement BMPs to protect water quality. Compliance with the GCP requires preparation and implementation of a SWPPP, which would reduce potential water quality impacts to a level less than significant. The additional impervious surface areas associated with development of the project have the potential to increase typical pollutants generated during the operation of a transportation facility (sediment/turbidity, nutrients, trash, and debris, bacteria and viruses, oxygen demanding substances, organic compounds, oil and grease, pesticides and metals). Compliance with the NPDES Industrial General Permit and NPDES Phase II MS4 permit would minimize water quality impacts during operation, and this impact is considered less than significant.

3.10.4 Mitigation Measures

Implementation of the proposed project would not result in significant impacts on hydrology and water quality. Therefore, no mitigation measures are required.

3.10.5 Level of Significance after Mitigation

No significant impact on hydrology and water quality has been identified.

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3.11 Land Use and Planning

This section describes the environmental and regulatory setting for land use and planning in the vicinity of the project site and evaluates potential land use impacts that would result from construction and operation of the project. This includes evaluating the project's consistency with applicable federal, state, and local land use plans and policies.

3.11.1 Existing Conditions

The project site is located on approximately 13 acres of relatively undeveloped land in the City of San Luis Obispo, within existing railroad right of way. The project site extends from south of the San Luis Obispo Railroad Museum's parking lot to east of Lawrence Drive. The project site is between the UP Main Tracks and existing commercial and residential development to the west.

The project site is located entirely within the City of San Luis Obispo's Railroad Historic District (District). The District boundary covers approximately one-half square mile and extends along the railroad ROW for a distance of about 1.7 miles in roughly a north-south axis (Figure 2-2). The District includes the original railroad yard, plus residential and commercial-zoned property on the west side of the railroad ROW (City of San Luis Obispo Community Development Department 1998). The Railroad District has the highest concentration of historic railroad buildings on the Central Coast. The historic Roundhouse Site, which previously contained a railroad house used for maintenance and storage of steam locomotives is located on the project site. All that remains of the original roundhouse are the degraded concrete foundations and a portion of the housing for the turntable.

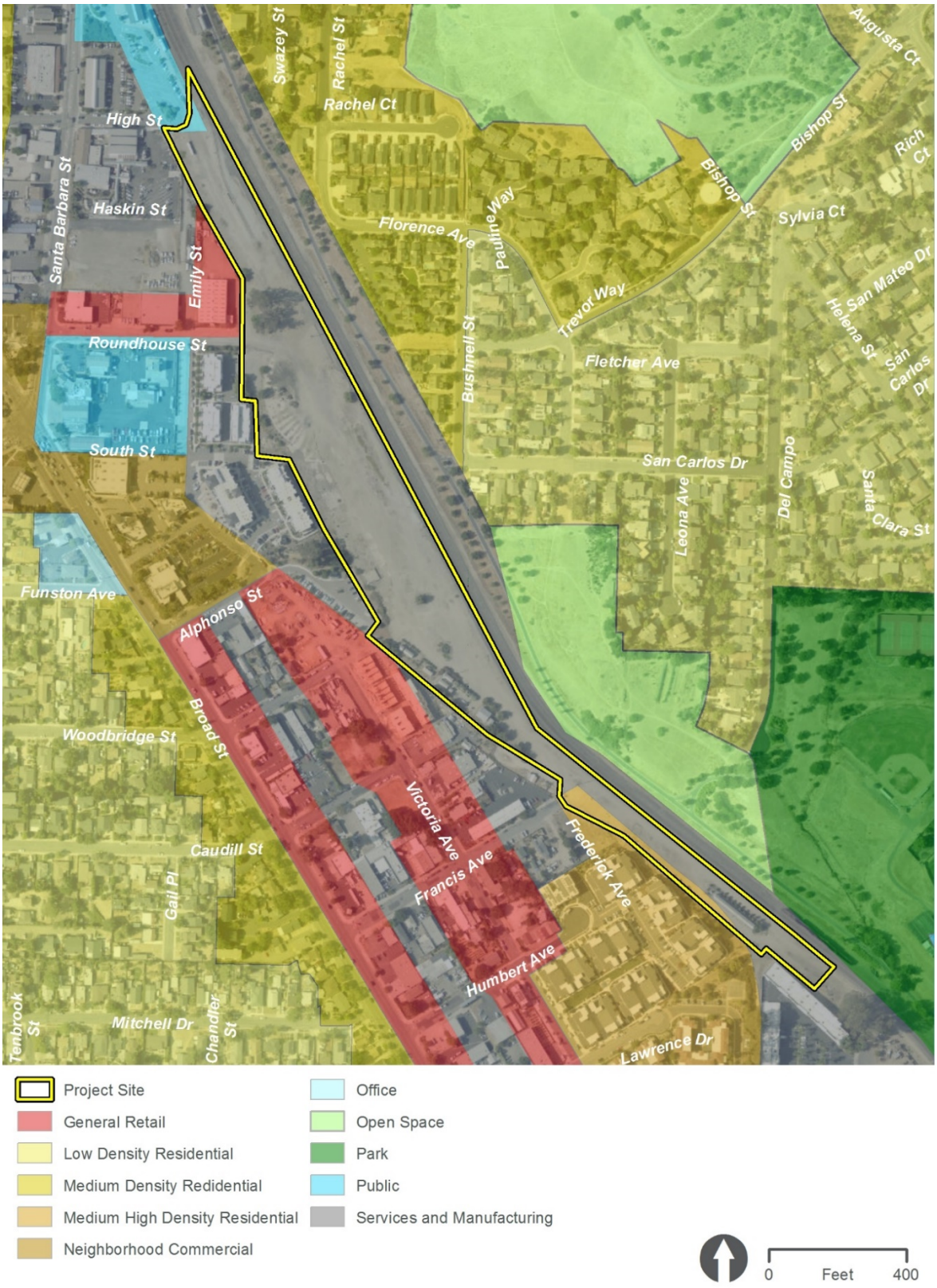
As shown on Figure 3.11-1, existing land uses in the project vicinity include service and manufacturing, public, park, medium density residential, medium high density residential, and general retail land uses (City of San Luis Obispo 2014a). Existing uses include the San Luis Obispo Amtrak Station and San Luis Obispo Railroad Museum on the north; existing railroad corridor, San Luis Obispo Railroad Safety Trail, low- and medium-density residential, Sinsheimer Park, and Johnson Park on the east; service and manufacturing businesses on the south; and commercial, medium-high density residential, and service and manufacturing businesses on the west.

The project site is designated by the City of San Luis Obispo General Plan as SM (City of San Luis Obispo 2014a). This designation provides for a wide range of service and manufacturing uses to meet the needs of the city and some demands of the region.

As shown on Figure 3.11-2, the project site is currently zoned Service Commercial (C-S) with Special Consideration (S) and Historic Preservation (H) overlays (City of San Luis Obispo 2020). The C-S zone is intended to provide for a wide range of service and manufacturing uses to meet local needs and some demands of the region, including services, limited retail, and other business service uses that may be less appropriate in the City's other commercial zones. The C-S zone is also intended to accommodate certain storage, transportation, wholesaling, and light manufacturing uses (City of San Luis Obispo 2018b). The purpose of the S overlay zone is to require additional discretionary review before particular uses may be established or development initiated (City of San Luis Obispo 2018c). The H overlay zone is established to identify parcels, areas, or structures that are architecturally or historically important (City of San Luis Obispo 2018d).

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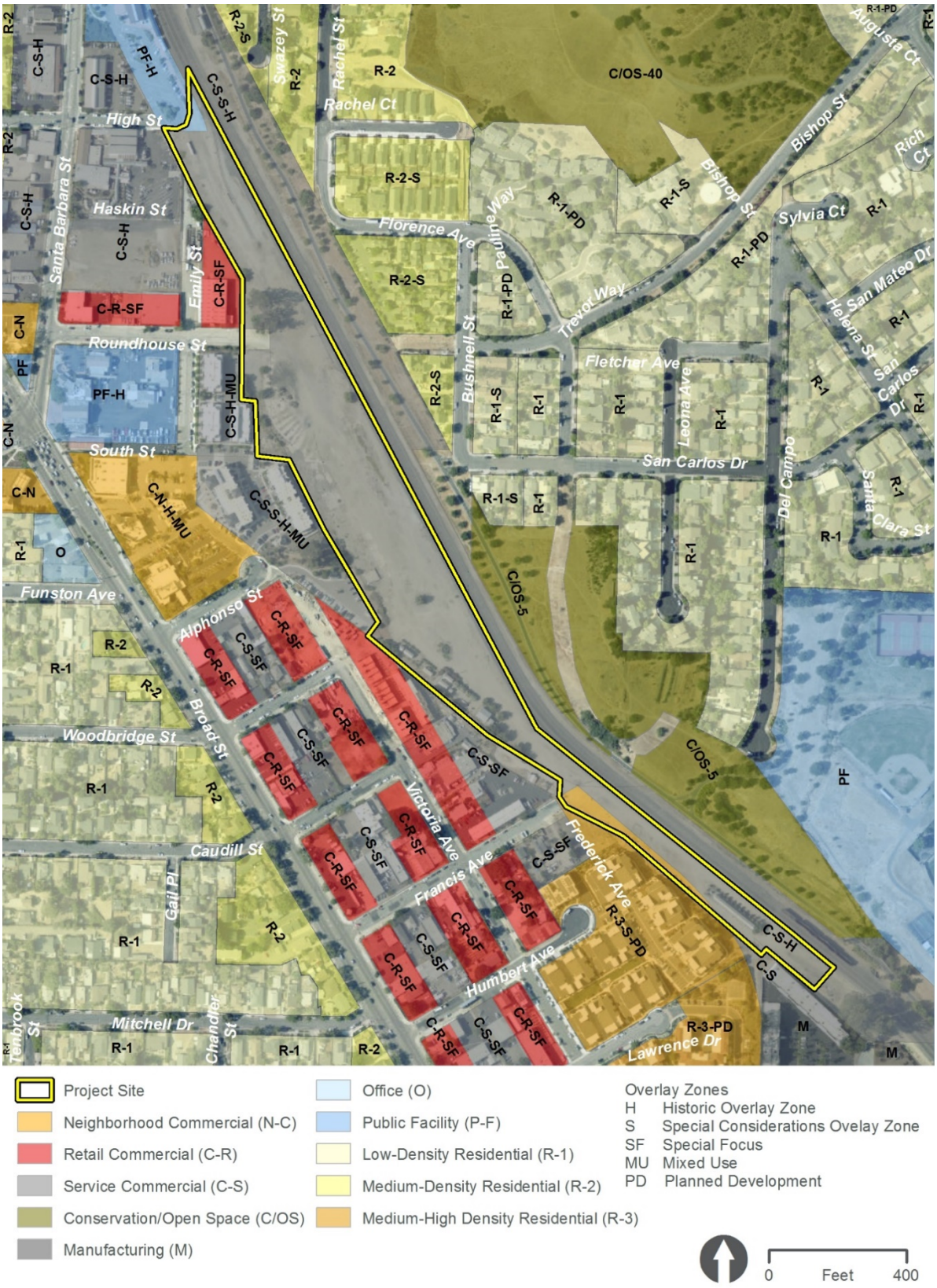
Figure 3.11-1. City of San Luis Obispo General Plan Land Use Designations



Source: City of San Luis Obispo 2015

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Figure 3.11-2. City of San Luis Obispo Zoning Designations



Source: City of San Luis Obispo 2015

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3.11.2 Regulatory Setting

State

2018 California State Rail Plan

The California State Rail Plan (Caltrans 2018) sets out the state's vision for an integrated statewide rail network. The goal of the plan is for the state's rail systems to provide a competitive alternative to driving by increasing frequency of service and providing pulsed schedules with seamless transfers between lines and operators.

Senate Bill 375

The adoption of California's Sustainable Communities and Climate Protection Act SB 375 on September 30, 2008 aligns the goals of regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires Metropolitan Planning Organizations (MPO) such as the San Luis Obispo Council of Governments (SLOCOG) to adopt a Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS) within their RTP to demonstrate the achievement of GHG reduction targets. In compliance with SB 375, SLOCOG has adopted an RTP/SCS that covers the entirety of the city and county, as well as other cities within the boundaries of the county (see description of the 2019 RTP/SCS below).

Regional

2019 Regional Transportation Plan/Sustainable Communities Strategy

The 2019 RTP/SCS (SLOCOG 2019) is the region's long-term vision for the transportation system. As required by state and federal law, the SLOCOG prepares, updates and adopts the RTP/SCS every four years. The RTP facilitates the compliance with the state mandate for communities to coordinate with state and regional agencies to achieve regional air quality and GHG emission reduction targets. The key principles of these strategies include creating more compact, walkable, bike-friendly, transit-oriented communities; preserving important habitat and agricultural areas; and promoting a variety of transportation demand management and system management tools and techniques to maximize the efficiency of the transportation network. Project consistency with specific policies from the 2019 RTP/SCS are analyzed in Table 3.11-1.

Local

Pursuant to Government Code Section 14070.7, the LOSSAN Rail Corridor Agency is deemed to be an agency of the state for all purposes related to interagency passenger rail services, including Section 5311 of Title 49 of the United States Code. Thus, the LOSSAN Rail Corridor Agency is a state agency and is therefore not subject to local government planning and land use plans, policies, or regulations. The LOSSAN Rail Corridor Agency may consider, for informational purposes, aspects of local plans and policies for the communities surrounding the project site, when it is appropriate. The proposed project would be subject to state and federal agency planning documents described herein but would not be bound by local planning regulations or documents such as the City's General Plan or municipal code.

City of San Luis Obispo General Plan

The City of San Luis Obispo General Plan (City of San Luis Obispo 2015) identifies the appropriate location of land uses, basic design and function of circulation, open space, and infrastructure policies, as well as public service needs. The city's General Plan consists of the eight state-mandated and optional elements: Land Use, Circulation, Housing, Noise, Safety, Conservation and Open Space, Parks and Recreation, and Water and Wastewater. Project consistency with specific policies from the General Plan are analyzed in Table 3.11-1.

City of San Luis Obispo Railroad District Plan

The project site is located entirely within the City of San Luis Obispo's Railroad Historic District. The District boundary covers approximately one-half square mile and extends along the ROW for a distance of about 1.7 miles in roughly a north-south axis. The District includes the original railroad yard, plus residential and commercial-zoned property on the west side of the railroad ROW (City of San Luis Obispo Community Development Department 1998).

The Railroad District Plan is an "area plan" adopted by the city to implement the General Plan. The purposes of the Railroad District Plan are to:

1. Implement the City's General Plan with a detailed focus on the Railroad District;
2. Develop a community consensus on an overall vision for the railroad area;
3. Coordinate public and private investment in the area to realize the vision;
4. Preserve the District's historic character with architectural standards which guide new development.

City of San Luis Obispo Zoning Regulations

The city's Zoning Regulations define 15 zoning districts in three categories: residential, non-residential, and overlay. The residential zones include: low-density residential, medium-density residential, medium-high-density residential, and high-density residential. The non-residential zones include: conservation/open space, office, public facility, neighborhood commercial, retail commercial, community commercial, Downtown commercial, tourist commercial, service commercial, manufacturing, and business-park. The overlay zones include: planned development, specific plan, historic, mixed-use, and special considerations.

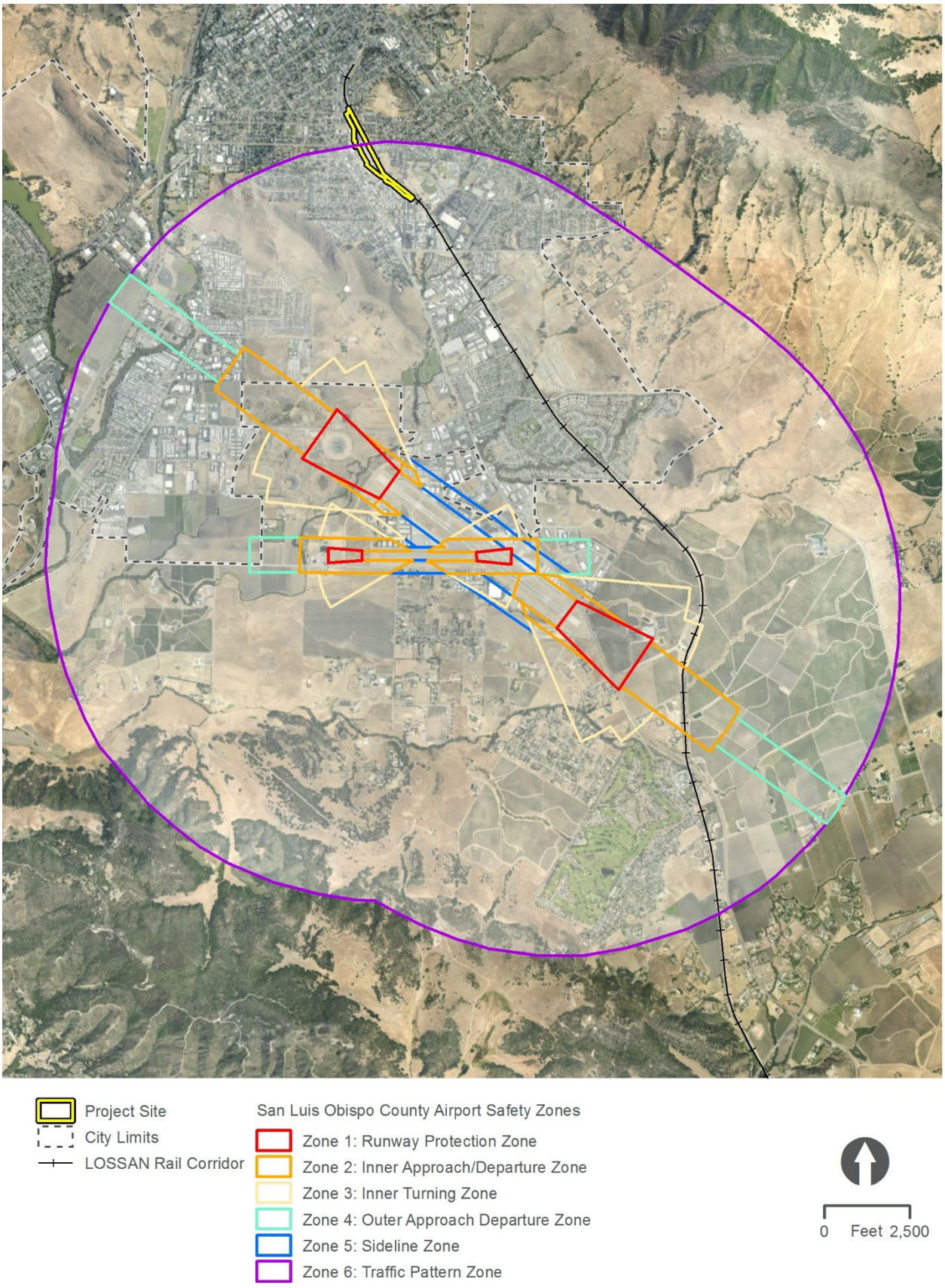
Airport Land Use Plan for the San Luis Obispo County Regional Airport

The ALUP is a key governing land use document regarding safety and noise related restrictions for land use surrounding the San Luis Obispo County Regional Airport. It was first adopted in December 1973 and recently updated and amended in March 2021 by the County Airport Land Use Commission (ALUC). The ALUP provides guidance for the establishment of compatible land uses within the Airport Land Use Planning Area (ALUPA). The ALUP contains policies and guidelines which address public safety and noise exposure within the ALUPA and provides land use guidance based upon established noise and safety corridors. ALUP policies affect areas under both City and County jurisdiction.

The project site is located approximately 1.60 miles north of the San Luis Obispo County Regional Airport. According to the San Luis Obispo County Regional Airport ALUP, the project site is located within Airport Safety Zone 6: Traffic Pattern Zone (RS&H 2021) (Figure 3.11-3). The ALUP identifies compatibility of different land uses for each of the Safety Zones identified for the San Luis Obispo County Regional Airport. According to the ALUP, transportation uses (vehicle, freight, and transit terminals, truck stops) are allowed in Safety Zone 6 (RS&H 2021).

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Figure 3.11-3. San Luis Obispo County ALUP Safety Zones



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3.11.3 Project Impacts

Thresholds of Significance

As defined in Appendix G of the CEQA Guidelines, project impacts to land use and planning would be considered significant if the proposed project was determined to:

- Physically divide an established community
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect

Impact Analysis

Impact 3.11-1 Division of an Established Community

Would the proposed project physically divide an established community?

Generally, the physical division of an established community occurs as a result of the introduction of a new physical feature, such as a highway, railroad tracks, or security fence (or wall). Similarly, a division could result through the removal of a means of access, such as closing a local road, trail, or bridge. Once implemented, these physical impediments to the circulation network could impair mobility within an existing community or between adjacent communities or outlying areas.

Existing uses in the project vicinity include the San Luis Obispo Amtrak Station and San Luis Obispo Railroad Museum on the north; existing railroad corridor, San Luis Obispo Railroad Safety Trail, low- and medium-density residential, Sinsheimer Park, and Johnson Park on the east; service and manufacturing businesses on the south; and commercial, medium-high density residential, and service and manufacturing businesses on the west. Low- and medium-density residences are located across the railroad corridor immediately east of the existing San Luis Obispo Railroad Safety Trail. Medium-high density residential (Roundhouse Place Apartments and Village at Broad Street Family Apartments) occur along the west side of the project site.

The project site is situated in an urbanized area of the City of San Luis Obispo containing an existing, active, rail corridor currently utilized by Amtrak (Pacific Surfliner and Coast Starlight). The project improvements would be constructed primarily within existing railroad ROW owned by Union Pacific with some off-site improvements for water supply and sewer system tie-ins, utility relocations, and street improvements. The existing railroad corridor provides a physical division of the low- and medium-density residential and recreational uses on the east with commercial, medium-high density residential, and service and manufacturing businesses on the west. The Jennifer Street Bridge located north of the project site provides safe and protected access for bicyclists and pedestrians to cross the railroad ROW. Even with the Jennifer Street Bridge, bicyclists and pedestrians cross the railroad ROW at unapproved and unprotected locations to get from the east side to west side, and vice versa. With implementation of the proposed project, bicyclists and pedestrians would be deterred from illegally traversing the railroad corridor because the project site would be developed with additional tracks, new buildings, and fencing along the west side of the project site. Generally, these features would be considered a new physical barrier. However, the existing railroad corridor already acts as a physical barrier of land uses east and west of the project site.

Furthermore, the proposed project would not preclude implementation of future pedestrian and bicycle facilities that would provide connections to land uses on the west side and east side of the project site. As shown in Figure 3.13-2 (Section 3.13, Transportation of this EIR), future bicycle facilities are

proposed within the project site and vicinity. A new segment of Class I bike trail, from approximately McMillan Avenue to the Amtrak Station, is identified in the City of San Luis Obispo's Active Transportation Plan's Tier 3 Project List as a future Class I trail connecting existing Class I, II, and III segments to comprise the Railroad Safety Trail. This portion is approximately 0.84 miles of new Class I trail. Should project conditions, land use, and ROW alignments allow, the proposed project would construct a portion of the new segment of Class I bike trail, from approximately High Street to Francis Street. A Class II segment is proposed along Roundhouse Street, which would then cross the railroad ROW via a proposed grade separated crossing (labeled I-46 in Figure 3.13-2), and then continue along Bishop Street. A Class I segment is proposed to connect the existing Class III segment on Francis Avenue across the railroad ROW to the Railroad Safety Trail. Further south, a grade separated crossing (labeled I-4 in Figure 3.13-2) is proposed east of Lawrence Drive. The proposed project would not preclude implementation of future bicycle facilities and grade separated crossings identified above.

Based on these considerations, the proposed project would have a less than significant impact associated with the physical division of an established community.

Impact 3.11-2 Conflict with Land Use Plans, Policies, or Regulations

Would the proposed project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

An evaluation was conducted in the context of whether the project meets the intent of applicable regional rail and other local transportation plans. A consistency evaluation of the City of San Luis Obispo's applicable planning documents was also conducted to determine general project consistency with local plans and policies.

2018 California State Rail Plan

As shown in Table 3.11-1, the proposed project would be consistent with the applicable goals identified in the 2018 California State Rail Plan. The goal of the 2018 California State Rail Plan is for the state's rail systems to provide a competitive alternative to driving by increasing frequency of service and providing pulsed schedules with seamless transfers between lines and operators (Caltrans 2018). The proposed project will facilitate the maintenance of equipment at the northern terminus of the LOSSAN rail corridor. It will allow additional passenger trains to be maintained, serviced and stored in San Luis Obispo overnight, allowing a second, more convenient, morning departure from San Luis Obispo. It will also provide for the opportunity to store and service additional train sets used for further expansion of Amtrak's Pacific Surfliner service. The proposed improvements would improve the safety and reliability of passenger trains and the passenger rail network. As the state's passenger rail system grows, the reduction in reliance on the automobile would result in reduction of vehicle miles traveled, GHG emissions, and other air pollutants.

Senate Bill 375

In compliance with SB 375, SLOCOG has adopted an RTP/SCS that covers the entirety of the city and county, as well as other cities within the boundaries of the county. As described below, the proposed project would be consistent with the applicable policy objectives identified in the 2019 RTP/SCS and is therefore consistent with SB 375.

2019 Regional Transportation Plan/Sustainable Communities Strategy

As shown in Table 3.11-1, the proposed project would be consistent with the applicable policy objectives identified in the 2019 RTP/SCS. The RTP facilitates the compliance with the state mandate for communities to coordinate with state and regional agencies to achieve regional air quality and GHG emission reduction targets. The key principles of these strategies include creating more compact, walkable, bike-friendly, transit-oriented communities; preserving important habitat and agricultural areas; and promoting a variety of transportation demand management and system management tools and techniques to maximize the efficiency of the transportation network (SLOCOG 2019).

The proposed project will facilitate the maintenance of equipment at the northern terminus of the LOSSAN rail corridor, which allows additional passenger trains to be maintained, serviced and stored in San Luis Obispo overnight, allowing a second, more convenient, morning departure from San Luis Obispo. It will also provide for the opportunity to store and service additional train sets used for further expansion of Amtrak's Pacific Surfliner service. As the state's passenger rail system grows, the reduction in reliance on the automobile would result in reduction of vehicle miles traveled, GHG emissions, and other air pollutants.

The project improvements would be constructed primarily within existing railroad ROW with some off-site improvements for water supply and sewer system tie-ins, utility relocations, and street improvements. The proposed project would redevelop an infill site that has been highly disturbed from previous use for rail maintenance and storage. Redeveloping an infill site generally minimizes impacts on natural resources such as biological resources and agricultural resources.

City of San Luis Obispo General Plan

The project site is designated by the City of San Luis Obispo General Plan as Services and Manufacturing. This is a land use category including repair and maintenance services, retailing of items such as vehicles and building materials, and light manufacturing. The proposed project includes the construction of a new rail yard, storage and servicing tracks, and operations and maintenance buildings to facilitate the maintenance of equipment at the northern terminus of the LOSSAN rail corridor. The proposed project is consistent with the Services and Manufacturing General Plan land use designation.

As shown in Table 3.11-1, the proposed project would be generally consistent with applicable goals and policies of the General Plan, would further achievement of certain goals and policies of the General Plan, and would not obstruct implementation of any General Plan goal or policy, including those relating to expansion of passenger rail service and promotion of multimodal transportation.

City of San Luis Obispo Railroad District Plan

The project site is located entirely within the City of San Luis Obispo's Railroad Historic District. Proposed buildings and site improvements will be designed to be compatible with the surrounding built environment and be consistent with guidance set forth in the City of San Luis Obispo's Railroad District Plan.

City of San Luis Obispo Zoning Regulations

As shown on Figure 3.11-2, the project site is currently zoned Service Commercial (C-S) with Special Consideration (S) and Historic Preservation (H) overlays. The C-S zone is intended to provide for a wide range of service and manufacturing uses to meet local needs and some demands of the region, including services, limited retail, and other business service uses that may be less appropriate in the

city's other commercial zones. The C-S zone is also intended to accommodate certain storage, transportation, wholesaling, and light manufacturing uses (City of San Luis Obispo 2018b). The proposed project includes the construction of a new rail yard, storage and servicing tracks, and operations and maintenance buildings to facilitate the maintenance of equipment at the northern terminus of the LOSSAN rail corridor. Although the project is not subject to the City of San Luis Obispo's discretionary review with regards to zoning, the proposed project is consistent with the permitted uses identified in the C-S zoning designation. Similarly, with regards to the Special Consideration and Historic Preservation overlays, the proposed project is not subject to the City of San Luis Obispo's discretionary review with regards to zoning.

San Luis Obispo County Regional Airport ALUP

As shown on Figure 3.11-3, the project site is located within Airport Safety Zone 6: Traffic Pattern Zone; however, transportation uses (vehicle, freight, and transit terminals, truck stops) are allowed in Safety Zone 6 (RS&H 2021). Thus, the proposed project (rail layover facility) is consistent with the uses allowed for the project site in the ALUP.

Table 3.11-1. Project Consistency with Applicable Goals and Policies

Goal	Consistency Determination
2018 California State Rail Plan	
Goal 1. Improve multimodal mobility and accessibility for all people.	**Consistent.** The proposed project will facilitate the maintenance of equipment at the northern terminus of the LOSSAN rail corridor. It will allow additional passenger trains to be maintained, serviced, and stored in San Luis Obispo overnight, allowing a second, more convenient, morning departure from San Luis Obispo. It will also help preserve the performance of passenger trains and the passenger rail network and provide for the opportunity to store and service additional train sets used for further expansion of Amtrak's Pacific Surfliner service.
Goal 2. Preserve the multimodal transportation system.	
Goal 6. Practice environmental stewardship.	**Consistent.** The project improvements would be constructed primarily within existing railroad ROW with some off-site improvements for water supply and sewer system tie-ins, utility relocations, and street improvements. The proposed project would redevelop an infill site that has been highly disturbed from previous use for rail maintenance and storage. Redeveloping an infill site generally minimizes impacts on natural resources such as biological resources and archaeological resources. The proposed project would provide the opportunity to store and service additional train sets used for further expansion of Amtrak's Pacific Surfliner service. The proposed improvements would improve the safety and reliability of passenger trains and the passenger rail network. As the state's passenger rail system grows, the reduction in reliance on the automobile would result in reduction of vehicle miles traveled, GHG emissions, and other air pollutants.

Table 3.11-1. Project Consistency with Applicable Goals and Policies

Goal	Consistency Determination
2019 RTP/SCS	
Policy Objective 2.1 Provide reliable, integrated, and flexible travel choices across and between modes.	**Consistent.** The project site is located in an urbanized portion of the City of San Luis Obispo with an existing network of multimodal transportation modes including passenger rail (Amtrak Station), bus (City of San Luis Obispo Transit Division), and bike facilities (along adjacent roadways and San Luis Obispo Railroad Safety Trail). The proposed project will allow additional passenger trains to be maintained, serviced and stored in San Luis Obispo overnight, allowing a second, more convenient, morning departure from San Luis Obispo. It will also provide for the opportunity to store and service additional train sets used for further expansion of Amtrak's Pacific Surfliner service. A new segment of Class I bike trail (exclusive use by bicycles and pedestrians), from approximately McMillan Avenue to the Amtrak Station, is identified in the City of San Luis Obispo's Active Transportation Plan's Tier 3 Project List as a future Class I trail connecting existing Class I, II, and III segments to comprise the Railroad Safety Trail. This portion is approximately 0.84 miles of new Class I trail. Should project conditions, land use, and ROW alignments allow, the proposed project would construct a portion of the new segment of Class I bike trail, from approximately High Street to Francis Street. The proposed bike path would meander slightly through the landscape buffer (see Figure 2-4). This new connection would provide largely protected bike and pedestrian trail access from the Old Town Historic District through the Railroad Historic District, from the San Luis Obispo Railroad Museum, past the rail yard at project site, and back into the urban fabric of housing and light commercial use.
Policy Objective 2.2 Improve opportunities for businesses and citizens to easily access goods, jobs, services, and housing.	**Consistent.** See Response to Policy Objective 2.1 above.
Policy Objective 2.3 Integrate new technologies and concepts to make the transportation system more efficient and accessible.	
Policy Objective 2.4 Identify and improve major transportation corridors for all users.	**Consistent.** The proposed project would increase overnight layover and storage capacity to support the service goals and objectives outlined for the Pacific Surfliner in both the 2018 California State Rail Plan and the LOSSAN Rail Corridor Agency's FY 2019-20 and 2020-21 Business Plan.

Table 3.11-1. Project Consistency with Applicable Goals and Policies

Goal	Consistency Determination
Policy Objective 4.1 Reduce fatalities, serious injuries, and collisions for motorized and non-motorized users.	**Consistent.** The LOSSAN corridor is identified as the second most heavily traveled intercity passenger rail corridor in the nation. The proposed project will facilitate the maintenance of equipment and passenger trains. The proposed improvements would improve the safety and reliability of passenger trains and the passenger rail network.
Policy Objective 6.1 Integrate environmental considerations in all stages of planning and implementation.	**Consistent.** The proposed project has been designed to meet all applicable federal, state, and local regulations and requirements. Additionally, as further analyzed in this EIR, the proposed project's environmental impacts would be mitigated to levels less than significant with implementation of mitigation measures.
Policy Objective 6.2 Preserve aesthetic resources and promote environmental enhancements.	**Consistent.** As described in Section 3.2, Aesthetics, the existing visual character of the project site primarily consists of the railroad corridor, and vacant and undeveloped land, and existing railroad tracks within the railroad corridor right-of-way. Although there would be a change in visual character given the site is undeveloped, the buildings and site improvements will be designed to be compatible with the surrounding built environment and be consistent with guidance set forth in the City of San Luis Obispo's Railroad District Plan and the proposed project would not degrade the existing visual character.
Policy Objective 6.3 Reduce GHG emissions from vehicles and improve air quality in the region.	**Consistent.** The proposed project would provide the opportunity to store and service additional train sets used for further expansion of Amtrak's Pacific Surfliner service. The proposed improvements would improve the safety and reliability of passenger trains and the passenger rail network. As the state's passenger rail system grows, the reduction in reliance on the automobile would result in reduction of vehicle miles traveled, GHG emissions, and other air pollutants.
Policy Objective 6.4 Conserve and protect natural, sensitive, and agricultural resources.	**Consistent.** The project improvements would be constructed primarily within existing railroad ROW with some off-site improvements for water supply and sewer system tie-ins, utility relocations, and street improvements. The proposed project would redevelop an infill site that has been highly disturbed from previous use for rail maintenance and storage. Redeveloping an infill site generally minimizes impacts on natural resources such as biological resources and archaeological resources.

Table 3.11-1. Project Consistency with Applicable Goals and Policies

Goal	Consistency Determination
City of San Luis Obispo General Plan	
Land Use Element	
6.6.6 Development Requirements. The City shall require project designs that minimize drainage concentrations and impervious coverage. Floodplain areas should be avoided and, where feasible, any channelization shall be designed to provide the appearance of a natural water course.	**Consistent.** The project site is located in an area determined to be outside the 0.2% annual chance floodplain or in an area in which flood hazards are undetermined, but possible (in Other Areas category) associated with San Luis Obispo Creek. The proposed project would not place structures within a flood zone that would impede or redirect flood flows.
6.6.7 Discharge of Urban Pollutants. The City shall require appropriate runoff control measures as part of future development proposals to minimize discharge of urban pollutants (such as oil and grease) into area drainages.	**Consistent.** As further detailed in Section 3.10, Hydrology and Water Quality, the project is subject to the NPDES Construction General Permit, which requires the preparation and implementation of a SWPPP and implementation of BMPs to minimize water quality impacts during construction. The project would implement post construction BMPs to meet the City of San Luis Obispo's stormwater treatment requirements for new and reconstructed impervious surface and to comply with the NPDES Industrial General Permit. The project would also implement post construction BMPs to meet the Industrial General Permit stormwater treatment requirements. This may include, but not be limited to, oil-water separators, water quality inlets, drain inlet inserts, etc. These features would apply to operation and maintenance of the project. The project will also be required to comply with the NPDES Phase II MS4 permit.
6.6.8 Erosion Control Measures. The City shall require adequate provision of erosion control measures as part of new development to minimize sedimentation of streams and drainage channels.	**Consistent.** The construction contractor will be required to comply with the NPDES General Construction Permit and prepare and implement a SWPPP for the project. The SWPPP requires the preparation of an erosion control plan which would include appropriate erosion-control BMPs, which would include, but not be limited to, preservation of existing vegetation, where feasible, use of proper grading techniques, providing soil stabilization, sediment control, runoff control, and reestablishment of plant cover on the construction site as soon as possible following construction. Compliance with the NPDES General Construction Permit would ensure that erosion would be controlled during construction.
10.4 Encouraging Walkability. The City shall encourage projects which provide for and enhance active and environmentally sustainable modes of transportation, such as pedestrian movement, bicycle access, and transit services.	**Consistent.** See response to the 2019 RTP/SCS, Policy Objective 2.1 above.

Table 3.11-1. Project Consistency with Applicable Goals and Policies

Goal	Consistency Determination
12.1.1 Passenger Rail Service. The City shall support the increased availability of rail service for travel within the county, state and among states.	**Consistent.** See response to the 2018 State Rail Plan, Goal 1 above.
12.1.4 Intra and Inter-city Transportation Needs. The City supports using the railroad right-of-way to help meet multimodal intra and inter-city transportation needs.	**Consistent.** See response to the 2018 State Rail Plan, Goal 1 above.
1.4 New Transportation Noise Sources. Noise created by new transportation noise sources, including road, railroad, and airport expansion projects, shall be mitigated to not exceed the levels specified in Table 1 for outdoor activity areas and indoor spaces of noise-sensitive land uses which were established before the new transportation noise source.	**Consistent.** As discussed in Section 3.12, Noise under the Phase 1 condition, the project would introduce new sources of noise where there presently are none, specifically train movements on two tracks and idling locomotives. The project would result in moderate impacts at 35 Category 2 land uses (residences). Implementation of Mitigation Measure NV-3, which identifies operational adjustments at the proposed layover facility, would reduce this impact to a level less than significant. Under the Later Phases condition, the project would introduce new sources of noise where there presently are none, specifically train movements, idling locomotives, the train wash and wheel truing facility. The new sources of noise would increase noise levels in the analysis area. The project would result in no severe impacts and moderate impacts at 44 Category 2 land uses (residences). Implementation of Mitigation Measure NV-3would reduce this impact to a level less than significant.
Circulation Element	
3.1.1 Transit Development. The City shall encourage transit accessibility, development, expansion, coordination and marketing throughout San Luis Obispo County to serve a broad range of local and regional transportation needs.	**Consistent.** See response to the 2019 RTP/SCS, Policy Objective 2.1 above.
4.1.1 Bicycle Use. The City shall expand the bicycle network and provide end-of-trip facilities to encourage bicycle use and to make bicycling safe, convenient and enjoyable.	
5.1.1 Promote Walking. The City shall encourage and promote walking as a regular means of transportation.	
5.1.2 Sidewalks and Paths. The City should complete a continuous pedestrian network connecting residential areas with major activity centers as well as trails leading into city and county open spaces.	

Table 3.11-1. Project Consistency with Applicable Goals and Policies

Goal	Consistency Determination
12.1.2 State and Federal Programs. The City shall support Regional, State and Federal programs for the expansion of passenger rail service to San Luis Obispo.	**Consistent.** See response to the 2019 RTP/SCS, Policy Objective 2.4 above.
Noise Element	
1.1 Minimizing Noise. The numerical noise standards of this element are maximum acceptable noise levels. New development should minimize noise exposure and noise generation.	**Consistent.** See Response to Policy 1.4 above.
Safety Element	
4.5 Avoiding Faults. Development shall not be located atop known faults. Applications for the following types of discretionary approvals within 100 meters (330 feet) of any fault that is previously known or discovered during site evaluation shall be subject to review and recommendation by a State-registered engineering geologist: change to a more intensive land-use designation; subdivision into five or more parcels; development of multifamily, commercial, industrial, or institutional buildings.	**Consistent.** The project site is not underlain by any known or potentially active faults, nor does the project site lie within a Alquist-Priolo Special Study Zone.
4.6 Avoiding Slope Instability. Development shall not be located on or immediately below unstable slopes, or contribute to slope instability. Any development proposed in an area of moderate or high landslide potential shall be subject to review and recommendation by a State-registered engineering geologist.	**Consistent.** The project site is located in a relatively flat terrain with the exception of minor slopes (less than 3 feet in height) located adjacent to the railroad tracks. The project site is not mapped within a landslide zone.
4.7 Avoiding Liquefaction Hazards. Development may be located in areas of high liquefaction potential only if a site-specific investigation by a qualified professional determines that the proposed development will not be at risk of damage from liquefaction. The Chief Building Official may waive this requirement upon determining that previous studies in the immediate area provide sufficient information.	**Consistent.** According to the geotechnical report prepared for the project, the northern portion of the project site is located in an area of moderate liquefaction potential, while the southern portion of the project site is mapped with a low liquefaction potential. Based on the lack of groundwater in the upper 50 feet, per the geotechnical investigation, and relatively dense or hard nature of the material encountered on the project site, the potential for liquefaction is considered low. Implementation of Mitigation Measure GEO-1 (Prepare a Final Geotechnical Report) would ensure the hazard associated with liquefaction would be reduced to a level less than significant. The final geotechnical report would be used to determine the appropriate design features and construction measures that would be necessary to minimize potential adverse effects associated with liquefaction.

Table 3.11-1. Project Consistency with Applicable Goals and Policies

Goal	Consistency Determination
5.2 Minimizing Hazardous Materials Exposure. People's exposure to hazardous substances should be minimized.	**Consistent.** As discussed in Section 3.9, Hazards and Hazardous Materials, nine sites of concern were identified from environmental database listings based upon their proximity to the project site and their documented histories of releases of chemicals or petroleum products to soil and/or groundwater. The close proximity of these sites of concern to project-related construction activities would carry the potential for encountering contaminated soil. This potential impact is considered significant and would be reduced to a level less than significant with implementation of Mitigation Measures HAZ-1 (Prepare a Construction Hazardous Materials Management Plan) and HAZ-2 (Halt Construction Work if Potentially Hazardous Materials are Encountered).
Conservation and Open Space Element	
2.2.4 Promote Walking, Biking and Use of Public Transit Use to Reduce Dependency on Motor Vehicles. City actions shall seek to reduce dependency on gasoline- or diesel-powered motor vehicles and to encourage walking, biking and public transit use.	**Consistent.** See response to the 2019 RTP/SCS, Policy Objective 2.1 above.
3.3.1 Historic Preservation. Significant historic and architectural resources should be identified, preserved and rehabilitated.	**Consistent.** As discussed in Section 3.5, Cultural Resources, the proposed project has the potential to impact three cultural resources: the San Luis Obispo Southern Pacific Railroad NRHP Historic District (NRHP Historic District), the City of San Luis Obispo Local Railroad Historic District, and the Southern Pacific Roundhouse and Rail Yard Site. Implementation of Mitigation Measure CUL-1, which requires archival documentation of the historic districts and educational installations displaying historical photographs, maps, and narrative text demonstrating the history of the rail yard, would reduce potentially significant impacts to a level less than significant.
3.3.5 Historic Districts and Neighborhoods. In evaluating new public or private development, the City shall identify and protect neighborhoods or districts having historical character due to the collective effect of Contributing or Master List historic properties.	**Consistent.** See Response to Policy 3.3.1 above.
3.5.1 Archaeological Resource Protection. The City shall provide for the protection of both known and potential archaeological resources. To avoid significant damage to important archaeological sites, all available measures, including purchase of the property in fee or easement, shall be explored at the time of a development proposal. Where such measures are not feasible and development would adversely affect identified archaeological or paleontological resources, mitigation shall be required pursuant to the Archaeological Resource Preservation Program Guidelines.	**Consistent.** As further detailed in Section 3.5, Cultural Resources, mitigation measures are required for the protection of both known and potential archaeological resources in order to avoid significant damage to important archaeological sites.

Table 3.11-1. Project Consistency with Applicable Goals and Policies

Goal	Consistency Determination
3.5.7 Native American Participation. Native American participation shall be included in the City's guidelines for resource assessment and impact mitigation. Native American representatives should be present during archaeological excavation and during construction in an area likely to contain cultural resources. The Native American community shall be consulted as knowledge of cultural resources expands and as the City considers updates or significant changes to its General Plan.	**Consistent.** As further detailed in Section 3.14, Tribal Cultural Resources, LOSSAN contacted all persons and organizations on the NAHC contact list by email on January 19, 2021, and by certified mail on January 22, 2021, to provide formal notification of the proposed project, to request information about unrecorded cultural resources that may exist within the project site, and to inquire about any concerns regarding sacred sites or traditional cultural properties in the vicinity that might be affected by the proposed project. As of August 23, 2021, five responses were received. Coordination with the Native American tribes is ongoing.
7.3.1 Protect Listed Species. A. The City will identify the location, habitat and buffer needs of species listed for protection. This information will be developed by qualified people early in the planning and development review process. B. The City will establish and maintain records on the location of listed species. The City will maintain, for public use, generalized maps showing known locations of listed species. Specific site information may be kept confidential to protect the resources. C. The City will comply with State and Federal requirements for listed species. D. The City will protect listed species through its actions on: land-use designations; development standards; development applications; location, design, construction and maintenance of creeks, City roads and facilities; and on land that the City owns or manages. City actions that could impact listed species shall be consistent with mitigation policies in Chapter 8.25.3. Subject to the approval of agencies with jurisdiction, the City may approve a project where mitigation requires relocation of listed species, but only if there is no practical alternative and relocation is limited to individuals or small parts of a larger population, not the entire remaining population of a species. (If an agency with jurisdiction determines that relocation of an entire population is needed for its survival regardless of a project's development, the City will help with the relocation)	**Consistent.** As further detailed in Section 3.4, Biological Resources, a general biological field survey has been conducted for the proposed project. Therefore, special status species and sensitive natural communities have been identified. Although the biological study area is highly developed and disturbed, there is a potential for loggerhead shrike and white-tailed kite to nest in shrubs and trees within the project footprint. Implementation of Mitigation Measure BR-1 would reduce the potential impact on migratory and nesting birds to a level less than significant.

Table 3.11-1. Project Consistency with Applicable Goals and Policies

Goal	Consistency Determination
7.3.2 Species of Local Concern. The City will: A. Maintain healthy populations of native species in the long term, even though they are not listed for protection under State or Federal laws. These "species of local concern" are at the limit of their range in San Luis Obispo, or threats to their habitat are increasing. B. Identify the location, habitat and buffer needs of species of local concern. This information will be developed by qualified people early in the planning and development review process. C. Protect species of local concern through: its actions on land use designations, development standards, development applications; the location, design, construction and maintenance of City facilities; land that the City owns or manages. D. Encourage individuals, organizations and other agencies to protect species of local concern within their areas of responsibility and jurisdiction. Protect sensitive habitat, including creeks, from encroachment by livestock and human activities.	
7.3.3 Wildlife Habitat and Corridors. Continuous wildlife habitat, including corridors free of human disruption, shall be preserved and where necessary, created by interconnecting open spaces, wildlife habitat and corridors. To accomplish this, the City will: A. Require public and private developments, including public works projects, to evaluate animal species and their movements within and through development sites and create habitats and corridors appropriate for wildlife. B. Plan for connectivity of open spaces and wildlife habitat and corridors using specific area plans, neighborhood plans, subdivision maps or other applicable planning processes, consistent with Open Space Guidelines. C. Coordinate with San Luis Obispo County and adjoining jurisdictions, federal and state agencies such as Caltrans to assure regional connectivity of open space and wildlife corridors. Preserve and expand links between open spaces and creek corridors, as shown in Figure 3.	**Consistent.** As further detailed in Section 3.4, Biological Resources, the BSA is in a highly developed and disturbed environment, surrounded by residences, businesses, and roads. Any wildlife moving through the BSA would have already been exposed to substantial disturbance. An increase in disturbance resulting from project construction and operation would be negligible in the already highly developed and disturbed existing environment.

Table 3.11-1. Project Consistency with Applicable Goals and Policies

Goal	Consistency Determination
7.5.2 Use of Native California Plants in Urban Landscaping. Landscaping should incorporate native plant species, with selection appropriate for location.	**Consistent.** The proposed project would install landscaping to buffer rail maintenance operations from adjacent neighboring residential and recreational uses. The project's plant palette will be comprised of species native or fully adapted to San Luis Obispo's climate. The list of species will draw from the San Luis Obispo County-Approved Plant List and the Calscape, or California Native Plant Society, database of plants native to the area.
9.1.5 View Protection in New Development. The City will include in all environmental review and carefully consider effects of new development, streets and road construction on views and visual quality by applying the Community Design Guidelines, height restrictions, hillside standards, Historical Preservation Program Guidelines and the California Environmental Quality Act and Guidelines.	**Consistent.** As discussed in Section 3,2, Aesthetics, the project site is not designated as a scenic vista by the City of San Luis Obispo General Plan and is 1 mile away from an eligible Scenic Highway. The existing visual character of the project site primarily consists of the railroad corridor, and vacant and undeveloped land, and existing railroad tracks within the railroad corridor right-of-way. Although there would be a change in visual character given the site is undeveloped, the buildings and site improvements will be designed to be compatible with the surrounding built environment and be consistent with guidance set forth in the City of San Luis Obispo's Railroad District Plan and the proposed project would not degrade the existing visual character.
9.2.1 Views to and from Public Places, Including Scenic Roadways. The City will preserve and improve views of important scenic resources from public places, and encourage other agencies with jurisdiction to do so. Public places include parks, plazas, the grounds of civic buildings, streets and roads, and publicly accessible open space. In particular, the route segments shown in Figure 11 are designated as scenic roadways. A. Development projects shall not wall off scenic roadways and block views. B. Utilities, traffic signals, and public and private signs and lights shall not intrude on or clutter views, consistent with safety needs. C. Where important vistas of distant landscape features occur along streets, street trees shall be clustered to facilitate viewing of the distant features. Development projects, including signs, in the viewshed of a scenic roadway shall be considered "sensitive" and require architectural review.	**Consistent.** See Response to Policy 9.1.5 above.
9.2.2 Views to and from Private Development. Projects should incorporate as amenities views from and within private development sites. Private development designs should cause the least view blockage for neighboring property that allows project objectives to be met.	**Consistent.** See Response to Policy 9.1.5 above.

Table 3.11-1. Project Consistency with Applicable Goals and Policies

Goal	Consistency Determination
9.2.3 Outdoor Lighting. Outdoor lighting shall avoid: operating at unnecessary locations, levels, and times; spillage to areas not needing or wanting illumination; glare (intense line-of-site contrast); and frequencies (colors) that interfere with astronomical viewing.	**Consistent.** The proposed project would introduce new exterior lighting on the project site; however, the addition of new light sources from the project is not anticipated to add a substantial amount of new light to the nighttime views. Exterior lighting control would be set up by time clock (scheduled on/off) and luminaire-installed occupancy sensors. Nighttime lighting fixtures would be installed to direct the majority of the light to within and directly adjacent to the facility, and away from sensitive areas, to the maximum extent feasible.
10.2.1 Water Quality. The City will employ the best available practices for pollution avoidance and control, and will encourage others to do so. "Best available practices" means behavior and technologies that result in the highest water quality, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies.	**Consistent.** See Response to Policy 6.6.7 above.

Source: Caltrans 2018, California State Transportation Agency 2019, SLOCOG 2019, City of San Luis Obispo 2015, City of San Luis Obispo Community Development Department 1998

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3.11.4 Mitigation Measures

Implementation of the proposed project would not result in significant impacts on land use and planning. Therefore, no mitigation measures are required.

3.11.5 Level of Significance after Mitigation

No significant impact on land use and planning has been identified.

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3.12 Noise

This section describes the project's potential impacts related to noise and vibration. Information provided in this section is summarized from the *Central Coast Layover Facility Project Noise and Vibration Technical Report* (Appendix J of this EIR).

3.12.1 Existing Conditions

Acoustic Terminology

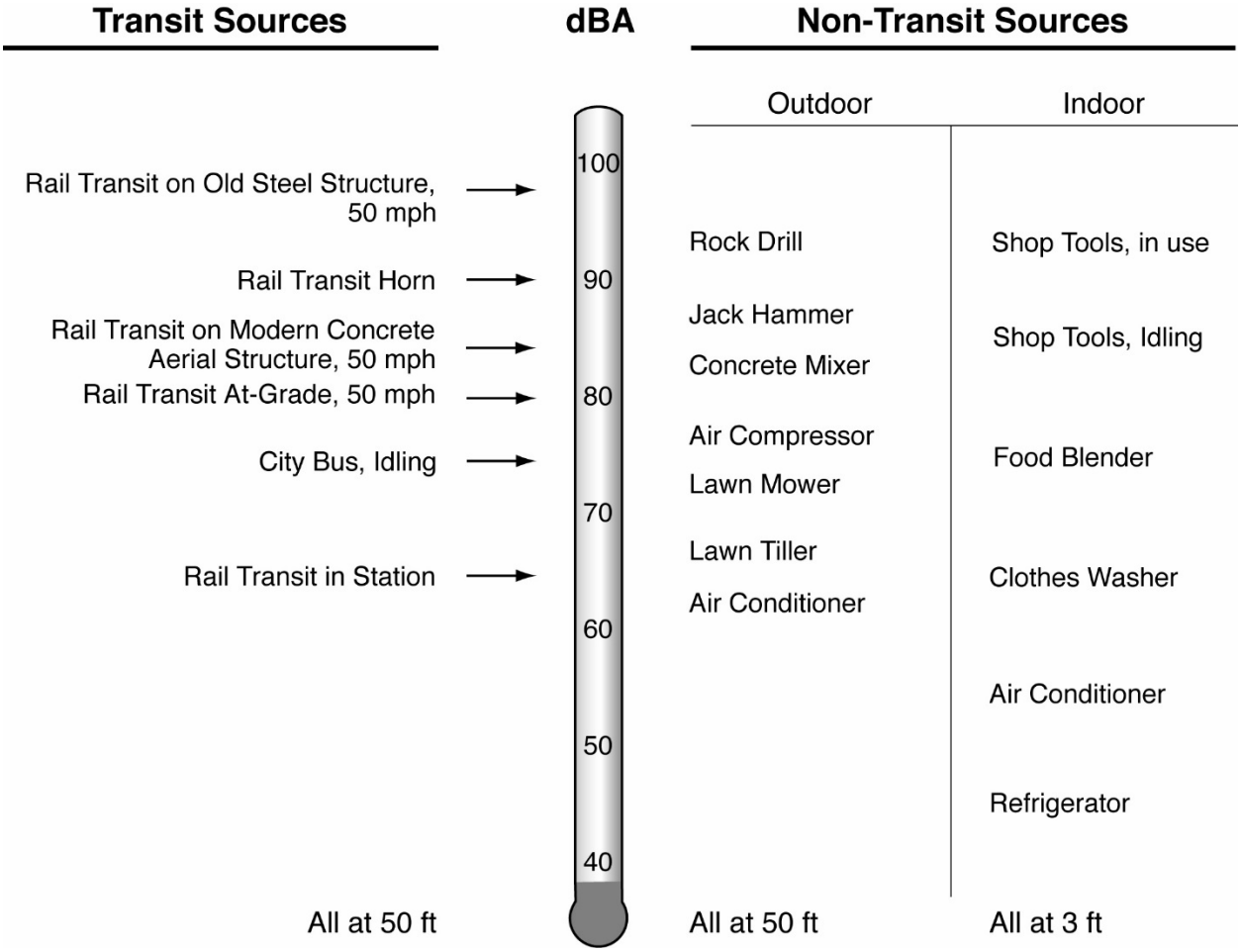
Noise levels are presented on a logarithmic scale to account for the large pressure response range of the human ear. This logarithmic scale is expressed in units of db. A decibel (dB) is defined as the ratio between a measured value and a reference value, usually corresponding to the lower threshold of human hearing. The lower threshold of human hearing is defined as 20 micropascals. Typically, a noise analysis examines 11 octave (or 33 1/3 octave) bands ranging from 16 hertz (low) to 16,000 hertz (high). This octave band encompasses the human audible frequency range. Because the human ear does not perceive every frequency with equal loudness, spectrally varying sounds are often adjusted with a weighting filter. The A-weighted filter is applied to compensate for the frequency response of the human auditory system, known as an A-weighted decibel (dBA).

An inherent property of the logarithmic dB scale is that the sound pressure levels of two separate sources are not directly additive. For example, if a sound of 50 dBA is added to another sound of 50 dBA in the proximity, the result is a 3-dB increase, which is a total of 53 dBA and not an arithmetic doubling to 100 dBA. The human ear perceives changes in sound-pressure level relative to changes in loudness. Scientific research demonstrates the following general relationships between sound level and human perception for two sound levels with the same or very similar frequency characteristics:

- One dBA is the practical limit of accuracy for sound measurement systems and corresponds to an approximate 10 percent variation in the sound pressure level. A 1-dBA increase or decrease is a nonperceptible change in sound.
- A 3-dBA increase or decrease is a doubling (or halving) of acoustic pressure level, and it corresponds to the threshold of change in loudness perceptible in a laboratory environment. In practice, the average person is not able to distinguish a 3-dBA difference in environmental sound outdoors.
- A 5-dBA increase or decrease is described as a perceptible change in sound level and is a discernible change in an outdoor environment.
- A 10-dBA increase or decrease is a tenfold increase or decrease in acoustic pressure level but is perceived as a doubling or halving in loudness (e.g., the average person would judge a 10-dBA change in sound level to be twice or half as loud).

Figure 3.12-1 depicts the estimations of common noise sources and outdoor acoustic environments. It provides a comparison of relative loudness for each of these sources.

Figure 3.12-1. Relative Loudness



Source: FTA 2018

Noise levels can be measured, modeled, and presented in various formats. The noise metrics that were employed in this analysis have the following definitions:

- ***L_{eq}:*** Conventionally expressed in dBA, the L_{eq} is the energy-averaged, A-weighted sound level over a specified time period. It is defined as the steady, continuous sound level over a specified time, which has the same acoustic energy as the actual varying sound levels over the specified period. The daytime L_{eq} is the energy averaged sound level for the daytime period (7:00 a.m. to 10:00 p.m.), and the nighttime L_{eq} is the energy averaged sound level for the nighttime period (10:00 p.m. to 7:00 a.m.).
- ***L_{dn}:*** The L_{dn} is the average, hourly A-weighted L_{eq} for a 24-hour period, with a 10-dB penalty added to sound levels occurring during the nighttime hours (10:00 p.m. to 7:00 a.m.) to account for individuals' increased sensitivity to noise levels during nighttime hours.
- ***Community noise equivalent level:*** Community noise equivalent level is another average A-weighted L_{eq} sound level measured over a 24-hour period; however, this noise scale is adjusted to account for some individuals' increased sensitivity to noise levels during the evening and nighttime hours. A community noise equivalent level noise measurement is obtained after adding 5 dB to sound levels occurring during evening hours (7:00 p.m. to

10:00 p.m.) and 10 dB to noise levels occurring during nighttime hours (10:00 p.m. to 7:00 a.m.).

Vibration Terminology

As noted in the Federal Transit Administration's (FTA) *Noise and Vibration Impact Assessment* (FTA 2018), both train operation and construction activities can be a source of ground-borne vibration. During the construction phase, activities such as driving piles and operating heavy equipment may cause ground-borne vibration. Due to the weight of train equipment, the operation of trains can also cause ground-borne vibration. Vibration is an oscillatory motion, which can be described in terms of displacement, velocity, or acceleration. Velocity or acceleration is typically used to describe vibration. The following descriptors are frequently used when discussing quantification of vibration:

- ***Peak particle velocity (PPV):*** the maximum instantaneous positive or negative peak of the vibration signal
- ***Root mean square (rms)***: the square root of the average of the squared amplitude of the vibration signal, which is typically calculated over a 1-second period
- ***Vibration decibels (VdB)***: vibration decibels are used to compress the range of rms values

Existing Sound Levels

Noise measurements were conducted to identify existing sound levels throughout the analysis area and establish FTA impact thresholds. Table 3.12-1 provides the measured existing noise levels within the study area. Multiple residences are within the noise analysis study area. Due to the project schedule, sound-level measurements occurred during COVID-19 pandemic conditions. To reduce the possibility of contracting or spreading the virus, measurements were completed from public ROWs that were representative of noise sensitive areas in the project analysis area. Measurements at noise-sensitive land uses were taken on October 6 and 7, 2020. Figure 3.12-2 shows the location of the noise measurement locations. The measured sound levels were assigned to each individual noise sensitive receptor analysis point and adjusted for distance from the dominant noise source such as the railroad corridor or major roadways. Attenuation effects from the presence of buildings were also included in the adjustments. These adjustments were completed following the procedures provided in the FTA manual (FTA 2018).

Noise Monitoring Location 1

Monitoring location 1 (ML-1) was located east of the southernmost building in the Roundhouse Place Apartments along the railroad right-of-way fence line. The measurement was completed using Option 2 from the FTA Manual, which included deploying a noise monitor for at least 24-hours, and in this case, left out unattended. Monitoring began on October 6, 2020 and ended on October 7, 2020. A Brüel and Kjær 2270 meter was calibrated before and after the measurement to ensure that it operated within tolerances. The microphone was affixed to a tripod and positioned at a height of approximately 5 feet above the ground. Several observed sounds could be heard, including train wheels as they operate on the track, train bells, and roadway traffic noise. Secondary observed sound sources included periodic sounds of bird chirping. The results of monitoring at ML-1 were 52 dBA Ldn and 56 dBA Leq (peak daytime hour).

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Figure 3.12-2. Noise and Vibration Measurement Locations



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Table 3.12-1. Existing Noise Levels

Site Identification	Location	Noise Levels (dBA)	
		L_{dn}	L_{eq} (peak hour)
ML-1	2220 Emily Street (apartment building)	52	56
ML-2	881 Francis Ave (single-family home)	48	56
ML-3	2125 Rachel Street (single-family home)	48	53
ML-4	1011 San Carlos Dr (single-family home)	52	62
ML-5	SLO Railroad Safety Trailhead at the southern end of Boulevard Del Campo	42	47

Notes:
dBA=A-weighted decibel; L_{dn}=day-night average sound level; L_{eq}=equivalent noise level; ROW=right-of-way

Noise Monitoring Location 2

Monitoring location 2 (ML-2) was completed at the end of Francis Avenue, near a residence at 881 Francis Avenue, at approximately the same distance from the tracks as the residence. The measurement was completed using Option 3 from the FTA Manual, which involves conducting three 1-hour measurements during peak hour (roadway traffic noise peak), midday (off-peak), and late night (12:00 a.m. to 4:00 a.m.). Measurements were completed on October 6, 2020 and October 7, 2020. A Brüel and Kjær 2245 meter was calibrated before and after the measurement to ensure that it operated within tolerances. The sound-level meter was affixed to a tripod with the microphone positioned at a height of approximately 5 feet above the ground. Several observed sounds could be heard, including rolling trains, train bells, and their wheels on the track. Secondary sources of noise included roadway traffic and occasional birds. The results of the measurement effort were 48 dBA Ldn and 56 dBA Leq (daytime peak).

Noise Monitoring Location 3

Monitoring location 3 (ML-3) was located northeast of the SLO Railroad Safety Trail and southwest of a home located at 2125 Rachel Street along the trail right-of-way. The measurement was completed using Option 2 from the FTA Manual. Measurements were completed on October 6, 2020 and October 7, 2020. A Brüel and Kjær 2270 meter was calibrated before and after the measurement to ensure that it operated within tolerances. The microphone was affixed to a tripod and positioned at a height of approximately 5 feet above the ground. Several observed sounds could be heard, including train wheels as they operate on the track, train bells, and local roadway traffic noise. Secondary observed sound sources included periodic sounds of bird chirping. The results of the measurement effort were 48 dBA Ldn and 53 dBA Leq (daytime peak hour).

Noise Monitoring Location 4

Monitoring location 4 (ML-4) was completed at a residence near the intersection of Bushnell Street and San Carlos Drive, at approximately the same distance from the tracks as the residence. The measurement was completed using Option 3 from the FTA Manual. Measurements were completed on October 6, 2020 and October 7, 2020. A Brüel and Kjær 2245 meter was calibrated before and after the measurement to ensure that it operated within tolerances. The sound-level meter was affixed to a tripod with the microphone positioned at a height of approximately 5 feet above the ground.

Several observed sounds could be heard, including rolling trains, train bells, and their wheels on the track. Secondary sources of noise included roadway traffic and occasional birds. The results of the measurement effort were 52 dBA Ldn and 62 dBA Leq (daytime peak hour).

Noise Monitoring Location 5

Monitoring location 5 (ML-5) was completed at the trail head at the end of Boulevard Del Campo at a distance roughly the same as residences located across from the trail head. The measurement was completed using Option 3 from the FTA Manual. Measurements were completed on October 6, 2020 and October 7, 2020. A Brüel and Kjær 2245 meter was calibrated before and after the measurement to ensure that it operated within tolerances. The sound-level meter was affixed to a tripod with the microphone positioned at a height of approximately 5 feet above the ground. Several observed sounds could be heard, including rolling trains, train bells, and their wheels on the track. Secondary sources of noise included roadway traffic and occasional birds. The results of the measurement effort were 42 dBA Ldn and 47 dBA Leq (daytime peak hour).

Existing Vibration Levels

Vibration measurements were completed to document vibration levels from existing train pass-by events. Measurements were completed with Brüel and Kjær 2270 data loggers paired with seismic accelerometers. The measurement data was used to confirm that the locomotive curve in the FTA manual was appropriate for use in the analysis. An array of vibration sensors was set up near the noise monitoring location ML-1 on October 6, 2020, at distances of 63 feet, 88 feet, 188 feet, and 263 feet from the existing track. On October 7, 2020, the vibration array was redeployed at ML-4 at distances of 25 feet, 50 feet, 175 feet, and 223 feet. Table 3.12-2 provides the vibration measurement results. When normalized to 50 miles per hour, the monitored levels are generally 2 VdB lower than the passenger train diesel locomotive curves in the FTA manual. Therefore, use of the locomotive curve in the FTA manual is considered conservative for assessing vibration impacts.

Sensitive Receptors

The noise analysis area includes those noise-sensitive areas within FTA's screening distance (1,000-feet unobstructed and 650-feet obstructed) of the project site. The 650-foot screening distance applies to the project since existing first row buildings are present. Additionally, because vibration attenuates more quickly with distance, the vibration analysis area is substantially smaller; therefore, it includes only those vibration-sensitive land uses and structures within 200 feet of the project site.

Noise- and vibration-sensitive land uses include single-family and multi-family residential areas. No schools or other Category 3 (such as parks where passive use occurs) land uses are located within the analysis area.

Table 3.12-2. Existing Vibration Levels

Location	Train Pass-by Event	Speed (miles per hour)	Distance from Existing Track (feet)	Measured VdB
ML-1	Amtrak Surfliner	15	63	70
			88	64
			188	61
			263	57
ML-4	Amtrak Surfliner	15	25	73
			50	68
			175	66
			223	62

Notes:
VdB=Vibration decibels

Airports

The project site is located approximately 1.60 miles north of the San Luis Obispo County Regional Airport. According to the San Luis Obispo County Regional Airport –ALUP, the project site is not located within any airport noise impact contours (RS&H 2021).

3.12.2 Regulatory Setting

Federal

Several federal laws and guidelines are relevant to the assessment of ground transportation noise and vibration impacts and apply to the proposed project:

- The Noise Control Act of 1972 (42 United States Code Section 4910) was the first comprehensive statement of national noise policy. It declared that "it is the policy of the United States to promote an environment for all Americans free from noise that jeopardizes their health or welfare."
- The FTA *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) provides the methodology and impact criteria applicable to conventional passenger rail and transit components associated with the project.

FTA published a newly revised noise and vibration impact assessment manual in 2018. The impact criteria are based on the goal of maintaining a noise environment considered acceptable for land uses where noise may have an impact. The noise exposure is measured in terms of the day-night average sound level (L_{dn}) for residential land uses or in terms of the hourly equivalent sound level (L_{eq}) for other land uses.

FTA states that in cases where changes are proposed to an existing transit system, the cumulative noise criteria can be used (FTA 2018). In the case of this project, the cumulative noise criteria are appropriate because the existing facility is being relocated and expanded within the railroad right-of-way where LOSSAN trains operate.

State

CEQA

CEQA requires state and local agencies to identify the significant environmental impacts of their actions, including potential impacts from noise and vibration, and avoid or mitigate those impacts when feasible.

The State of California has established land use compatibility criteria that provide guidance on the compatibility of different types of land uses based upon the existing community noise level. These guidelines are often adopted by city and county agencies for land use planning purposes.

California Noise Control Act

The California Noise Control Act was enacted in 1973 (Health and Safety Code Section 46010 et seq.) and provides guidance for the preparation of the required noise elements in city and county general plans, pursuant to Government Code Section 65302(f). In preparing the noise element, a City or County must identify local noise sources and analyze and quantify, to the extent practicable, current and projected noise levels for various sources, including highways and freeways; passenger and freight railroad operations; ground rapid transit systems; commercial, general, and military aviation and airport operations; and other ground stationary noise sources.

Local

Pursuant to Government Code Section 14070.7, the LOSSAN Rail Corridor Agency is deemed to be an agency of the state for all purposes related to interagency passenger rail services, including Section 5311 of Title 49 of the United States Code. Thus, the LOSSAN Rail Corridor Agency is a state agency and is therefore not subject to local government planning and land use plans, policies, or regulations. The LOSSAN Rail Corridor Agency may consider, for informational purposes, aspects of local plans and policies for the communities surrounding the project site, when it is appropriate. The proposed project would be subject to state and federal agency planning documents described herein but would not be bound by local planning regulations or documents such as the City's General Plan or municipal code.

City of San Luis Obispo General Plan

Land Use Element

Policy 1.4 New Transportation Noise Sources. Noise created by new transportation noise sources, including road, railroad, and airport expansion projects, shall be mitigated to not exceed the levels specified in Table 3.12-1 for outdoor activity areas and indoor spaces of noise-sensitive land uses which were established before the new transportation noise source.

Noise Element

Policy 1.1 Minimizing Noise. The numerical noise standards of this element are maximum acceptable noise levels. New development should minimize noise exposure and noise generation.

City of San Luis Obispo Municipal Code, Title 9, Chapter 9.12 (Noise Control)

The proposed project would be in the City of San Luis Obispo, which has regulations that pertain to construction noise; however, the City does not have authority to regulate noise from railroads. Specifically, the City controls construction noise via Chapter 9.12 of its Municipal code (City of San Luis Obispo 2010). This ordinance would allow the project to be constructed between the hours of 7:00 a.m. and 7:00 p.m. so long as it does not exceed 60 dBA hourly equivalent sound level (L_{eq}) at single-family residences and 65 dBA L_{eq} at multi-family residences. An exemption would be needed with the City if the project is required to construct outside of this time period or if exceeding these thresholds is unavoidable. The City's Municipal Code provides an exemption for federally or state mandated projects, of which the project qualifies since it operates under the authority of the state (LOSSAN Rail Corridor Agency).

3.12.3 Project Impacts

Thresholds of Significance

Appendix G of the CEQA Guidelines is used to provide direction for determination of a significant noise impact from the proposed project. For the purpose of this EIR, a significant impact would occur if the proposed project would result in:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
- Generation of excessive groundborne vibration or groundborne noise levels
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels

Methodology

Operational Noise

In FTA's *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018), noise impact criteria for the operation of rail facilities are based on the change in outdoor noise exposure using a sliding scale with three land use categories and three degrees of impact. The criteria were established to reflect a heightened community annoyance caused by late-night or early morning service, as well as communities' varying sensitivity to noise from projects during different ambient noise conditions.

For operational rail noise, FTA's three land use categories are as follows:

- **Noise Category 1** – Tracts of land where quiet is an essential element in their intended purpose, such as outdoor amphitheaters, concert pavilions, and national historic landmarks with significant outdoor use.
- **Noise Category 2** – Residences and buildings where people normally sleep, including homes, hospitals, and hotels.
- **Noise Category 3** – Institutional land uses (i.e., schools, places of worship, libraries) with use typically during the daytime and evening. Other uses in this category can include medical

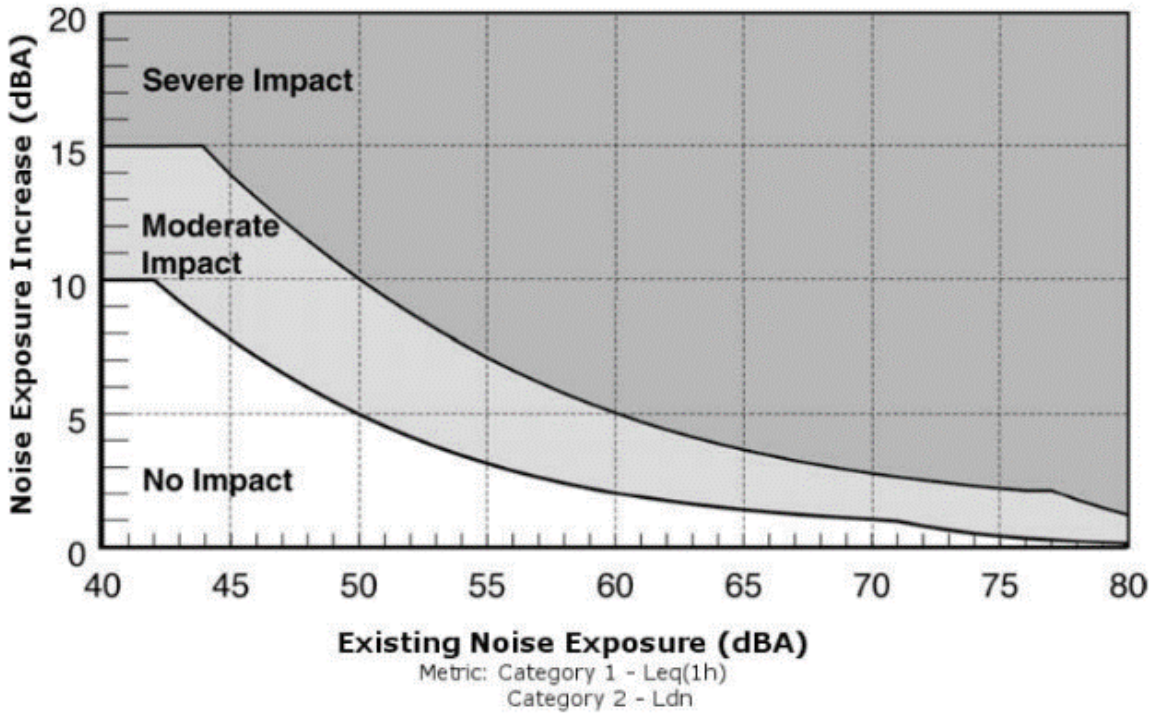
offices, conference rooms, recording studios, concert halls, cemeteries, monuments, museums, historical sites, parks, and recreational facilities.

The three categories are determined from general land use information about each receiver. No Category 1 receivers are located within 1 mile of the project alignment, which is well beyond the typical FTA screening distance for noise or vibration impacts. Outdoor hourly L_{dn} applies to Category 2, whereas outdoor L_{eq} applies to Category 3.

Noise impacts on Category 2 and Category 3 land uses as a result of a project are assessed by comparing existing and future project-related outdoor noise levels. Figure 3.12-3 and Figure 3.12-4 illustrate the FTA noise impact criteria as they relate to each land use category. The criterion for each degree of impact is based on a sliding scale dependent on the existing noise exposure and the increase in noise exposure attributable to the project. Figure 3.12-3 and Figure 3.12-4 illustrate the cumulative noise impact criteria to be used on the project. Based on FTA criteria, potential noise impacts fall into three types: no impact, moderate impact, and severe impact (FTA 2018). The impact categories are described further below:

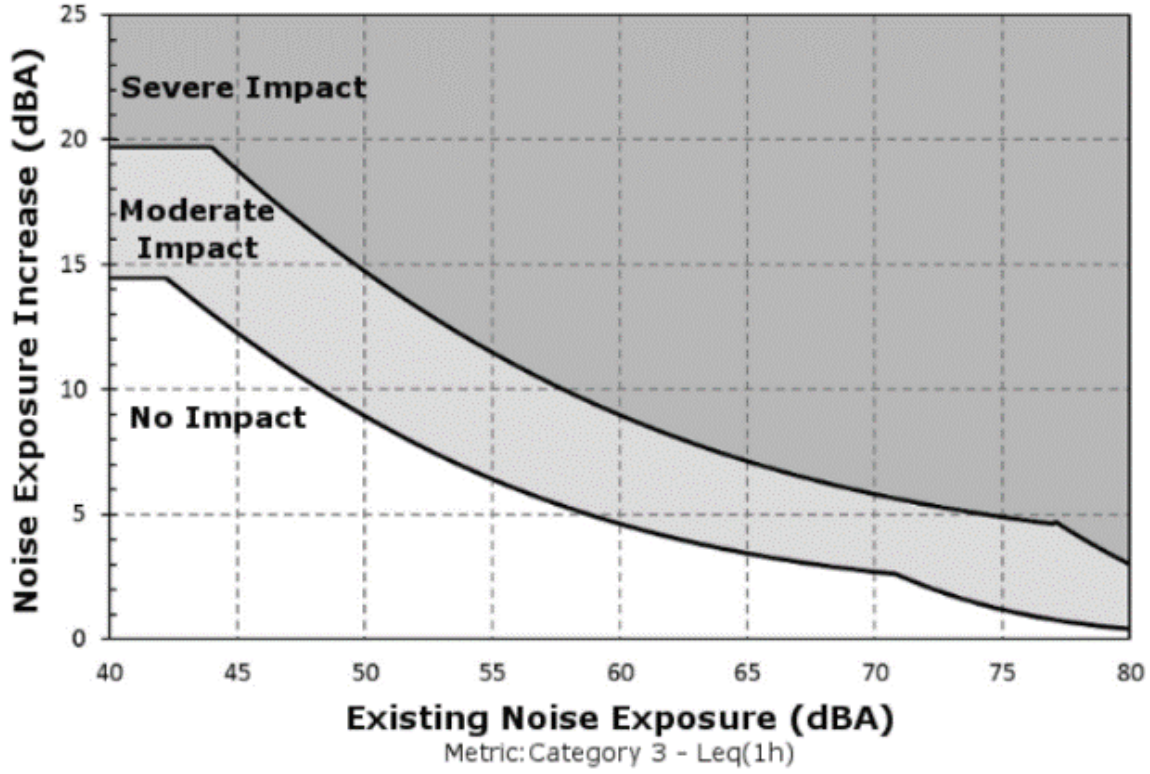
- **No impact** – A project on average would result in an insignificant increase in the number of instances where people are highly annoyed by new noise. This impact level would not require mitigation.
- **Moderate impact** – The change in cumulative noise is noticeable to most people but may not be enough to cause strong, adverse community reactions. The FTA manual indicates mitigation for this impact level should be considered but is not required.
- **Severe impact** – A significant percentage of people would be highly annoyed by the noise, possibly resulting in a strong, negative community reaction. The FTA manual indicates mitigation for this impact level is required.

Figure 3.12-3. Federal Transit Administration Cumulative Noise Levels Allowed by Criteria Category 2 Land Use



Source: FTA 2018

Figure 3.12-4. Federal Transit Administration Cumulative Noise Levels Allowed by Criteria Category 3 Land Use



Source: FTA 2018

Construction Noise

The FTA manual contains tables listing suggested construction noise impact criteria depending upon the level of detail/understanding of the construction phase (FTA 2018). For the more detailed approach applicable to the project, the FTA's guidelines for assessment of construction noise shown in Table 3.12-3 are suggested for use due to different noise levels for daytime and nighttime construction. Daytime is defined as 7:00 a.m. to 10:00 p.m., and nighttime is defined as 10:00 p.m. to 7:00 a.m.

Table 3.12-3. Prescriptive Federal Transit Administration Construction Noise Assessment Guidelines

Land Use	8-Hour L_{eq} (dBA)		30-Day Average L_{dn} (dBA)
	Day	Night	
Residential	80	70	75[a]
Commercial	85	85	80[b]
Industrial	90	90	85[b]

Source: FTA 2018

Notes:

[a] *In urban areas with very high ambient noise levels (L_{dn} greater than 65 dB), L_{dn} from construction operations should not exceed existing ambient + 10 dB.*

[b] *24-hour L_{eq}, not L_{dn}*

dB=decibel; dBA=A-weighted decibel; L_{eq}=equivalent noise level; L_{dn}=day-night average sound level

Detailed Noise Assessment

As described in Chapter 2, Project Description, funding is currently not available to construct the entire facility at once. Instead, a phased construction approach is intended, constructing an initial portion of the facility which includes the most immediately needed elements, and adding the remaining components as the need arises and additional funding becomes available. Phase 1 intends to meet or exceed the functionality of the existing layover facility and add layover capacity for at least one additional train. Later phases would include the remaining Master Plan components as dictated by operational needs and as allowed by available funding. Initially this would focus on all items identified as essential components of the ultimate facility, followed later by those features that would expand overall capacity of the facility, as well as enhance operations and efficiency, but which are not immediately mandatory.

The *Noise and Vibration Technical Report* prepared for the proposed project analyzed the potential noise impacts under two scenarios: 1) Phase 1 and 2) Later Phases. During the first phase, operational noise would be associated with idling trains and train movements into and out of the layover facility. The later phases would include new sound sources from the train wash and wheel truing facility. The noise modeling effort associated with the detailed noise assessment accounted for the construction fleet and duration to construct the project, as well as the number of train movements anticipated to pass through the yard, idle, and use the train wash during daytime and nighttime hours throughout operation. For construction-related impacts, the anticipated construction equipment mix and phases were used to identify potential impacts. The following assumptions were made as part of the operational detailed noise assessment.

Phase 1 Assumptions

- The typical train speed in the yard is 10 miles per hour with the speed of trains through the wash 5 miles per hour.
- Future train movements and consists (e.g., the number of locomotives and cars per train movement) is one locomotive and seven passenger cars for the Pacific Surfliner Train.
- Locomotive horn use was not included in the assessment since there are no at-grade train crossings.
- The future noise exposure would be the combination of the existing noise exposure and the additional project-related noise exposure.
    - Train movement volumes are projected to increase in the future, with a total of two trains accessing the CCLF daily. These train movements are incorporated into the noise modeling and the project levels are logarithmically added to the existing levels, then the difference between the cumulative with Project conditions is compared with the existing levels to identify impact conditions.
- Locomotives would idle for up to 15-minutes prior to being tethered to ground power or while preparing to depart the CCLF.
- Source levels for the idling locomotives were based off of measurements conducted of the Pacific Surfliner locomotive using the existing layover facility.
- Special trackwork include an addition of 5 dB per the FTA Manual.

Later Phases Assumptions

- Includes all of the Phase 1 assumptions except there would be up to four trains accessing the CCLF rather than two.
- Trains would access the storage tracks according to the following approach to reduce community noise levels.
    - The first train of each day accessing the CCLF would use the easternmost storage track and would not use the train wash. Having the train stored on this track acts as a noise barrier reducing sound levels at sensitive land uses east of the storage facility.
    - The second train of each day accessing the CCLF would use the westernmost storage track (i.e., next to the service and inspection track) and would not use the train wash. Having the train stored on this track acts as a noise barrier reducing sound levels at sensitive land uses west of the storage facility.
    - The third train each day accessing the CCLF will go through the wash and then access the storage tracks between the easternmost and westernmost storage tracks.
    - The fourth train each day accessing the CCLF will go through the wash and then layover on the service and inspection track.
- Wash facility is included with the portals assumed to have a sound level of 74 dBA Leq (Sound Transit 2015).
- The wash facility would operate only during daytime hours.

- Wheel truing machine is expected to not exceed 85 dBA Leq for a 4-hour period to keep from potentially harming workers hearing per Occupational Safety and Health Administration. Additionally, the wheel truing machine would be located in a building to provide additional attenuation.
    - The wheel truing facility would be used infrequently for around 4 hours per day and 5 days per month.

Vibration

The evaluation of vibration-impact levels, stated as VdB, is based on the land use category and the number of vibration events per day. The impact level also depends on the type of analysis being conducted (i.e., ground-borne vibration or ground-borne noise).

The FTA manual provides guidelines to assess human response to different levels of ground-borne noise and vibration, as shown in Table 3.12-4. There are no Category 1 land uses considered within screening distance of the Project. All of vibration-sensitive land uses in the study area are Category 2 land uses. Frequent events are defined as more than 70 vibration events per day, while occasional events are defined as between 30 and 70 vibration events per day. Infrequent events are defined as being fewer than 30 events per day.

For areas where there are vibration events, such as those along existing shared railroad corridors, FTA defines a corridor as being heavily used if there are more than 12 trains per day, moderately used if there are 5 to 12 trains per day, and infrequently used if there are less than 5 trains per day. The project rail corridor would be classified as being infrequently used. For these conditions, an impact would occur if project operational vibration levels were to exceed the thresholds provided in Table 3.12-4 with the addition of the project. For areas that already exceed the FTA criteria, the FTA has identified that a potential impact would occur if the project-related vibration levels resulted in an increase of 3 VdB or more.

Ground-borne noise is normally not a consideration when trains are at grade (i.e., not underground or where there are basements or human activity in spaces underground). In these situations, the air-borne noise is the major consideration. Ground-borne noise generally becomes an important consideration for subways or other projects in which part of the alignment includes a tunnel.

FTA construction-related vibration guidelines call for an investigation of the potential for vibration-induced damage to fragile or extremely fragile buildings (FTA 2018). Damage to a building is possible (but not necessarily probable) if ground-vibration levels exceed the following criteria:

- Exceeds 0.20-inch-per-second PPV (approximately 100 VdB) for fragile buildings
- Exceeds 0.12-inch-per-second PPV (approximately 95 VdB) for extremely fragile buildings

No fragile or extremely fragile buildings are located within screening distance of the study area. Table 3.12-4 presents the ground-borne vibration and noise impact criteria.

Construction vibration is assessed based on the potential for damage and the likelihood of annoyance. FTA indicates engineered concrete and masonry structures have damage criteria of 0.3 PPV (inches per second). To assess the potential for construction-vibration annoyance, the same vibration thresholds as those identified in Table 3.12-4 for operational vibration are applied.

Table 3.12-4. Ground-borne Vibration and Noise Impact Criteria

Land Use Category	Ground-borne Vibration Impact Levels (VdB re 1 micro inch/second)			Ground-borne Noise Impact Levels (dB re 20 micropascals)		
	Frequent Events[a]	Occasional Events[b]	Infrequent Events[c]	Frequent Events[a]	Occasional Events[b]	Infrequent Events[c]
Category 1: Buildings where vibration would interfere with interior operations	65 VdB[c]	65 VdB[c]	65 VdB[c]	—[d]	—[d]	—[d]
Category 2: Residences and buildings where people normally sleep	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

Source: FTA 2018

Notes:

[a] *Frequent events is defined as more than 70 vibration events per day.*

[b] *Occasional events is defined as between 30 and 70 vibration events of the same source per day.*

[c] *Infrequent events is defined as fewer than 30 vibration events per day.*

[d] *This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration-sensitive manufacturing or research would require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the heating, ventilation, and air-conditioning systems and stiffened floors. Vibration-sensitive equipment is not sensitive to ground-borne noise.*

dB=decibel; dBA=A-weighted decibel; VdB=vibration decibels

Impact Analysis

Impact 3.12-1 Generation of Ambient Noise Levels in Excess of Established Standards

Would the proposed project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction

Construction noise levels were predicted using each piece of equipment planned for construction. The maximum equipment noise levels (L_{max}) at 50 feet, obtained from the Federal Highway Administration's Roadway Construction Noise Model 2.0, were used in the predictions.

Project construction would be conducted during daytime hours. As stipulated in the City's Municipal Code, the project is exempt from the City's construction noise limits since it is a project by a state-run agency (LOSSAN Rail Corridor Agency). In the absence of numerical limits at the local level applicable to the project, a construction noise impact would occur if construction noise exceeds the FTA guideline of 80 dBA L_{eq}. The range of predicted construction noise levels for each construction phase are provided in Table 8-6 of the Noise and Vibration Technical Report (Appendix J of this EIR). Table 3.12-5 is derived from Table 8-6 of the Noise and Vibration Technical Report and summarized to show the specific phase when construction noise would exceed the FTA daytime guideline of 80 dBA L_{eq}.

As shown in Table 3.12-5, construction noise would exceed the FTA guideline of 80 dBA L_{eq} during Phase 1b (Utility Relocations) and Phase 1f (construction of the S&I Position, gage pit with canopy). Exceedances of the FTA daytime guideline would occur at 3 receptors (Table 3.12-6) and is considered a significant impact. Figure 3.12-5 shows where the construction noise impacts would occur. With implementation of Mitigation Measures NV-1 and NV-2, which includes noise-reducing measures (siting construction equipment as far away from sensitive receptors, combining noise operations in the same time period, and using specially quieted equipment) and preparing a community notification plan, construction noise levels would be maintained below the FTA guideline. By implementing the noise reduction measures and compliance monitoring, this impact would be reduced to a level less than significant.

Table 3.12-5. Construction Phase Noise Summary

Phase	Equipment	dBA Lmax at 50ft	Composite dBA Leq at 50ft	FTA Daytime Guideline Exceedances	Range of Sound Levels	Potential Impact Type
Phase 1b Utility Relocations	Backhoe with Concrete Breaker	84	83	Daytime	59 - 81	none
	Sawcutting	76	75			
	Dump Truck	73	72			
	Rubber Tire Front Loaders (972K or 988)	81	80			
	Concrete Truck	88	87			
	Flatbed Material Delivery Trucks	74	77			
	Other Miscellaneous Construction Equipment and Labor (i.e. work trucks)	74	78			
Phase 1f S&I Position, gage pit with Canopy	Rubber Tire Front Loaders (972K or 988)	81	77	Daytime	60 - 83	none
	Backhoe	84	80			
	Concrete Truck	88	90			
	Crane	76	68			
	Manlift	73	66			
	Telehandler/Forklift	88	81			
	Other Miscellaneous Construction Equipment and Labor (i.e. work trucks)	74	73			

Source: Appendix J of this EIR

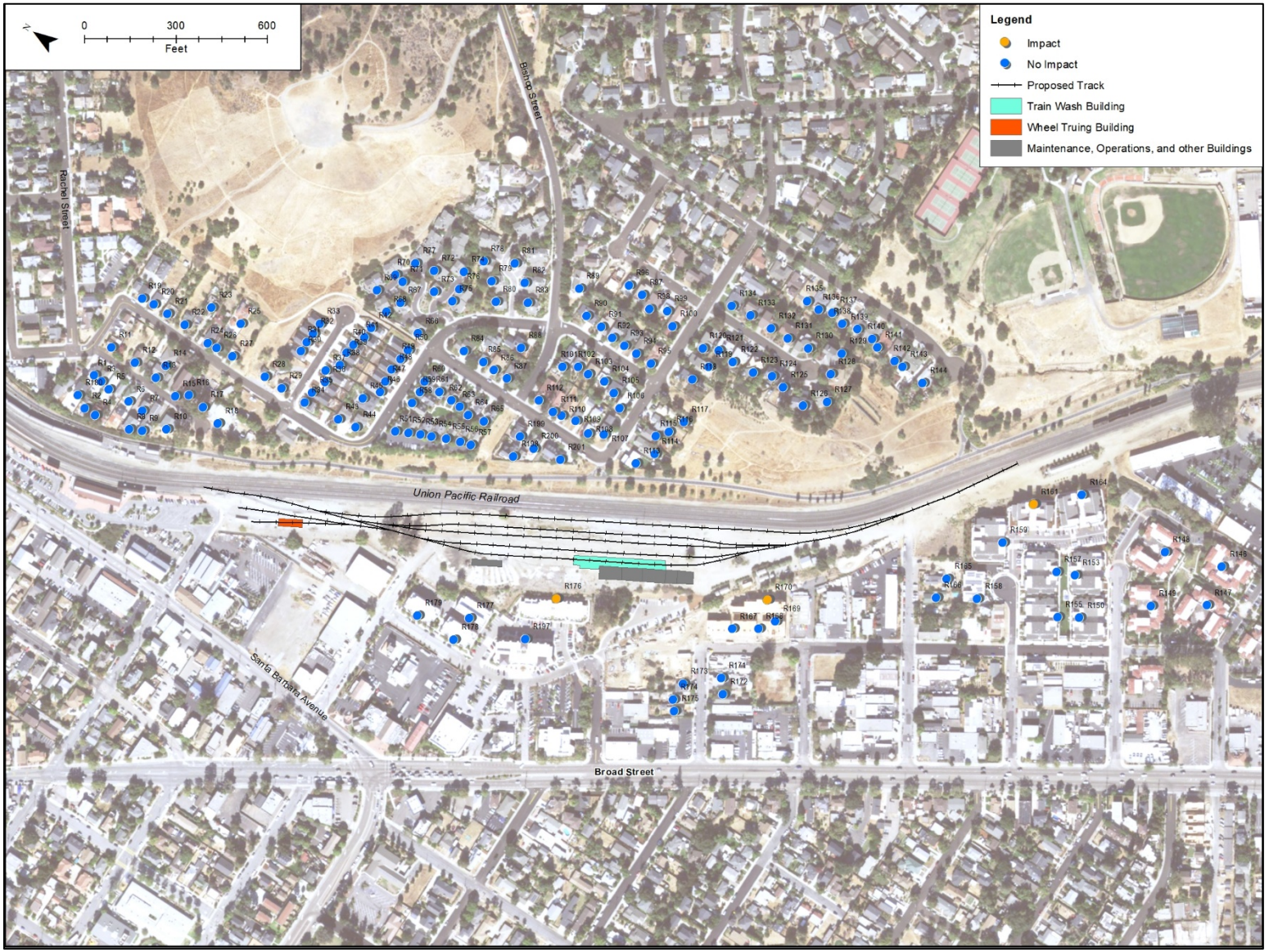
Table 3.12-6. Impacted Receptors

Receptor	Distance to Construction (feet)	FTA Daytime Guideline (dBA Leq)	Highest Construction Noise Level (all Phases) dBA L_{eq}	Exceeds FTA Daytime Guideline?
R161	130	80	83	Yes
R170	164	80	81	Yes
R176	144	80	82	Yes

Source: Appendix J of this EIR

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Figure 3.12-5. Construction Noise Impacts



Source: Appendix J of this EIR

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Operation

Phase 1. The results of the rail noise impact assessment for Phase 1 are summarized in Table 3.12-7 and the locations are depicted on Figure 3.12-6. Under the Phase 1 condition, the project would introduce new sources of noise where there presently are none, specifically train movements on two tracks and idling locomotives. The new sources of noise would increase noise levels in the analysis area. As shown in Table 3.12-7, the project would result in no severe impacts and moderate impacts at 35 Category 2 land uses (residences).

Moderate impacts would occur throughout the neighborhood north of the proposed layover facility in part because of idling trains. Moderately impacted receptor noise levels are provided in Table 3.12-8. The moderate impacts are considered significant. Detailed noise calculation results at all receptors are provided in the Noise and Vibration Technical Report (Appendix J of this EIR). Implementation of Mitigation Measure NV-3, which identifies operational adjustments at the proposed layover facility, would reduce this impact to a level less than significant.

Table 3.12-7. Phase 1 - Project Operational Noise Conditions

Impact Type	Number of Category 2 Land Use Impacts
Severe	0
Moderate	35*
No impact	288

Source: Appendix J of this EIR
Notes:
** See Table 3.12-8 for the noise calculation results at moderately impacted receptors.*

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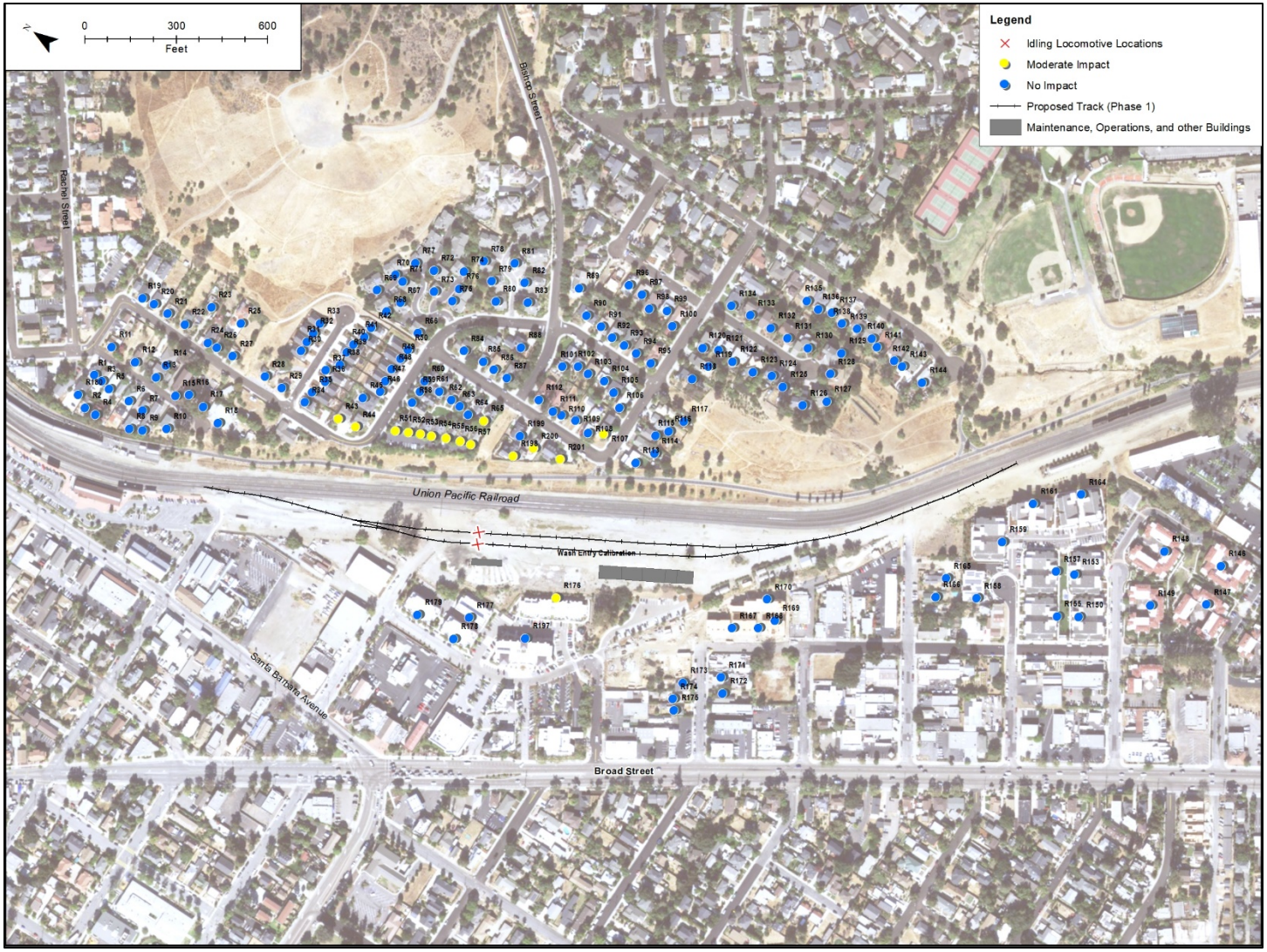
Table 3.12-8. Phase 1 Operational Noise Impacts

Receptor	Land Use Category	Units	Existing Ldn/Leq	Impact Threshold		Proposed Project (Ldn/Leq)	Proposed Project Cumulative (Ldn/Leq)	Increase (dB)	Impact Category
				Moderate	Severe				
R43	2	1	47.5	6.3	11.9	54.3	55.1	7.6	Moderate
R44	2	1	47.5	6.3	11.9	54.5	55.3	7.8	Moderate
R51	2	1	47.0	6.6	12.3	55.5	56.1	9.1	Moderate
R52	2	1	46.9	6.6	12.3	56.4	56.9	10.0	Moderate
R53	2	1	46.8	6.7	12.4	56.9	57.3	10.5	Moderate
R54	2	1	46.6	6.8	12.6	56.7	57.1	10.5	Moderate
R55	2	1	46.5	6.9	12.7	57.8	58.1	11.6	Moderate
R56	2	1	46.3	7.0	12.8	57.3	57.6	11.3	Moderate
R57	2	1	46.2	7.0	12.9	57.5	57.8	11.6	Moderate
R65	2	1	45.7	7.3	13.3	54.7	55.2	9.5	Moderate
R107	2	1	51.2	4.5	9.3	54.7	56.3	5.1	Moderate
R176	2	21	52.2	4.1	8.6	57.1	58.3	6.1	Moderate
R198	2	1	46.2	7.0	12.9	56.4	56.8	10.6	Moderate
R200	2	1	46.2	7.0	12.9	57.4	57.7	11.5	Moderate
R201	2	1	46.2	7.0	12.9	57.2	57.5	11.3	Moderate
TOTAL	--	**35**	--	--	--	--	--	--	--

Source: Appendix J of this EIR

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Figure 3.12-6. Phase 1 Operational Noise Impacts



Notes:

Receptor 176 is a multi-family residential complex. Although only one yellow dot representing a moderate impact is shown in this graphic, this dot is intended to represent 21 residential units that would be moderately impacted in the multi-family residential complex.

Source: Appendix J of this EIR

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Later Phases. The results of the rail noise impact assessment for the Later Phases condition are summarized in Table 3.12-9 and the locations are depicted on Figure 3.12-7. Under this condition, the project would introduce new sources of noise where there presently are none, specifically train movements, idling locomotives, the train wash and wheel truing facility. The wheel truing facility and the train wash would not be present in Phase 1, nor would the building that house these components of the CCLF. The new sources of noise would increase noise levels in the analysis area.

As shown in Table 3.12-9, the project would result in no severe impacts and moderate impacts at 44 Category 2 land uses (residences). The moderate impacts are predicted at single-family residences north of the project site and at a multi-family apartment building to the south of the project site. Moderate impacts would also occur throughout the neighborhood north of the proposed maintenance facility. The moderate impacts are considered significant. Moderately impacted receptor noise levels are provided in Table 3.12-10. Detailed noise calculation results at all receptors are provided in the Noise and Vibration Technical Report (Appendix J of this EIR). Implementation of Mitigation Measure NV-3, which identifies operational adjustments at the proposed layover facility, would reduce this impact to a level less than significant.

Table 3.12-9. Later Phases - Project Operational Noise Conditions

Impact Type	Number of Category 2 Land Use Impacts
Severe	0
Moderate	44*
No impact	279

Source: Appendix J of this EIR
Notes:
** See Table 3.12-10 for the noise calculation results at moderately impacted receptors*

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Table 3.12-10. Later Phases Operational Noise Impacts

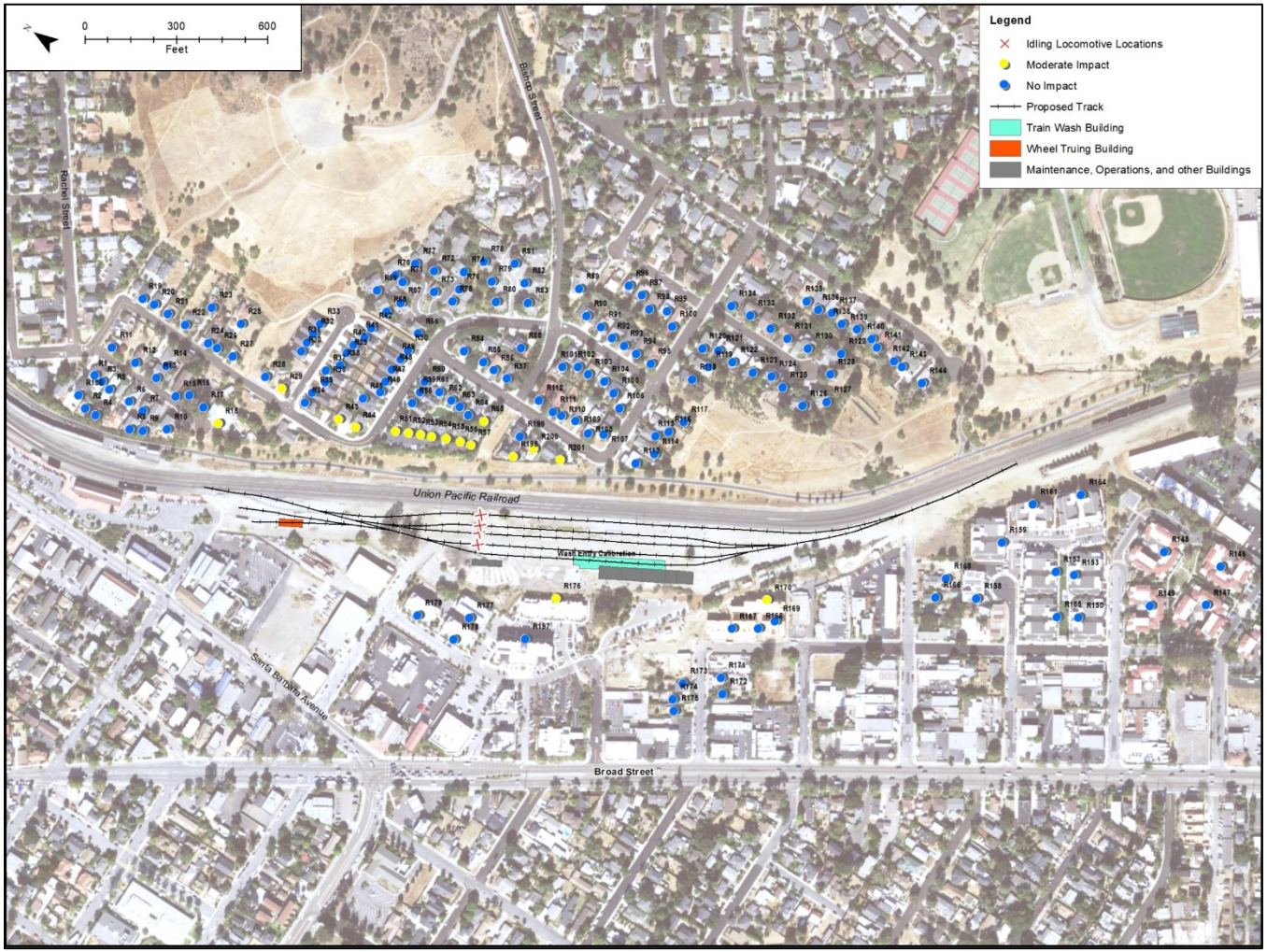
Receptor	Land Use Category	Units	Existing L_{dn}/L_{eq}	Impact Threshold		Proposed Project (L_{dn}/Leq)	Proposed Project Cumulative (Ldn/L_{eq})	Increase (dB)	Impact Category
				Moderate	Severe				
R18	2	1	49.9	5.0	10.1	54.6	55.9	6.0	Moderate
R29	2	1	47.9	6.1	11.6	53.6	54.6	6.7	Moderate
R43	2	1	47.5	6.3	11.9	56.9	57.3	9.8	Moderate
R44	2	1	47.5	6.3	11.9	57.1	57.5	10.0	Moderate
R51	2	1	47.0	6.6	12.3	57.4	57.7	10.7	Moderate
R52	2	1	46.9	6.6	12.3	57.7	58.0	11.1	Moderate
R53	2	1	46.8	6.7	12.4	57.5	57.8	11.0	Moderate
R54	2	1	46.6	6.8	12.6	57.4	57.7	11.1	Moderate
R55	2	1	46.5	6.9	12.7	57.5	57.8	11.3	Moderate
R56	2	1	46.3	7.0	12.8	57.1	57.5	11.2	Moderate
R57	2	1	46.2	7.0	12.9	57.2	57.5	11.3	Moderate
R65	2	1	45.7	7.3	13.3	53.4	54.1	8.4	Moderate
R170	2	8	49.0	5.5	10.7	55.5	56.4	7.4	Moderate
R176	2	21	52.2	4.1	8.6	58.5	59.4	7.2	Moderate
R198	2	1	46.2	7.0	12.9	54.4	55.0	8.8	Moderate
R200	2	1	46.2	7.0	12.9	55.2	55.7	9.5	Moderate

Table 3.12-10. Later Phases Operational Noise Impacts

Receptor	Land Use Category	Units	Existing L_{dn}/L_{eq}	Impact Threshold		Proposed Project (L_{dn}/Leq)	Proposed Project Cumulative (Ldn/L_{eq})	Increase (dB)	Impact Category
				Moderate	Severe				
R201	2	1	46.2	7.0	12.9	55.4	55.9	9.7	Moderate
TOTAL	**--**	**44**	**--**	**--**	**--**	**--**	**--**	**--**	**--**

Source: Appendix J of this EIR

Figure 3.12-7. Later Phases Operational Noise Impacts



Source: Appendix J of this EIR

Notes:

Receptor 176 is a multi-family residential complex. Although only one yellow dot representing a moderate impact is shown in this graphic, this dot is intended to represent 21 residential units that would be moderately impacted in the multi-family residential complex. Receptor 170 is a multi-family residential complex. Although only one yellow dot representing a moderate impact is shown in this graphic, this dot is intended to represent 8 residential units that would be moderately impacted in the multi-family residential complex.

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Impact 3.12-2 Groundborne Vibration

Would the proposed project result in the generation of excessive groundborne vibration or groundborne noise levels?

Construction

Vibration levels were analyzed at sensitive-receptor locations within the screening distances of the project. To be conservative, the vibration-damage analysis assumes the most vibration-sensitive structures are FTA Category III structures, which are nonengineered timber and masonry buildings (Table 3.12-4). For vibration annoyance, the land use category most sensitive to construction vibration includes places where people typically sleep, such as residences.

Construction of the project includes activities that have the potential to cause construction vibration impacts. These activities include the use of vibratory rollers and bulldozers to place track ballast and lay down railroad ties and tracks. Out of the two main pieces of equipment, vibratory rollers produce the highest levels of vibration; therefore, Category III structures located within 25 feet of vibratory roller activities would be the most susceptible to vibration damage impacts. However, based on the existing setback between these Category III structure locations and the proposed project, the highest vibration levels are predicted at 0.018 PPV at the nearest receptor to construction. This level is below the damage impact criteria; therefore, no significant damage impact would occur with implementation of the proposed project.

Vibration annoyance predictions were also calculated at each receptor and assessed against the threshold for Category 2 uses of 80 VdB because construction vibration would not be present in any location for extended periods of time. Construction vibration annoyances can be anticipated at sensitive receptors located within approximately 73 feet of the proposed construction. The closest sensitive receptor is located approximately 130 feet from construction; therefore, no significant impacts would occur with implementation of the proposed project.

Operation

Vibration levels were predicted for operation of the project. The project corridor would be characterized as one that is infrequently used, per FTA. Project vibration levels are evaluated against the FTA criteria for infrequently used railroad lines (80 VdB). This analysis evaluates the Later Phases conditions because this has the highest potential for vibration impacts since trains would operate in closest proximity to sensitive structures.

Under the Later Phases operational scenario, no vibration impacts are predicted from the project. As shown in Table 3.12-11, project vibration would not exceed FTA's criteria. Ground-borne noise levels are assumed to be 35 dB lower than ground-borne vibration levels analyzed per the FTA Manual for the project. Applying this adjustment results in a maximum ground-borne noise level of 33 dBA, a level that is lower than the FTA impact criteria of 43 dBA. This demonstrates that there would be no ground-borne noise impacts from the project.

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Table 3.12-11. Operational Ground-borne Vibration and Noise Results

Receptor	FTA Category	Impact Threshold	Distance (feet)	Speed (mph)	VdB Base Curve	Speed Adjustment	Special Trackwork Adjustment	Building Adjustment	VdB Adjusted	Impact
R113	2	80	204	10	71	-14	0	-2	55	No Impact
R114	2	80	230	10	70	-14	0	-2	54	No Impact
R198	2	80	192	10	72	-14	0	-2	56	No Impact
R200	2	80	204	10	71	-14	0	-2	55	No Impact
R201	2	80	194	10	72	-14	0	-2	56	No Impact
R159	2	80	197	10	72	-14	0	-2	56	No Impact
R160	2	80	133	10	76	-14	5	-2	65	No Impact
R161	2	80	130	10	76	-14	0	-2	60	No Impact
R162	2	80	149	10	75	-14	0	-2	59	No Impact
R163	2	80	204	10	71	-14	0	-2	55	No Impact
R169	2	80	237	10	70	-14	0	-2	54	No Impact
R170	2	80	164	10	74	-14	5	-2	63	No Impact
R179	2	80	189	10	72	-14	5	-2	61	No Impact
R167	2	80	190	10	72	-14	0	-2	56	No Impact
R168	2	80	213	10	71	-14	0	-2	55	No Impact
R176	2	80	144	10	75	-14	0	-2	59	No Impact
R177	2	80	167	10	73	-14	5	-2	62	No Impact
R178	2	80	235	10	70	-14	0	-2	54	No Impact

Source: Appendix J of this EIR

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Impact 3.12-3 Airport Noise

For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the proposed project expose people residing or working in the project area to excessive noise levels?

The project site is located approximately 1.60 miles north of the San Luis Obispo County Regional Airport. According to the San Luis Obispo County Regional Airport – ALUP, the project site is not located within any airport noise impact contours (RS&H 2021). Therefore, the proposed project would not expose residents or workers to excessive noise levels from airport or private air strip operations and no impact would occur.

3.12.4 Mitigation Measures

NV-1 **Employ Noise-Reducing Measures During Construction.** The construction contractor shall employ measures to minimize and reduce construction noise. Noise reduction measures that will be implemented include, but are not limited to, the following:

- Place site equipment on the construction site as far away from noise sensitive sites as possible.
- Combine noisy operations to have them occur in the same time period.
    - The total noise level produced would not be significantly greater than the level produced if the operations were performed separately.
- Nighttime construction will not be allowed.
- Use specially quieted equipment, such as quieted and enclosed air compressors and properly working mufflers on all engines.
- Select quieter demolition methods, where feasible.

NV-2 **Prepare a Community Notification Plan for Project Construction.** To proactively address community concerns related to construction noise, prior to construction, the LOSSAN Rail Corridor Agency and/or the construction contractor will prepare and maintain a community notification plan. Components of the plan will include initial information packets prepared and mailed to all residences within a 500-foot radius of project construction. Updates to the plan will be prepared as necessary to indicate changes to the construction schedule or other processes. The LOSSAN Rail Corridor Agency will identify a project liaison to be available to respond to questions from the community or other interested groups.

NV-3 **Operational Restrictions.** The LOSSAN Rail Corridor Agency is committed to developing the facility operational plan with the following:

- Connect to ground power within 15-minutes of arrival at the facility to reduce noise from idling locomotives.
- Disconnect from ground power no sooner than 15-minutes prior to reduce noise from idling locomotives.
- Under the later phases of the project, trains will access storage tracks using the following approach:
    - The first train of each day accessing the CCLF would use the easternmost storage track and would not use the train wash. Having the train stored on this track acts as a noise barrier reducing sound levels at sensitive land uses east of the storage facility.
    - The second train of each day accessing the CCLF will use the westernmost storage track (i.e., next to the service and inspection track) and will not use the train wash. Having the train stored on this track acts as a noise barrier reducing sound levels at sensitive land uses west of the storage facility.
    - The third train each day accessing the CCLF will go through the wash and then access the storage tracks between the easternmost and westernmost storage tracks.
    - The fourth train each day accessing the CCLF will go through the wash and then layover on the service and inspection track. In this way it will act as a barrier blocking noise from other train movements and noise sources reducing sound levels at sensitive land uses east of the storage facility.

3.12.5 Level of Significance after Mitigation

Implementation of Mitigation Measures NV-1 through NV-3 would reduce the proposed project's noise impacts to a level less than significant.

3.13 Transportation

This section provides an evaluation of the proposed project's potential impact on the transportation system, including transit, bicycle, and pedestrian facilities within the vicinity of the project site.

3.13.1 Existing Conditions

The majority of the project site is contained within the heavily disturbed railroad ROW. The existing railroad corridor provides a physical division of the low- and medium-density residences and recreational uses on the east with commercial and service and manufacturing businesses on the west.

Roadway Network

Roadway facilities in the project vicinity include regional freeways and highways managed by Caltrans and local-serving roads and arterials managed by the City of San Luis Obispo. Regional access to the project site is provided via U.S. 101, located approximately 1 mile west of the project site. Local access to the project vicinity is provided via Santa Barbara Avenue, Broad Street, and South Street. The project site can be accessed via High Street, Roundhouse Avenue, and Francis Street.

Public Transit

City of San Luis Obispo Transit Division

Public transit service to the project vicinity is provided by the City of San Luis Obispo Transit Division (SLO Transit) via Route 1A, Route 1B, Route 3A, and Route 3B (City of San Luis Obispo Public Works Department 2021). The nearest bus stops to the project site include:

- Route 3A
  - Santa Barbara Avenue at High Street (S)
- Route 3B
  - Santa Barbara Avenue at High (N)
- Route 1A
  - Broad at Alphonso (The Village)
  - Broad at Santa Barbara
- Route 1B
  - Broad at Funston
  - Broad at Caudill (S)

Amtrak Pacific Surfliner

The Pacific Surfliner extends 351 route-miles, serving 29 stations between San Luis Obispo and San Diego. There are 17 stations between San Luis Obispo and Los Angeles. The Pacific Surfliner route features 12 daily round trips between San Diego and Los Angeles. Five trips extend north to Santa Barbara and Goleta, with two of these trips extending further to San Luis Obispo. Current travel times from Los Angeles to San Luis Obispo average 5 hours and 28 minutes in both directions (Caltrans 2018).

Amtrak Coast Starlight

The Coast Starlight's daily round trip is the second-most popular long-distance train in the Amtrak system. The route provides the only rail service north from Sacramento to Redding and the Pacific Northwest, and the only one-seat rail service from the Bay Area to Los Angeles. Coast Starlight serves 30 stations including the San Luis Obispo station.

Pedestrian Facilities

Pedestrian facilities include sidewalks, paths, crosswalks, and pedestrian signals at signalized intersections. The project site is located within existing railroad right-of-way and does not include any sidewalks. In the vicinity of the project site, sidewalks are provided along Santa Barbara Avenue, Broad Street, South Street, High Street, Roundhouse Avenue, and Francis Street.

A portion of the Railroad Safety Trail is located east of the project site, between the existing railroad tracks and residences to the east. The Railroad Safety Trail is a paved multi-use trail that traverses the Historic Railroad District and provides connections to regional trails and other San Luis Obispo recreation sites.

Bicycle Facilities

Bicycle facilities provide routes for recreational and commuter cyclists. Class I bicycle paths are paved pathways separated from roadways. Class II bicycle lanes are lanes adjacent to the road shoulder outside vehicle travel lanes, with lane markings, pavement legends, and signage. Class III bicycle routes are generally located on low-traffic-volume streets. These facilities are designed for bicycle use, but have no separated bicycle right-of-way or lane striping, but may in some instances be signed or have "sharrow "markings on the roadway. A Class IV separated bikeway, often referred to as a cycle track or protected bike lane, is for the exclusive use of bicycles, physically separated from motor traffic with a vertical feature.

According to the City of San Luis Obispo's Active Transportation Plan, the city's current bicycle network includes approximately 75 miles of designated paths, lanes, and routes. There are approximately 11 miles of shared-use pathways, 38 miles of bicycle lanes, 25 miles of bicycle routes, and a half mile of neighborhood greenway (City of San Luis Obispo 2021a).

The following bicycle facilities are located in the immediate project vicinity and shown on Figure 3.13-1:

- Railroad Safety Trail (Class I)
- High Street from Nipomi St to Emily Street (Class III)
- Emily Street from High Street to Woodbridge Street (Class III)
- Victoria Avenue from Woodbridge Street to Francis Avenue (Class III)
- Broad Street from High Street to Hidden Springs Road (Class II)

Figure 3.13-1. Existing Bicycle Facilities



Notes: Figure produced by HDR utilizing the City of San Luis Obispo's Active Transportation Plan Project Viewer
https://slocity.maps.arcgis.com/apps/webappviewer/index.html?id=d0c9ddaa42a444bda8d5940e05891eb7

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Unapproved Pedestrian and Bike Crossings

The Jennifer Street Bridge located north of the project site provides safe and protected access for bicyclists and pedestrians to cross the railroad ROW. Even with the Jennifer Street Bridge, bicyclists and pedestrians cross the railroad ROW at unapproved and unprotected locations to get from the east side to west side, and vice versa.

3.13.2 Regulatory Setting

State

Senate Bill 743

In September 2013, the Governor's Office signed SB 743 into law, starting a process that fundamentally changes the way transportation impact analysis is conducted under CEQA. Within the State's CEQA Guidelines, these changes include the elimination of Auto Delay, level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts. The guidance identifies VMT as the most appropriate CEQA transportation metric, along with the elimination of Auto Delay/LOS for CEQA purposes statewide. The justification for this paradigm shift is that Auto Delay/LOS impacts lead to improvements that increase roadway capacity and therefore induce more traffic and greenhouse gas emissions.

State Rail Plan (Government Code, Section 14036)

This law requires Caltrans to produce a State Rail Plan that includes a passenger and freight rail component. The 2018 California State Rail Plan (Caltrans 2018) was developed to meet this requirement. It establishes a statewide vision and objectives, sets priorities, and develops policies and implementation strategies to enhance passenger and freight rail service in the public interest. It also details a long-range investment program for California's passenger and freight infrastructure.

Regional

Regional Transportation Plan

The 2019 RTP/SCS is the region's long-term vision for the transportation system. As required by state and federal law, the SLOCOG prepares, updates and adopts the RTP/SCS every four years. The RTP facilitates the compliance with the state mandate for communities to coordinate with state and regional agencies to achieve regional air quality and GHG emission reduction targets. The key principles of these strategies include creating more compact, walkable, bike-friendly, transit-oriented communities; preserving important habitat and agricultural areas; and promoting a variety of transportation demand management and system management tools and techniques to maximize the efficiency of the transportation network (SLOCOG 2019).

Local

Pursuant to Government Code Section 14070.7, the LOSSAN Rail Corridor Agency is deemed to be an agency of the state for all purposes related to interagency passenger rail services, including Section 5311 of Title 49 of the United States Code. Thus, the LOSSAN Rail Corridor Agency is a state agency and is therefore not subject to local government planning and land use plans, policies, or regulations. The LOSSAN Rail Corridor Agency may consider, for informational purposes, aspects of local plans and policies for the communities surrounding the project site, when it is appropriate. The proposed

project would be subject to state and federal agency planning documents described herein but would not be bound by local planning regulations or documents such as the City's General Plan or municipal code.

City of San Luis Obispo General Plan

Land Use Element

Policy 10.4 Encouraging Walkability. The City shall encourage projects which provide for and enhance active and environmentally sustainable modes of transportation, such as pedestrian movement, bicycle access, and transit services.

Policy 12.1.1 Passenger Rail Service. The City shall support the increased availability of rail service for travel within the county, state and among states.

Policy 12.1.4 Intra and Inter-city Transportation Needs. The City supports using the railroad right-of-way to help meet multimodal intra and inter-city transportation needs.

Circulation Element

Policy 3.1.1 Transit Development. The City shall encourage transit accessibility, development, expansion, coordination and marketing throughout San Luis Obispo County to serve a broad range of local and regional transportation needs.

Policy 4.1.1 Bicycle Use. The City shall expand the bicycle network and provide end-of-trip facilities to encourage bicycle use and to make bicycling safe, convenient and enjoyable.

Policy 5.1.1 Promote Walking. The City shall encourage and promote walking as a regular means of transportation.

Policy 5.1.2 Sidewalks and Paths. The City should complete a continuous pedestrian network connecting residential areas with major activity centers as well as trails leading into city and county open spaces.

Policy 12.1.1 Passenger Rail Service. The City shall support the increased availability of rail service for travel within the county, state and among states.

Policy 12.1.2 State and Federal Programs. The City shall support Regional, State and Federal programs for the expansion of passenger rail service to San Luis Obispo.

Conservation and Open Space Element

Policy 2.2.4 Promote Walking, Biking and Use of Public Transit Use to Reduce Dependency on Motor Vehicles. City actions shall seek to reduce dependency on gasoline- or diesel-powered motor vehicles and to encourage walking, biking, and public transit use.

City of San Luis Obispo Active Transportation Plan

In February 2021, the City of San Luis Obispo adopted its first Active Transportation Plan, a plan that serves as both a successor to the 2013 Bicycle Transportation Plan, as well as the first comprehensive plan on pedestrian policies, programs and infrastructure recommendations.

A new segment of Class I bike trail, from approximately McMillan Avenue to the Amtrak Station, is identified in the City of San Luis Obispo's Active Transportation Plan's Tier 3 Project List as a future Class I trail connecting existing Class I, II, and III segments to comprise the Railroad Safety Trail (City

of San Luis Obispo 2021a). This portion is approximately 0.84 miles of new Class I trail. Should project conditions, land use, and ROW alignments allow, the proposed project would construct a portion of the new segment of Class I bike trail, from approximately High Street to Francis Street.

3.13.3 Project Impacts

Thresholds of Significance

As defined in Appendix G of the CEQA Guidelines, project impacts to transportation would be considered significant if the proposed project was determined to:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities
- Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
- Result in inadequate emergency access

Impact Analysis

Impact 3.13-1 Conflict with a Program, Plan, or Ordinance, or Policy Addressing the Circulation System

Would the proposed project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Roadway Network

Construction. Project construction for Phase 1 would begin as early as April 2024 and last for approximately 19 months. Excavation work would result in approximately 12,900 cubic yards (CY) of soil export during Phase 1 construction. Approximately 12,600 CY of material would be imported to the project site during Phase 1 construction. Project construction for the Later Phases would be approximately 16 months in duration. Excavation work would result in approximately 22,100 CY of soil export during the Later Phases. Approximately 16,200 CY of material would be imported to the project site during construction of the Later Phases. During the grading phase of construction, which is estimated to be approximately 8 weeks in duration, it is estimated that approximately 13 to 15 truck trips per day would occur associated with transport of import and export of soil materials.

The proposed project would result in an increase in vehicular trips associated with the arrival of construction workers to the project site. Other construction impacts would result from the movement of construction equipment and construction workers' vehicles on and off the project site. . Most construction equipment would be brought to the project site at the beginning of the construction process during construction mobilization and would remain on-site throughout the duration of the construction activities for which they were needed. Since equipment would primarily remain on-site, it would be unlikely to interfere with traffic. Because on-site construction activities that would affect traffic would be minor and temporary, on-site construction-related impacts would be less than significant.

Construction activities would primarily take place within existing railroad ROW. However, the proposed project would require underground utility installation and/or relocation and street access improvements which could result in temporary road closures. The proposed project would involve connecting to the

City's existing water line on Roundhouse Street. Although these construction activities associated with off-site improvements would also be temporary, construction-related traffic impacts due to lane closures, detours, and temporary disturbance to roadways would be significant.

Prior to construction, the project contractor, in coordination with the LOSSAN Rail Corridor Agency and the City of San Luis Obispo, will develop and implement a traffic management plan (TMP). Street closure schedules in the construction TMP will be coordinated between the construction contractor, the City, private businesses, public transit and bus operators, emergency service providers and residents to minimize construction-related vehicular traffic impacts. During planned closures, traffic will be re-routed to adjacent streets via clearly marked detours and notice will be provided in advance to applicable parties, including: nearby residences, emergency service providers, public transit and bus operators, the bicycle community, businesses and organizers of special events. With implementation of a construction TMP, short-term construction impacts on local circulation would be reduced to level less than significant.

Operations. The trip generation for the project was estimated by HDR based on the anticipated number of employees and the rate of regular fuel vehicles and other vehicles including delivery and maintenance traffic. The total number of employees to work at the project site is estimated to be 65 full-time equivalents with the fully built-out project. Though the total site area for the facilities varies under different phases, the total number of 65 employees was used to represent the worst-case scenario of the potential traffic operations impact. The proposed facilities would not be open to the public and mainly designed to operate 24 hours a day and seven days a week; however, the actual service duration and peak hours will be determined based on service demands during operations. The total of 65 employees are assumed to operate in three shifts:

- 6:00 am to 2:30 pm
- 2:00 pm to 10:30 pm
- 10:00 pm to 6:30 am

Among the total 65 employees, 41 employees are expected to work during the morning shift from 6:00 am to 2:30 pm. The remaining employees are expected to work during the other two shifts, 12 from 2:00 pm to 10:30 pm and 12 from 10:00 pm to 6:30 am.

During the morning shift from 6:00 am to 2:30 pm, 12 out of 41 employees would arrive and depart via 2 carpool vans with each van holding 6 employees.[1] All other remaining employees are conservatively assumed to use the automobile mode with an average vehicle occupancy of 1.00.

About 2 to 3 fuel trucks are anticipated to provide daily fueling services. Additionally, a couple of other vehicles including deliveries and maintenance would visit the site on a weekly or monthly basis. All the service vehicles are expected to access the project site during the off-peak hours.

As the project site is currently vacant, there are no existing trips or uses to be considered. However, the existing daily trips to the existing maintenance facility, approximately 9 to 10 trips, will be removed from that area due to the facility relocation. Because these replaced trips do not occur on the same routes as the proposed trips, no reduction in project trip generation is shown in Table 3.13-1. Table 3.13-1 illustrates the anticipated trips generated by the proposed project. As shown in Table 3.13-1, the project is expected to generate 116 daily trips. The peak hour trips are expected to be 12 and 0 during the weekday morning and afternoon peak hours, respectively.

[1] Based on interview of Amtrak and LOSSAN Rail Corridor Agency staff.

Based on the anticipated low trip generation, i.e., up to 12 trips during the peak hours, and the project type of maintenance service, the proposed project would not result in a substantial increase above the existing traffic volumes. Therefore, operation of the proposed project would result in a less than significant impact on the roadway network.

Table 3.13-1. Project Trip Generation

Trip Type		Vehicle-Trips								
		Daily			AM Peak Hour (7-9)			PM Peak Hour (4-6)		
		In	Out	Total	In	Out[2]	Total	In	Out	Total
Employee Commutes	65 employees[1]	55	55	110	0	12	12	0	0	0
Fuel/Other Vehicles[3]	3 vehicles	3	3	6	0	0	0	0	0	0
Total		**58**	**58**	**116**	**0**	**12**	**12**	**0**	**0**	**0**

Source: Trip generation estimated by HDR

Notes:

1 About 12 of 65 employees would arrive and depart via carpool vans which can hold 6 crew members for each van.

2 All 12 employees with the 10 pm to 6:30 am shift are assumed to depart during the AM peak hours (7-9) to reflect the worst- case scenario.

3 "Other" includes delivery and maintenance vehicles. Fuel/other trips are assumed to occur during the off-peak hours.

Transit Facilities

Construction. Construction activities would be completed Monday through Friday throughout the 19-month construction period. Construction activities would be scheduled during time frames that allow for exclusive track occupancy by construction crews to minimize effects on LOSSAN operations. To the greatest extent possible, construction activities would be scheduled during the daytime. Any track outages would be coordinated and scheduled with Amtrak and UP to minimize service delays and/or disruptions.

As described in Section 3.13.1, public transit service to the project vicinity is provided by SLO Transit via Route 1A, Route 1B, Route 3A, and Route 3B. The nearest bus stops to the project site are located along Santa Barbara Avenue and Broad Street. The proposed project would not require temporary closures of these roadways. Therefore, implementation of the proposed project would not impact transit facilities and a less than significant impact would occur.

Operations. After the completion of the project, the proposed project would not impact transit facilities. The proposed project will facilitate the maintenance of equipment at the northern terminus of the LOSSAN rail corridor. It will allow additional passenger trains to be maintained, serviced and stored in San Luis Obispo overnight with no impact to the operations of UP, allowing a second, more convenient, morning departure from San Luis Obispo, subject to UP approval of the proposed schedule. It will also provide for the opportunity to store and service additional train sets used for further expansion of the Pacific Surfliner Service. Therefore, during operations, the proposed project would not impact transit facilities and no impact would occur.

Pedestrian Facilities

Construction. During construction, potential temporary impacts may occur to existing pedestrian access along roadways adjacent to the project site, such as Roundhouse Street and Francis Street, due to lane closures or detours. Implementation of a TMP, would reduce potential temporary impacts on pedestrian access to a level less than significant. During planned closures, traffic will be re-routed to adjacent streets via clearly marked detours and notice will be provided in advance to applicable parties. During planned closures, pedestrian traffic will be re-routed to adjacent streets and/or sidewalks via clearly marked detours and notice will be given in advance to parties who are expected to need pedestrian access during construction. The TMP would address maintenance of pedestrian access during the construction period.

Operations. After the completion of the project, the proposed project would not impact pedestrian access along roadways adjacent to the project site. The proposed layover facility, tracks, and buildings would be located within existing railroad ROW. Therefore, during operations, the proposed project would not impact pedestrian access and no impact would occur.

Bicycle Facilities

Construction. During construction, potential temporary impacts may occur to existing bicycle lanes along roadways adjacent to the project site, such as Roundhouse Street and Francis Street, due to lane closures or detours. Implementation of a TMP would reduce potential temporary impacts on bicycle facilities to a level less than significant. During planned closures, traffic will be re-routed to adjacent streets via clearly marked detours and notice will be provided in advance to applicable parties. During planned closures, bicycle traffic will be re-routed to adjacent streets and/or sidewalks via clearly marked detours and notice will be given in advance to parties who are expected to need bicycle access during construction. The TMP would address maintenance of access to bicycle facilities during the construction period.

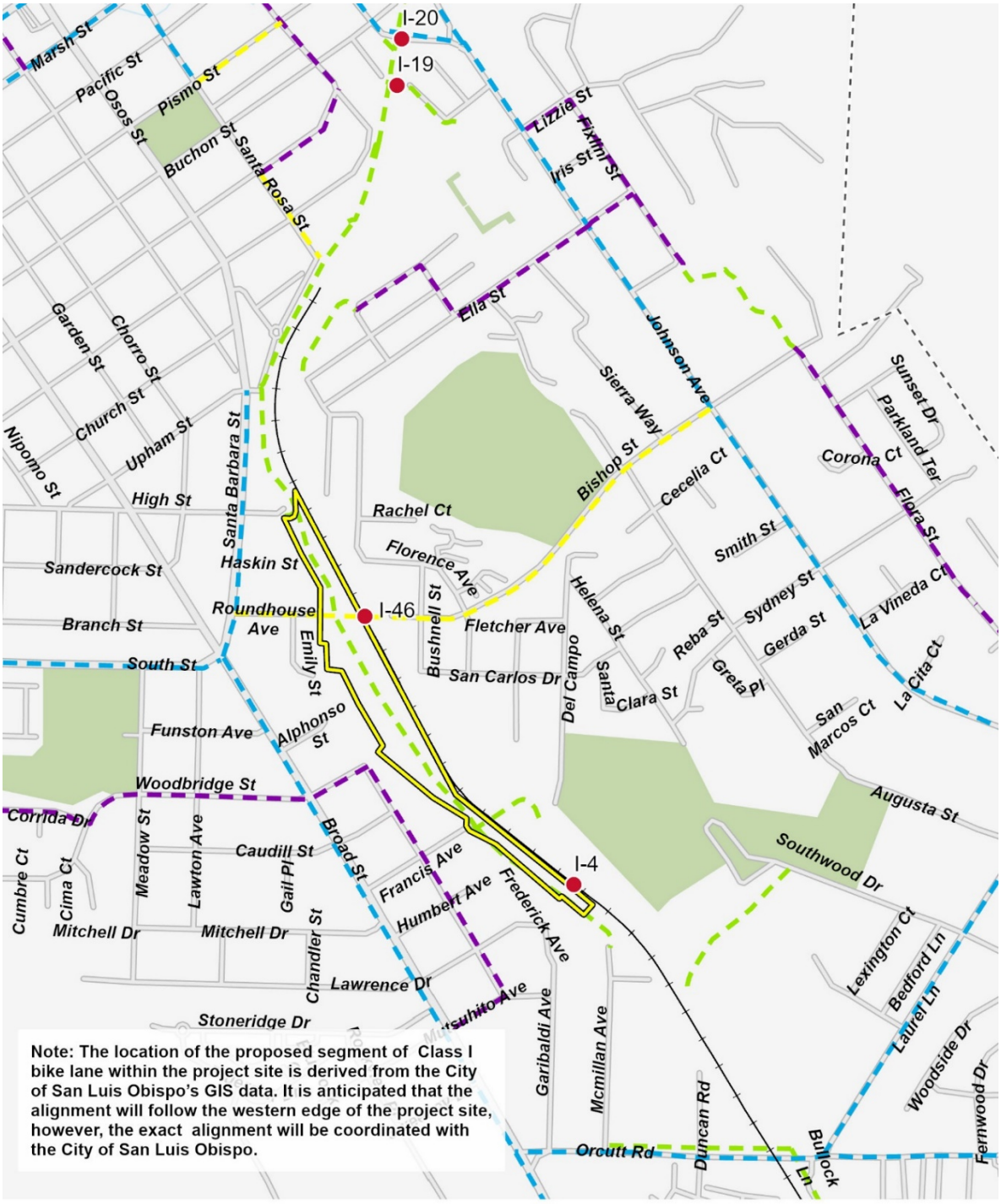
Operations. After the completion of the project, the proposed project would not impact bicycle access along roadways adjacent to the project site. The proposed layover facility, tracks, and buildings would be located within existing railroad ROW.

As described in 3.13.1, the existing railroad corridor provides a physical division of the low- and medium-density residences and recreational uses on the east with commercial and service and manufacturing businesses on the west. The Jennifer Street Bridge located north of the project site provides safe and protected access for bicyclists and pedestrians to cross the railroad ROW. Even with the Jennifer Street Bridge, bicyclists and pedestrians cross the railroad ROW at unapproved and unprotected locations to get from the east side to west side, and vice versa. With implementation of the proposed project, bicyclists and pedestrians would be deterred from traversing the railroad corridor because the project site would be fenced off on the west side.

As shown on Figure 3.13-2, future bicycle facilities, as identified in the City's Active Transportation Plan, are proposed within the project site and vicinity. The proposed project includes the construction of a new segment of Class I bike trail, from approximately McMillan Avenue to the Amtrak Station, to connect existing Class I, II, and III segments of the Railroad Safety Trail. This portion is approximately 0.84 miles of new Class I trail. Should project conditions, land use, and ROW alignments allow, the proposed project would construct a portion of the new segment of Class I bike trail, from approximately High Street to Francis Street. A Class II segment is proposed along Roundhouse Street, which would then cross the railroad ROW via a proposed grade separated crossing (labeled I-46 on Figure 3.13-2), and then continue along Bishop Street. A Class I segment is proposed to connect the existing Class III segment on Francis Avenue across the railroad ROW to the Railroad Safety Trail. Further south, a grade separated crossing (labeled I-4 on Figure 3.13-2) is proposed east of Lawrence Drive. The proposed project would not preclude implementation of future bicycle facilities and grade separated crossings identified above. Therefore, long-term impacts are considered less than significant.

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Figure 3.13-2. Proposed Bicycle Facilities



Note: Figure produced by HDR utilizing the City of San Luis Obispo's Active Transportation Plan Project Viewer
https://slocity.maps.arcgis.com/apps/webappviewer/index.html?id=d0c9ddaa42a444bda8d5940e05891eb7

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Impact 3.13-2 Vehicle Miles Traveled

Would the proposed project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?

The proposed project is a transportation project rather than a land use project and is thus subject to CEQA Guidelines Section 15064.3, subsection (b)(2), Criteria for Analyzing Transportation Impacts, Transportation Projects, which states "*Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact.*"

The "Technical Advisory on Evaluating Transportation Impacts in CEQA," prepared by the State of California Office of Planning and Research (OPR) in December 2018, was the primary source used to assess the need for project-specific VMT analysis. Pages 19-21 of the Technical Advisory identify transportation project types that are, and are not, likely to lead to measurable or significant increases in VMT. According to the Technical Advisory, "Projects that would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis [i.e., VMT analysis], include:

- Rehabilitation and maintenance projects that do not add motor vehicle capacity
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel

Furthermore, Page 23 of the Technical Advisory states, "Transit and active transportation projects generally reduce VMT and therefore are presumed to cause a less-than-significant impact on transportation. This presumption may apply to all passenger rail projects, bus and bus rapid transit projects, and bicycle and pedestrian infrastructure projects" (OPR 2018).

Following the guidance in the Office of Planning and Research Technical Advisory, because the proposed project is primarily a rail maintenance project, involving the relocation and expansion of the existing Pacific Surfliner layover track and facility, the proposed project is not likely to lead to measurable or significant increases in VMT. The proposed project would also include the addition of a new segment of Class I bike trail identified in the City of San Luis Obispo's 2013 Bicycle Transportation Plan. As such, VMT analysis is not required for analyzing the proposed project's transportation impacts. Therefore, the proposed project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), no short-term or long-term impacts would occur, and no mitigation is required.

Impact 3.13-3 Increase Hazards Due to a Design Feature

Would the proposed project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed project is being developed using UP and Amtrak railroad design standards. All track within 13 feet of the UP mainline will be installed by UP and will be in accordance with UP Standards Plans and Specifications. Trackwork connections and locations of connections to the mainline are subject to approval by UP. All yard trackwork beyond the 13-foot clear points will be constructed by the LOSSAN Rail Corridor Agency's contractor and will meet or exceed Amtrak standards for track design and construction.

Primary access to the project site would be from Roundhouse Avenue. Additional emergency access to the site would be available from the train museum parking lot (north end of site), from the parking lot off Alphonso Street (center of site), and from Francis Avenue (south end of site). The existing

exterior streets that would be used to access the project site are built to City standards, and the new interior roads would be constructed to appropriate standards, thereby ensuring that emergency vehicles can readily and easily access the project site.

Therefore, the proposed project would not increase hazards due to geometric design or incompatible uses, and no short-term or long-term impacts are anticipated.

Impact 3.13-4 Emergency Access

Would the proposed project result in inadequate emergency access?

As discussed under Impact 3.13-1, the proposed project would require underground utility installation and/or relocation and street access improvements which could result in temporary road closures. Although these construction activities associated with off-site improvements would be temporary, construction-related traffic impacts due to lane closures, detours, and temporary disturbance to roadways could impact emergency access. Implementation of a TMP, which requires the project contractor to coordinate street closures with emergency providers, would reduce potential temporary impacts on emergency access to a level less than significant.

The proposed layover facility does not include design features that would impede the provision of emergency access to or from the site. Fire and other emergency access for the structures would be provided by the proposed access road. Primary access to the project site would be from Roundhouse Avenue. Additional emergency access to the site would be available from the train museum parking lot (north end of site), from the parking lot off Alphonso Street (center of site), and from Francis Avenue (south end of site). The existing exterior streets that would be used to access the project site are built to City standards, and the new interior roads would be constructed to appropriate standards, thereby ensuring that emergency vehicles can readily and easily access the project site. Therefore, the proposed project would not result in inadequate emergency access, and the impact would be less than significant.

3.13.4 Mitigation Measures

Implementation of the proposed project would not result in significant impacts on transportation. Therefore, no mitigation measures are required.

3.13.5 Level of Significance after Mitigation

No significant impacts on transportation have been identified.

3.14 Tribal Cultural Resources

This section provides an evaluation of the proposed project's potential impact in relation to existing and potential tribal cultural resources (TCR) within the project site. Information contained in this section is summarized from the *Central Coast Layover Facility Project Cultural Resources Technical Report* (Appendix E of this EIR). The analysis of tribal cultural resources provided in this section is based on a Sacred Lands File (SLF) search conducted by the California NAHC, project notification and offer to consult letters sent by the LOSSAN Rail Corridor Agency to Native American individuals and organizations, and follow-up Native American consultation pursuant to AB 52.

3.14.1 Existing Conditions

Tribal cultural resources are defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the CRHR; or included in a local register of historical resources; or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant. Historical resources, unique archaeological resources, or non-unique archaeological resources may also be tribal cultural resources if they meet these criteria (PRC Section 21074).

Ethnographic Setting

For further discussion on the prehistoric, ethnohistoric, and historic settings of the project site and vicinity, refer to Section 3.5, Cultural Resources, of this EIR.

Sacred Lands File Search

On December 23, 2020, the LOSSAN Rail Corridor Agency submitted a request to the NAHC for a search of the Sacred Lands File and for a list of Native American contacts that may be interested in consulting on the proposed project. The NAHC responded on January 12, 2021 and indicated that there are sacred lands or sites near or within the project site.

Tribal Notification

Pursuant to AB 52, California Native American tribes traditionally and cultural affiliated with the project area can request notification of projects in their traditional cultural territory. The NAHC enclosed a list of Native American groups and individuals who may be able to provide information about Native American cultural resources in the vicinity of the project site.

The LOSSAN Rail Corridor Agency contacted all persons and organizations on the NAHC contact list by email on January 19, 2021, and by certified mail on January 22, 2021, to provide formal notification of the proposed project, to request information about unrecorded cultural resources that may exist within the project site, and to inquire about any concerns regarding sacred sites or TCRs in the vicinity that might be affected by the proposed project. As of August 23, 2021, five responses were received:

- Fred Collins, Spokesperson for the Northern Chumash Tribal Council, responded via email on January 21, 2021 stating that the Northern Chumash Tribal Council supports the local Tribal Governments' recommendations.

- Patti Dunton, Tribal Administrator for the Salinan Tribe of Monterey and San Luis Obispo Counties, responded on behalf of Tribal Representative Fredrick Segobia via email on February 12, 2021. Ms. Dunton requested a copy of the archaeological survey report and noted they may request that all ground disturbing activities be monitored by a cultural resource specialist from their tribe.
- Patrick Tumamait from the Barbareno/Ventureno Band of Mission Indians responded via phone on January 26, 2021 and stated he had no concerns with the project.
- The Tribal Elders' Council for the Santa Ynez Band of Chumash Indians responded on March 22, 2021 stating that the Elders' Council requests no further consultation on the project.
- Mona Olivas Tucker, Chair of the Yak Tityu Tityu Yak Tiłhini – Northern Chumash Tribe, responded on May 6, 2021 asking clarification on the location of the prehistoric site that is located approximately 500 meters northwest of the north end of the project site. Ms. Tucker sent an e-mail on August 23, 2021 requesting consultation on the proposed project and a copy of any archaeological reports for the affected area and any available reports within 0.5 mile.

A record of this correspondence is provided in Appendix E of this EIR.

3.14.2 Regulatory Setting

State

California Assembly Bill 52

AB 52 amends PRC Section 5097.94 and adds eight new sections to CEQA relating to Native Americans. It was signed into law in 2014 and took effect on July 1, 2015. AB 52 seeks to recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities.

In order to recognize tribal cultural values in addition to scientific and archaeological values when determining impacts and mitigation, AB 52 establishes a new category of resource under CEQA called TCR. TCRs are "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" (PRC Section 21074). In order to qualify as a TCR, a resource must be either of the following:

1. A resource listed or determined eligible for listing on the national, state, or local register of historic resources
2. A resource that a lead agency chooses to treat as a TCR based on the CRHR criteria and the cultural value of the resource to a California Native American tribe

AB 52 recognizes that tribes may have expertise with regard to their tribal history and practices related to the TCRs with which they are traditionally and culturally affiliated. Tribal knowledge about the land and TCRs at issue should be included in environmental assessments for projects that may have a significant impact on those resources. AB 52 states that a project that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment (PRC Section 21084.2). If it is determined that a project may cause a substantial adverse change to a TCR, mitigation measures must be considered (PRC Section 21084.3).

AB 52 also establishes a process for consulting with Native American tribes regarding TCRs. AB 52 requires a lead agency to consult with any California Native American tribe that is traditionally and culturally affiliated with the geographic area of a proposed project and has requested notification of projects in its traditional cultural territory. Within 14 days of determining that a private project application is complete, or of undertaking a public agency project, the lead agency must provide formal notification, in writing, to the California Native American tribes that have requested notification of proposed projects. The notification must include a description of the project and its location and must state that the California Native American tribe has 30 days to request consultation. If a tribe wishes to engage in consultation on the project, the California Native American tribe must respond to the lead agency within 30 days of receipt of the formal project notification. The consultation process must be completed before a CEQA document can be certified (PRC Section 21080.3.1).

Executive Order N-15-19

This executive order, issued by California Governor Gavin Newsom in June 2019, acknowledges and apologizes on behalf of the State of California for the historical "violence, exploitation, dispossession and the attempted destruction of tribal communities" which dislocated California Native Americans from their ancestral land and sacred practices. The destructive impacts of this forceful separation persist today, and meaningful, reparative action from the State of California can begin to address these wrongs in an effort to heal its relationship with California Native Americans. Executive Order N-15-19 reaffirms and incorporates by reference the principles of government-to-government engagement established by Executive Order B-10-11 ("it is the policy of the administration that every state agency and department subject to executive control is to encourage communication and consultation with California Native American tribes"). Finally, the Order stipulates the establishment of the Truth and Healing Council to examine and clarify the historical record of the relationship between the State of California and California Native Americans in the spirit of truth and healing.

Confidentiality of Information on Archaeological Sites and Native American Places in California

Sections 6253, 6254, and 6254.10 of the California GC authorize state agencies to exclude information on archaeological sites from public disclosure under the Public Records Act. In addition, the California Public Records Act (GC Section 6250 et seq.) and California's open meeting laws (The Brown Act; GC Section 54950 et seq.) protect the confidentiality of information on Native American cultural places.

The California Public Records Act, as amended in 2005, contains two exemptions that aid in the protection of records relating to Native American cultural places and archaeological resources by allowing any state or local agency to deny a California Public Records Act request and withhold from public disclosure. The two exemptions are as follows:

- Records of Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects described in Sections 5097.9 and 5097.993 of the PRC maintained by, or in the possession of, the NAHC, another state agency, or a local agency (GC Section 6254[r]).
- Records that relate to archaeological site information and reports maintained by, or in the possession of, the DPR, the State Historical Resources Commission, the State Lands Commission, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a California Native American tribe and a state or local agency (GC Section 6254.10).

Additionally, the CHRIS maintained by the Office of Historic Preservation prohibits public dissemination of records and information about site locations. In compliance with these requirements, and those contained in the codes of ethics of the Society for American Archaeology, Society for California Archaeology, and Register of Professional Archaeologists, information about the location and nature of cultural resources is considered confidential information with highly restricted distribution and is not publicly accessible.

Treatment of Human Remains

Any project in California located on land that is not federally owned is required to comply with state laws pertaining to the inadvertent discovery of Native American human remains. California Health and Safety Code Sections 7050.5, 7051, and 7054 address the interference with human burial remains as well as the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction, and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures.

The guidelines for implementation of CEQA contain additional provisions regarding human remains (CCR 15064.5[d e]). When an initial study identifies the existence or the probable likelihood of Native American human remains within the project area, a lead agency would work with the appropriate Native Americans as identified by the NAHC, as provided in PRC Section 5097.98. The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains, and any items associated with Native American burials with the appropriate Native Americans as identified by the NAHC. Action implementing such an agreement is exempt from:

1. The general prohibition on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (Health and Safety Code Section 7050.5); and
2. The requirements of CEQA.

Local

Pursuant to Government Code Section 14070.7, the LOSSAN Rail Corridor Agency is deemed to be an agency of the state for all purposes related to interagency passenger rail services, including Section 5311 of Title 49 of the United States Code. Thus, the LOSSAN Rail Corridor Agency is a state agency and is therefore not subject to local government planning and land use plans, policies, or regulations. The LOSSAN Rail Corridor Agency may consider, for informational purposes, aspects of local plans and policies for the communities surrounding the project site, when it is appropriate. The proposed project would be subject to state and federal agency planning documents described herein but would not be bound by local planning regulations or documents such as the City's General Plan or municipal code.

City of San Luis Obispo General Plan

Conservation and Open Space Element

Policy 3.5.2 Native American Sites. All Native American cultural and archaeological sites shall be protected as open space wherever possible.

Policy 3.5.4 Archaeological Sensitive Areas. Development within an archaeologically sensitive area shall require a preliminary site survey by a qualified archaeologist knowledgeable in Native American cultures, prior to a determination of the potential environmental impacts of the project.

Policy 3.5.7 Native American Participation. Native American participation shall be included in the City's Guidelines for resource assessment and impact mitigation. Native American representatives should be present during archaeological excavation and during construction in an area likely to contain cultural resources. The Native American community shall be consulted as knowledge of cultural resources expands and as the City considered updates or significant changes to its General Plan.

3.14.3 Project Impacts

Thresholds of Significance

Based on CEQA Guidelines Appendix G, project impacts related to tribal cultural resources are considered significant if the project causes a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe

Impact Analysis

Impact 3.14-1 Adverse Change to a Tribal Cultural Resource Eligible for Listing in the CRHR or Local Register

Would the proposed project cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historic Places, or in a local register of historical resources as defined in Public Resources Section 5020.1(k)?

As discussed above, the NAHC responded on January 12, 2021 and indicated that there are sacred lands or sites near or within the project site. AB 52 requires a lead agency to consult with California Native American Tribes that are traditionally and culturally affiliated with the geographic areas of the proposed project. In accordance with AB 52, the LOSSAN Rail Corridor Agency provided notification of the proposed project to Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project. Based on tribal consultations, the Northern Chumash Tribal Council supports the local Tribal Governments' recommendations, and the Salinan Tribe of Monterey and San Luis Obispo Counties and Yak Tityu Tityu Yak Tiłhini – Northern Chumash Tribe requested copies of relevant archaeological survey reports and that all ground disturbing activities be monitored by a cultural resource specialist from their tribe. The LOSSAN Rail Corridor Agency will continue to coordinate with the tribes to complete the consultation process under AB 52 for the certification of this CEQA document.

No TCRs have been identified to date in the project site as a result of AB 52 consultation. Furthermore, no prehistoric archaeological sites were identified within the project site as a result of the record search or archaeological survey undertaken for the project. The potential for previously unrecorded prehistoric archaeological resources is considered to be low due to the extensive historic disturbance of the

project site from construction of the railroad and rail yard. The project site is not within a burial sensitivity area according to the city's General Plan Conservation and Open Space Element (City of San Luis Obispo 2014d); however, in the unlikely event that potentially significant archaeological materials are encountered during project-related ground disturbing activities, implementation of Mitigation Measure CUL-2 would ensure that a qualified archaeologist would assess the significance of the archaeological resource and consult with the lead agency and local Native American tribes if the find is prehistoric or Native American in origin. Therefore, the project would not cause substantial adverse changes in the significance of a TCR as defined in PRC Section 21074 or 5020.1(k). With implementation of Mitigation Measure CUL-2, impacts would be reduced to a level less than significant.

Once construction is complete, operation would involve passenger train maintenance activities and storage within railroad ROW. Therefore, no further ground disturbing activity that could impact buried TCRs, as defined in PRC Section 21074 or 5020.1(k), during operation of the project would occur.

Impact 3.14-2 Adverse Change to a Tribal Cultural Resource Determined to be Significant Pursuant to *Subdivision (c) of Public Resources Code Section 5024.1*

Would the proposed project cause a substantial adverse change in the significance of a tribal cultural resource that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

As discussed above, the LOSSAN Rail Corridor Agency is consulting with Native American tribes that are traditionally and culturally affiliated with the geographic areas of the proposed project, in accordance with AB 52. The Northern Chumash Tribal Council supports the local Tribal Governments' recommendations, and the Salinan Tribe of Monterey and San Luis Obispo Counties and Yak Tityu Tityu Yak Tiłhini – Northern Chumash Tribe requested copies of relevant archaeological survey reports and that all ground disturbing activities may be monitored by a cultural resource specialist from their tribe. Therefore, the LOSSAN Rail Corridor Agency will continue to coordinate with the tribes to complete the consultation process under AB 52 for the certification of this CEQA document. No TCRs have been identified to date in the project site as a result of AB 52 consultation. Furthermore, no prehistoric archaeological sites were identified within the project site as a result of the record search or archaeological survey undertaken for the project. The potential for previously unrecorded prehistoric archaeological resources is considered to be low due to the extensive historic disturbance of the project site from construction of the railroad and rail yard.

Although the project site is not within a burial sensitivity area according to the city's General Plan Conservation and Open Space Element (City of San Luis Obispo 2014d), in the unlikely event that potentially significant archaeological materials are encountered during project-related ground disturbing activities, implementation of Mitigation Measure CUL-2 would ensure that a qualified archaeologist would assess the significance of the archaeological resource and consult with the project proponent, the lead agency, and local Native American tribes if the find is prehistoric or Native American in origin. Further, as discussed in Section 3.5, Cultural Resources, no prehistoric or historic burials were previously identified within the project site as a result of the records search. Surface evidence does not suggest that any historic burials are located in the project site; however, the project would require excavation and grading activities which could potentially encounter human remains in the project area and result in a significant impact. Therefore, in the unlikely event that human remains are encountered during project excavation, per Mitigation Measure CUL-3, the remains would require handling in accordance with Health and Safety Code Section 7050.5; PRC Sections 5097.94, 5097.98, and 5097.99. If the remains are determined to be Native American, the coroner has 24 hours to notify

NAHC, who will determine the most likely descendant. Therefore, the project would not cause substantial adverse changes in the significance of a TCR as defined in PRC Section 21074 or 5024.1(c). With implementation of Mitigation Measures CUL-2 and CUL-3, impacts would be reduced to a level less than significant.

Once construction is complete, operation would involve passenger train maintenance activities and storage within rail ROW. Therefore, no further ground disturbing activity that could impact buried TCRs, as defined in PRC Section 21074 or 5024.1(c), during operation of the project would occur.

3.14.4 Mitigation Measures

Mitigation Measures CUL-2 and CUL-3 are described in Section 3.5, Cultural Resources, and are proposed to avoid or minimize the project's potential to significantly impact previously unidentified TCRs that may be encountered during construction.

3.14.5 Level of Significance after Mitigation

The proposed project has the potential to significantly impact TCRs; however, implementation of Mitigation Measures CUL-2 and CUL-3 would reduce impacts to a level less than significant.

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3.15 Utilities and Service Systems

This section summarizes the existing conditions, describes the regulatory framework, and discusses potential impacts with regard to utilities and service systems as a result of implementation of the proposed project.

3.15.1 Existing Conditions

Utility services in the city and project vicinity are provided by the City San Luis Obispo and three private companies. Water, wastewater, and stormwater management services are provided by the city's Utilities Department (Table 3.15-1). Solid waste management is provided by the city through a contract with San Luis Garbage Company. Electricity is provided by PG&E. Natural gas is provided by SoCal Gas.

Table 3.15-1. Utilities Serving the Project Site

Category	Utility Provider
Wastewater Collection and Treatment	City of San Luis Obispo, Utilities Department, Wastewater Division
Water Supply, Treatment, and Distribution	City of San Luis Obispo, Utilities Department, Water Division
Solid Waste	San Luis Garbage Company
Electricity	PG&E
Natural Gas	SoCal Gas

Wastewater

The city provides municipal wastewater treatment within city limits and, through agreement, also provides service to Cal Poly and the San Luis Obispo County Regional Airport. The City of San Luis Obispo owns and operates the Water Resource Recovery Facility (WRRF) located on Prado Road approximately 1.4 miles southwest of the project site. The WRRF manages and treats wastewater in accordance with standards established by the SWRCB to remove solids, reduce the amount of nutrients, and eliminate bacteria in treated wastewater. A portion of the treated water is recycled for irrigation use within the city and the remaining flow is discharged to San Luis Obispo Creek.

The WRRF is designed for an average dry-weather flow of 5.1 million gallons per day (mgd). Instantaneous peak flows exceeding 20 mgd are not uncommon during storm events due to infiltration and inflow into the wastewater collection system. As the city grows to its build-out population, the average dry-weather flow of wastewater is expected to reach 5.4 mgd. In 2018, the City of San Luis Obispo began final design for the expansion of the WRRF to accommodate General Plan buildout. When the WRRF is expanded in the future it will have a treatment capacity of 5.4 mgd (City of San Luis Obispo 2018a).

The city's wastewater collection system and the WRRF have long experienced problems associated with wet weather infiltration and inflow (I&I). Inflow is water that enters the collection system at points of direct connection (non-soil) such as around manhole covers or through illegal connection of roof drains, downspouts, or landscape drains. Infiltration is water that flows through the ground into the collection system usually through cracks in public sewer mains and/or private sewer laterals. I&I overloads the collection system during heavy rains and can result in sanitary sewer overflows. During periods of significant rain events, the WRRF can become hydraulically overwhelmed (as mentioned

previously, instantaneous peak flows exceeding 20 mgd are not uncommon during storm events) increasing the chance of effluent violations and the release of partially treated wastewater to San Luis Obispo Creek. Based on *Figure 3: Capacity Constrained Areas* of the Water and Wastewater Element (City of San Luis Obispo 2018a), the project site is located in an identified capacity constrained area during wet weather events due to I&I.

An existing 8-inch sanitary sewer line is located along Woodbridge Street. This existing sanitary sewer line also traverses the project site and existing railroad tracks in an east-west direction and generally runs along the SLO Railroad Safety Trail.

Water

The city is the sole purveyor of water within city limits, allowing the city to maintain uniformity in its water service, distribution standards, and infrastructure, and to ensure consistency in developing and implementing water policy. The city obtains water from five sources: Salinas Reservoir (Santa Margarita Lake), Whale Rock Reservoir, Nacimiento Reservoir, recycled water from the city's WRRF, and groundwater.

The city utilizes surface water reservoirs to meet its current potable water demand. The Salinas Reservoir, located nine miles southeast of the community of Santa Margarita, has provided water to the city since 1944. The Whale Rock Reservoir, located one-half mile east of the town of Cayucos, has been a water source for the city since 1961. Water deliveries from Nacimiento Reservoir, located 14 miles northwest of the City of Paso Robles, to the city began in January 2011. All surface water supplies are considered to be of high quality (City of San Luis Obispo Utilities Department 2016).

Currently, the project site does not contain water infrastructure. The closest water line is an 8-inch line located along Roundhouse Street.

Recycled Water

Recycled water is highly treated wastewater approved for reuse by the California Department of Public Health for a variety of applications, including landscape irrigation and construction dust control. Completed in 2006, the Water Reuse Project created the first new source of water for the city since 1961 following construction of Whale Rock Dam. The Water Reuse Project resulted in improvements at the city's WRRF and an initial eight miles of distribution pipeline. The city's first delivery of recycled water took place in 2006. The city estimates demand exists for approximately 1,000-acre feet of recycled water for landscape irrigation and other approved uses. In addition to use landscape irrigation, the city is examining several alternatives for maximizing the long-term beneficial use of recycled water. Alternatives include providing groundwater recharge within the San Luis Obispo Valley Basin for indirect potable reuse (IPR), or direct potable reuse (City of San Luis Obispo 2018a).

Groundwater

The City of San Luis Obispo does not currently rely on local groundwater to serve long-term water supply needs; however, it has relied heavily on groundwater during past droughts (such as 1986 to 1990) and could rely on this source in the future during water shortage emergencies (City of San Luis Obispo Utilities Department 2016). The city envisions groundwater playing an important role in ensuring continued resiliency in its water supply portfolio. The Sustainable Groundwater Management Act (SGMA) is a statewide law that requires local agencies to adopt groundwater management plans that relate to the needs and resources of their communities. In 2017, the City of San Luis Obispo became a Groundwater Sustainability Agency (GSA) over the area of the San Luis Obispo Valley

Groundwater Basin, designated by the California Department of Water Resources as a Medium Priority Basin, that lies beneath and within its jurisdictional boundaries. The San Luis Obispo Valley Groundwater Basin "eligible entities" (City, County, Golden State Water Company, Edna Ranch Mutual Water Company-East, Varian Ranch Mutual Water Company, and Edna Valley Growers Mutual Water Company) are all working collaboratively to comply with SGMA requirements for the entire groundwater basin. The GSA structure includes a Groundwater Sustainability Commission which is an advisory body to the City Council and the Board of Supervisors. The Commission consists of one member from the City Council, one County Supervisor and a representative of each of the identified water companies. The city, county, and eligible entities are required by SGMA to work together to create Groundwater Sustainability Plans by January 31, 2022.

According to the California DWR Groundwater Basin Boundary Assessment Tool, the project site is not underlain by a designated groundwater basin (California DWR 2021). A review of the available groundwater well information from the DWR website and United States Geological Survey indicates that there are no wells within a mile radius from the project site. Groundwater was not encountered during the geotechnical field investigation of the project site (Appendix F of this EIR).

Water Availability

The city's Water and Wastewater Element (amended in 2018) addresses the availability and distribution of water to new and existing development. Surface water reservoirs serve nearly all of the city's water demand with Nacimiento Reservoir providing the city's largest water source (45 percent of the annual water supply) followed by the Whale Rock and Salinas Reservoirs. Recycled water currently serves as a minor water source. Although groundwater provides limited water to the city, it has acted as a major supply source during past severe droughts and the city continues to consider potential future use of groundwater. Table 3.15-2 provides a summary of the city's water resource annual availability (2018). As shown in Table 3.15-2, the total water available for the city in 2018 was 10,130 acre feet (AF).

Table 3.15-2. City of San Luis Obispo's Water Resource Annual Availability (2018)

Water Resource	2018 Annual Availability	
Salinas Reservoir (Santa Margarita Lake) and Whale Rock Reservoir	4,910 AF	Safe Annual Yield[1]
Nacimiento Reservoir	5,482 AF	Contractual Limit[2]
Recycled Water	238 AF	2017 Annual Usage[3]
Siltation to 2060	(500 AF)	Policy A 4.2.2[4]
Total	**10,130 AF**	

Source: City of San Luis Obispo 2018a

Notes:

1 *Safe Annual Yield determined from computer model, which accounts for siltation loss through 2010 (per Water and Wastewater Element Policy A 4.2.1)*

2 *Dependable Yield is the contractual amount of water the city has rights to from Nacimiento Reservoir.*

3 *The quantity of recycled water included is the actual prior year's recycled water usage (calendar year 2017) per Water and Wastewater Element Policy A 7.2.2.*

4 *The city will account for estimated safe annual yield losses at Salinas and Whale Rock Reservoirs through 2060 by deducting 500 acre feet of available water supplies to account for these future losses. The siltation rate will be updated as information becomes available from subsequent siltation analyses.*

A regulatory requirement of the Urban Water Management Plan (UWMP) is to perform a water supply reliability analysis applying different worst case drought years according to stringent guidelines set

forth in the UWMP plan documentation. The following describes the reliability of the city's water supply during normal, single-dry, and multiple-dry water years.

The city makes projections of future water demand using a conservative per capita potable water use rate of 117 gallons per capita per day (gcpd) which is the city's SB X7-7 target. SB X7-7 requires each urban retail water supplier to develop urban water use targets to help meet the 20 percent reduction goal by 2020 and an interim 10 percent goal by 2015. Table 3.15-3 summarizes the results of that analysis which, based on the city's available water supplies and estimates of future water demand, the city's water resources are reliable during extended drought periods.

In 2015, the SB X7-7 interim reduction target of 120 gpcd was met and surpassed by the city. 2015 potable water usage and gpcd figures were significantly reduced due to conservation efforts, prolonged drought, and Governor Brown's April 2015 drought declaration, requiring a statewide 25 percent reduction in potable water use (City of San Luis Obispo Utilities Department 2016).

Table 3.15-3. Supply and Demand Comparison Normal Year (acre feet per year)

	2020	2025	2030	2035
Supply Totals	12,622	12,672	12,722	12,772
Demand Totals	6,599	6,975	7,369	7,779
Difference	6,023	5,697	5,353	4,993

Source: City of San Luis Obispo Utilities Department 2016

Table 3.15-4 and Table 3.15-5 summarize the city's water supplies in a single dry year and a multiple dry year scenario. As shown, the city's water resources are reliable during single dry year and multiple dry year scenarios.

Table 3.15-4. Single Dry Year Supply and Demand Comparison (acre feet per year)

	2020	2025	2030	2035
Supply Totals	12,622	12,672	12,722	12,772
Demand Totals	6,599	6,975	7,369	7,779
Difference	6,023	5,697	5,353	4,993

Source: City of San Luis Obispo Utilities Department 2016

Table 3.15-5. Multiple Dry Year Supply and Demand Comparison (acre feet per year)

		2020	2025	2030	2035
First Year	***Supply Totals***	12,622	12,622	12,622	12,622
	Demand Totals	6,314	6,001	5,675	5,329
	Difference	6,308	6,621	6,947	7,293
Second Year	***Supply Totals***	12,622	12,622	12,622	12,622
	Demand Totals	6,314	6,001	5,675	5,329
	Difference	6,308	6,621	6,947	7,293

Table 3.15-5. Multiple Dry Year Supply and Demand Comparison (acre feet per year)

		2020	2025	2030	2035
Third Year	***Supply Totals***	12,622	12,622	12,622	12,622
	Demand Totals	6,314	6,001	5,675	5,329
	Difference	6,308	6,621	6,947	7,293

Source: City of San Luis Obispo Utilities Department 2016

Stormwater Drainage

All runoff generated from the residential area east of the project site and the San Luis Obispo Railroad Safety Trail is collected via drainage improvements and conveyed towards one of two existing storm drain systems which traverse the project site. The northernmost storm drain conveys runoff from east to west and discharges the runoff onto High Street via a curb outlet located midblock on the south side. The City of San Luis Obispo indicates that the eastern portion of the storm drain that crosses the UP ROW is a 18-inch vitrified clay pipe and the western portion located under High Street being an 18 inch concrete pipe. The southernmost storm drain is a private facility which conveys the runoff from east to west and is directly connected to the existing storm drain at Alphonso Street. The storm drain is 24 inches in diameter and is made of cast iron.

Electricity

Electrical services for the city and project site are provided by PG&E. According to the California Energy Commission, in 2019, PG&E provided approximately 78,071.6 GWh of electricity to the following seven sectors: Ag and Water Pump, Commercial Buildings, Commercial Other, Industry, Mining and Construction, Residential, and Streetlight (California Energy Commission 2019a).

Existing PG&E infrastructure is located along Francis Avenue and along the southern end of the project site.

Natural Gas

Natural gas services for the city are provided by SoCal Gas. According to the California Energy Commission, in 2019, SoCal Gas provided approximately 5,424.7 million therms of natural gas to the following seven sectors: Ag and Water Pump, Commercial Buildings, Commercial Other, Industry, Mining and Construction, Residential, and Streetlight (California Energy Commission 2019b).

An existing natural gas line traverses the northern portion of the project site and existing railroad tracks in an east-west direction. Natural gas lines located off-site run along Emily Street and Roundhouse Street.

Solid Waste

Municipal solid waste collection and disposal services within the city and project vicinity are provided by San Luis Garbage, a municipal waste hauling company owned by Waste Connections, Inc. San Luis Garbage collects solid waste, recyclables, and organic waste, which is subsequently transported primarily to Cold Canyon Landfill at 2268 Carpenter Canyon Road.

According to the California Department of Resources Recycling and Recovery (CalRecycle), the maximum permitted throughput to the landfill is 1,650 tons per day (CalRecycle 2020). The Cold

Canyon Landfill received approvals from the County and the state in 2013 to allow continued waste disposal operations through 2040, with anticipated expansion of allowable disposal tonnage of up to 2,050 tons per day. The landfill has a design capacity of 23,900,000 cubic yards (cy) and a remaining capacity of 13,000,000 cy, or 54.4 percent, with a cease operation date of December 2040 (CalRecycle 2020).

3.15.2 Regulatory Setting

State

Assembly Bill 341

AB 341 established a state policy goal that no less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020, and requires CalRecycle to provide a report to the legislature that recommends strategies to achieve the policy goal by January 1, 2014. AB 341 builds on the AB 939 requirement that every jurisdiction divert at least 50 percent of its waste. The bill also mandates local jurisdictions to implement commercial recycling by July 1, 2012. AB 341 requires any business (including schools and government facilities) that generates 4 cy or more of waste per week, and multi-family buildings with five or more units to arrange for recycling services.

Assembly Bill 939

AB 939, the California Integrated Waste Management Act, mandates management of nonhazardous solid waste throughout the State of California. The purpose of AB 939 is to reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible; improve regulation of existing solid waste landfills; ensure that new solid waste landfills are environmentally sound; streamline permitting procedures for solid waste management facilities; and specify the responsibilities of local governments to develop and implement integrated waste management programs. AB 939 sets forth policies and requirements for the state and local governments. Among them is a hierarchy of preferred waste management practices. The highest priority is to reduce the amount of waste generated at its source (source reduction). Second in the hierarchy is to reuse, by extending the life of existing products and recycling those wastes that can be reused as components or feed stock for the manufacture of new products, and by composting organic materials. Source reduction, reuse, recycling and composting are jointly referred to as waste diversion methods because they divert waste from disposal. Third and lowest in the hierarchy is disposal by environmentally safe transformation in a landfill. AB 939 and Public Resources Code section 41780 enforce this prioritization by requiring that all local jurisdictions, cities, and counties divert 50 percent of the total waste stream from landfill disposal by the year 2000 and each year thereafter (using 1990 as the base year). Each local jurisdiction must demonstrate compliance by instituting source reduction programs.

California Code of Regulations Title 24, Part 11, CALGreen

CALGreen seeks to improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in areas of planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency and environmental quality. The code applies to the planning, design, operation, construction, use and occupancy of every newly constructed building or structure throughout the State of California.

Under the CALGreen Code Chapter 5, Section 5.408, *Non-Residential Mandatory Measures - Construction Waste Reduction, Disposal and Recycling*, non-hazardous construction and demolition waste must be recycled and/or salvaged for reuse at a minimum of 65 percent.

Urban Water Management Planning Act

The Urban Water Management Planning Act requires every urban water supplier that provides water for municipal purposes to more than 3,000 connections or supplying more than 3,000 acre-feet (af) of water annually, to adopt and submit a plan every five years to the California Department of Water Resources.

Since its passage in 1983, several amendments have been added to the Urban Water Management Planning Act, such as those enacted in 2009 related to SB X7-7 requiring each urban retail water supplier to develop urban water use targets to help meet the 20 percent reduction goal by 2020 and an interim 10 percent goal by 2015.

Local

Pursuant to Government Code Section 14070.7, the LOSSAN Rail Corridor Agency is deemed to be an agency of the state for all purposes related to interagency passenger rail services, including Section 5311 of Title 49 of the United States Code. Thus, the LOSSAN Rail Corridor Agency is a state agency and is therefore not subject to local government planning and land use plans, policies, or regulations. The LOSSAN Rail Corridor Agency may consider, for informational purposes, aspects of local plans and policies for the communities surrounding the project site, when it is appropriate. The proposed project would be subject to state and federal agency planning documents described herein but would not be bound by local planning regulations or documents such as the City of San Luis Obispo's General Plan or municipal code.

City of San Luis Obispo General Plan

Land Use Element

Policy 1.13.10 Solid Waste Capacity. In addition to other requirements for adequate resources and services prior to development, the city shall require that adequate solid waste disposal capacity exists before granting any discretionary land use approval which would increase solid waste generation.

Water and Wastewater Element

Policy A 3.2.1 Basis for Planning. The city will plan for future development through the Land Use Element taking into consideration available water resources from the Salinas, Whale Rock, and Nacimiento Reservoirs and recycled water.

Policy A 3.2.2 Coordinated Operation. The city will coordinate the operation of the Salinas, Whale Rock, and Nacimiento Reservoirs to maximize available water resources.

Policy A 3.2.3 Groundwater. The city will continue to use groundwater to enhance the resiliency of the city's water supply portfolio.

Policy B 3.2.1 Treating Wastewater. The city will treat all wastewater in compliance with approved discharge permits.

Policy B 4.2.1 Collection System Maintenance. The city will manage the collection system to ensure that the proper level of maintenance is provided and that the flow in sanitary sewers does not exceed design capacity.

San Luis Obispo Municipal Code

Title 13 – Public Services

Title 13 of the City of San Luis Obispo Municipal Code provides regulations and standards for development within the city relating to public services, including water service, water conservation, sewers, underground utilities, and recycled water.

Chapter 8.05 – Mandatory Construction and Demolition Debris Recycling Program (Ordinance 1381)

Chapter 8.05 of Title 8 of the City of San Luis Obispo Municipal Code establishes the city's program for the mandatory recycling of construction and demolition debris. This program requires any applicant for a building or demolition permit complete and submit to the city for review and approval a recycling plan estimating the volume or weight of project construction and demolition debris and a plan for recycling of at least 50 percent of the weight of all debris.

San Luis Obispo Urban Water Management Plan

The City of San Luis Obispo adopted its 2015 Urban Water Management Plan (UWMP) on June 14, 2016, which provides the State of California's Department of Water Resources an assessment of the city's present and future water resources needs. Specifically, this document provides water supply planning for a 25-year planning period in 5-year increments. Part of the recent amendment was the addition and enhancement of the Water Shortage Contingency Plan. The plan identifies water supplies for existing and future demands; quantifies water demands during the normal year, single-dry year and multiple-dry years; and identifies supply reliability under the three hydrological conditions. The UWMP document has been prepared in compliance with the requirements of the Urban Water Management Planning Act as amended in 2009.

Clean Energy Choice Program

The Clean Energy Choice Program for New Buildings is a package of incentives and local amendments to the 2019 California Energy Code that encourages all-electric new buildings. The city joins more than 50 other California communities currently considering ways to encourage cleaner buildings. Unlike some cities that are banning natural gas entirely, the proposed Clean Energy Choice Program will provide options to people who want to develop new buildings with natural gas. New projects wishing to use natural gas will be required to comply with the city's local amendments to the California Energy Code requiring better energy performance and pre-wiring to be retrofit ready.

3.15.3 Project Impacts

Thresholds of Significance

As defined in Appendix G of the CEQA Guidelines, project impacts with regards to utilities and service systems would be considered significant if the project was determined to:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause significant environmental effects
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years
- Result in a determination by the wastewater treatment provider which serves or may serve the study area that has adequate capacity to serve the study area's projected demand in addition to the provider's existing commitments
- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste

Impact Analysis

Impact 3.15-1 Relocation or Construction of New Utilities and Service Systems

Would the proposed project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause significant environmental effects?

The proposed project will involve new site utilities, new utility connections and potential utility protection or relocation. For utilities near rail, protection or design per UP or Amtrak standards as applicable will be required. Based on utility data received from the city, the primary utility service connection to the site is expected at Roundhouse Avenue. Additionally, the utility data shows that the project site had limited potential for conflict with existing utilities lines, since most of the utility lines surrounding the project site do not cross through the project site. All new connections to or potential relocations of utility service are required to be coordinated through and approved by the designated utility provider. New utility connections and potential utility protection or relocation are discussed further below.

Water. The project is located in a developed urban area of the city, which has existing infrastructure for potable water. The project's construction and operational water demand would not require the construction of new water facilities or expansion of existing facilities that would, in turn, create a significant environmental impact. The proposed project would connect to existing water lines located within, and/or immediately adjacent to the project site. During construction, the proposed project is anticipated to obtain water from an existing fire hydrant at the southeast corner of Roundhouse Street and Emily Street via a temporary construction meter.

The proposed project is anticipated to tie into the existing 8-inch water line located along Roundhouse Street. This area is included within the overall construction footprint and corresponding analysis of

environmental impacts. The connection to existing water facilities, in and of itself, would not cause a significant environmental impact.

Wastewater. The project is located in a developed urban area of the city, which has existing infrastructure for wastewater. During project operations, sanitary waste would be generated by the employee facilities as well as the discharge from the toilets on the trains and wastewater from the train wash. The proposed project is anticipated to tie into an existing 8-inch sanitary sewer line located along Woodbridge Street. This existing sanitary sewer line also traverses the project site and existing railroad tracks in an east-west direction and generally runs along the SLO Railroad Safety Trail. This area is included within the overall construction footprint and corresponding analysis of environmental impacts. The connection to existing sanitary sewer facilities, in and of itself, would not cause a significant environmental impact.

Storm Water Drainage. The proposed drainage system will be designed to accommodate the 100-year post-development runoff flows by conveying the pre-development runoff to the existing 24-inch storm drain traversing the project site. The proposed project will include an underground detention system located under the western parking stalls. The area where storm drainage improvements are proposed is included within the overall construction footprint and corresponding analysis of environmental impacts. The proposed storm water drainage improvements, in and of itself, would not cause a significant environmental impact.

Electrical Power. The project is located in a developed urban area of the city, which has existing infrastructure for electric power. Electricity would be provided by PG&E. Electricity is not expected to be consumed in large quantities during construction-related activities, as construction equipment is expected to be fueled with diesel or gasoline. As discussed in Chapter 2, Project Description, relocation or protection of fiber optic lines is anticipated in later phases of construction within the project site or on adjacent UP ROW. However, impacts resulting from the consumption of energy and relocation of fiber optic lines during construction would not be significant enough to require an expansion of the current electrical infrastructure that serve the project site and surrounding area. Additionally, no disruption to electrical service would occur and all relocations and use of electrical power during construction would be required to be coordinated through PG&E.

During operations, electrical power would be required for various operational activities, including for proposed buildings, interior and exterior lighting, and other proposed on-site facilities including the train wash and auxiliary power connections. Compliance with electric vehicle-ready parking requirements is also anticipated for the proposed on-site parking lot. The project would tie into existing electrical infrastructure along the southern end of the project site. The area where connection to existing electrical power infrastructure is proposed is included within the overall construction footprint and corresponding analysis of environmental impacts. The proposed electrical power connection, in and of itself, would not cause a significant environmental impact.

Natural Gas. Natural gas will not be used to comply with the City of San Luis Obispo's Clean Energy Choice Program. Therefore, the proposed project would not increase natural gas demand and would not require the construction of new or expanded natural gas facilities, and no impact would result.

Impact 3.15-2 Water Supply

Would the proposed project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Construction of the project would require the use of locally available water supplies from the city. Water would be required for various activities, such as controlling dust, compacting soil, and mixing concrete.

However, water use would be short-term and temporary and, as shown in Table 3.15-3, Table 3.15-4 and Table 3.15-5, the city projects surplus water supplies through the planning horizon of 2035 during normal, dry and multiple dry years, respectively.

During operation of the layover facility, water would be required for maintenance buildings, potable water stations to refill trains, train wash, water for sewer dump cleanout, and fire suppression. **Error! Reference source not found.** shows the proposed project's estimated water demand during operation. As shown in **Error! Reference source not found.**, the proposed project is estimated to have an operational water demand of approximately 3.11 acre-feet per year. The proposed project would also have a water demand of 1.26 acre-feet per year for irrigation.

Table 3.15-6. Estimated Operational Water Demand

Project Component	Demand Flow (gallons per minute)	Total Use per Day (gallons)	Annual Usage per Year (gallons)	Annual Usage per Year (acre feet)
Maintenance/Operations Facility	108	100	26,000	0.0798
Consist Wash	200	175	110,000	0.3376
Remote Cleaning shed (each shed)	15	100	26,500	0.8133
Tracks (including S&I) (3 tracks)	10	20	876,000	2.68835
Building Fire Suppression	600	This is for emergency usage only (fire hydrants)	N/A	N/A
Total	**923**	**395**	**1,015,100**	**3.1152**

Source: Calculated by HDR in September 2021

Notes:

Assumptions -

- *3 train sets (8 cars/set) washing every 3 days*
- *Car Bathrooms: 100 gal/car (assuming no non-potable water available) x 8 cars/set x 3 tracks (if non-potable available [like treated storm], can reduce by half) extremely conservative*
- *10 people in OMF and S&I 7am-6pm (5 days/week)*
- *6 people (car cleaners) on track 6pm-2am (7 days/week)*

The proposed project would be designed to minimize or conserve water use to the maximum extent feasible. The train wash will be designed for low-volume water usage and include a reclamation system to treat and reuse water runoff. The wash floor would be concrete with continuous drains to collect wash water for recycling purposes.

As described in Section 3.15.1, a regulatory requirement of the UWMP is to perform a water supply reliability analysis applying different worst case drought years. To be conservative in its water planning, the city uses the one percent population growth rate and 117 gpcd, the maximum per capita water use rate under SB X7-7. The analysis factors in the population projections identified in the General Plan Land Use Element for the years 2020 through 2035. The project site is currently designated by the City of San Luis Obispo General Plan as Services and Manufacturing. This designation provides for a wide range of service and manufacturing uses to meet the needs of the city and some demands of the region. The project site currently has a base zone of Service Commercial (C-S). The C-S zone is intended to provide for a wide range of service and manufacturing uses to meet local needs and some demands of the region, including services, limited retail, and other business service uses that may be less appropriate in the city's other commercial zones. The C-S zone is also intended to accommodate

certain storage, transportation, wholesaling, and light manufacturing uses. The proposed project is consistent with the General Plan land use designation and zoning designation and would not require a General Plan Amendment or Zone Change to implement the proposed project. Therefore, the project site and potential uses are considered to have been factored into the aggregate of the city's water supply reliability analysis. As shown in Table 3.15-3, Table 3.15-4 and Table 3.15-5, the city projects surplus water supplies through the planning horizon of 2035 during normal, dry and multiple dry years, respectively.

Given the above, sufficient water supplies are available to serve the project and reasonably foreseeable future development during normal, single-dry, and multiple-dry years and a less than significant impact would occur.

Impact 3.15-3 Adequate Wastewater Treatment Capacity

Would the proposed project result in a determination by the wastewater treatment provider which serves or may serve the study area that has adequate capacity to serve the study area's projected demand in addition to the provider's existing commitments?

Sanitary waste would be generated by the employee facilities as well as the discharge from the toilets on the trains and wastewater from the train wash. The total number of employees at the facility is estimated to be 65 full-time equivalents with the fully built-out project. Because the project site is currently vacant and generates no wastewater treatment demand, implementation of the proposed project would result in an increase to wastewater flows.

The project's wastewater would be discharged into the city's existing sanitary system and to the WRRF. As described in Section 3.1.1, the WRRF is designed for an average dry-weather flow of 5.1 million gallons per day (mgd). As the city grows to its build-out population, the average dry-weather flow of wastewater is expected to reach 5.4 mgd. In 2018, the City of San Luis Obispo began final design for the expansion of the WRRF to accommodate General Plan buildout. When the WRRF is expanded in the future it will have a treatment capacity of 5.4 mgd (City of San Luis Obispo 2018a). According to the City of San Luis Obispo's website for the WRRF's Upgrades Project, the upgrades will be completed in 2023 (City of San Luis Obispo 2021b).

As previously discussed above, the proposed project is consistent with the General Plan land use designation and zoning designation and would not require a General Plan Amendment or Zone Change to implement the proposed project. Therefore, the project site and potential uses are considered to have been factored into the aggregate of the city's treatment capacity at General Plan buildout. Project construction would begin as early as April 2024, which by then the upgrades to the WRRF would have been completed and designed to accommodate General Plan buildout. Based on these considerations, there would be adequate capacity to serve the proposed project's wastewater demand and the impact would be less than significant impact.

Impact 3.15-4 Solid Waste

Would the proposed project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Construction of the proposed project would require the removal of soils and other construction and demolition debris from the project site. The project would comply with Section 5.408 of the CALGreen Code which requires that a minimum of 65 percent of all non-hazardous construction and demolition materials be recycled and/or salvaged for reuse. Those construction and demolition materials that

cannot be recycled would be disposed of at the nearest, permitted landfill, the Cold Canyon Landfill, located at 2268 Carpenter Canyon Road.

During operations, the project would generate solid waste from normal shop operations, including primarily paper products and waste packaging from deliveries. Trash would also be collected at the train servicing islands as the trains are cleaned. Waste would be disposed of by using bins for both recycling and waste material and would be disposed of at the Cold Canyon Landfill.

According to CalRecycle, the maximum permitted throughput to Cold Canyon Landfill is 1,650 tons per day (CalRecycle 2020). The Cold Canyon Landfill received approvals from the County and the state in 2013 to allow continued waste disposal operations through 2040, with anticipated expansion of allowable disposal tonnage of up to 2,050 tons per day. The landfill has a design capacity of 23,900,000 cy and a remaining capacity of 13,000,000 cy, or 54.4 percent, with a cease operation date of December 2040 (CalRecycle 2020).

The proposed project would be required to comply with federal, state, and local statutes and regulations related to solid waste and recycling, such as AB 341. This would help to minimize the project's impact on landfill capacity. For this reason, along with adequate capacity at Cold Canyon Landfill, the project would have a less than significant impact on solid waste generation, and the expansion of existing or construction of new solid waste facilities would not be necessary.

Impact 3.15-5 Compliance with Solid Waste Statutes and Regulations

Would the proposed project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

As discussed under Impact 3.15-4, solid waste produced during construction and operation of the project would be disposed in compliance with applicable federal, state, and local statutes, including Section 5.408 of the CALGreen Code and AB 341. AB 341 established a state policy goal that no less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020. Compliance with applicable federal, state, and local statutes would help to minimize the project's impact on landfill demand and capacity. The proposed project would result in a less than significant impact with regards to compliance with federal, state, and local management and reduction statutes and regulations related to solid waste.

3.15.4 Mitigation Measures

Implementation of the proposed project would not result in significant impacts on utilities and service systems. Therefore, no mitigation measures are required.

3.15.5 Level of Significance after Mitigation

No significant impact on utilities and service systems has been identified.

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4 Other CEQA Considerations

This chapter provides a discussion of other statutory requirements under CEQA. These topics include a discussion of growth-inducing impacts, significant irreversible environmental changes, and the identification of significant and unavoidable impacts.

4.1 Growth-Inducing Impacts

In accordance with Section 15126.2(e) of the CEQA Guidelines, an EIR must:

> *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. Included in this are projects which would remove obstacles to population growth…Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental impacts. Also discuss the characteristics of some project which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*

Projects promoting direct growth will impose burdens on a community by directly inducing an increase in population or resulting in the construction of additional developments in the same area. For example, projects involving the expansion, modifications, or additions to infrastructure, such as sewer, water, and roads, could have the potential to directly promote growth by removing existing physical barriers or allowing for additional development through capacity increases. New roadways leading into a previously undeveloped area directly promote growth by removing previously existing physical barriers to development and a new wastewater treatment plant would allow for further development within a community by increasing infrastructure capacity. Because these types of infrastructure projects directly serve related projects and result in an overall impact to the local community, associated impacts cannot be considered isolated. Indirect growth typically includes substantial new permanent employment opportunities and can result from these aforementioned modifications.

The proposed project is located within the City of San Luis Obispo and it does not involve the construction of residential units that would directly result in population growth in the area. The unemployment rate in the City of San Luis Obispo, as of July 2021 (not seasonally adjusted), was 5.3 percent (State of California Employment Development Department 2021). The project proponent anticipates that construction workers from the local and regional area would be utilized. Based on the unemployment rate, the availability of the local workforce, and overall short-term construction timeframe, construction of the proposed project would not have a growth-inducing effect related to workers moving into the area and increasing the demand for housing and services.

The proposed project involves the relocation and expansion of the existing Pacific Surfliner layover track and facility from its current location to the proposed project site. Prior to the COVID-19 pandemic, the existing facility employed 29 employees. This number dropped to 17 employees during the COVID-19 pandemic. The total number of employees at the proposed layover facility is estimated to be 65 full-time equivalents with the fully built-out project (completion of Phase 2 improvements). While the proposed project would generate additional employment opportunities, the

majority of these jobs are expected to be filled by residents of the City of San Luis Obispo and surrounding communities. The proposed project would not result in substantial population growth, as the number of employees required to operate and maintain the facility is not substantial.

4.2 Significant Irreversible Environmental Changes

Section 15126.2(d) of the CEQA Guidelines requires an EIR to address any significant irreversible environmental changes that may occur as a result of project implementation (construction and operation of the proposed project). CEQA requires that irreversible and irretrievable commitment of resources be addressed for certain categories of projects, including "[t]he adoption, amendment, or enactment of a plan, policy, or ordinance of a public agency" (CEQA Guidelines CCR Sections 15127[a]).

Irreversible and irretrievable resource commitments are related to the use of nonrenewable resources and the impacts that this use could have on future generations. Commitments of resources could be current, as well as future. Future commitments of resources would be associated with the secondary effect of growth-inducing impacts. Irreversible impacts result primarily from the use or destruction of a specific resource (e.g., energy and minerals) that cannot be replaced within a reasonable time frame. Irretrievable resource commitments involve the loss in value of an affected resource that cannot be restored as a result of the action (e.g., extinction of a threatened or endangered species or the disturbance of a cultural resource).

Resources, such as timber used for the construction of the new buildings, are generally considered renewable and would ultimately be replenished. Human resources are also considered a renewable resource. Non-renewable resources, such as petrochemical construction materials, steel, copper, lead and other metals, gravel, concrete, and other materials, are typically considered finite and would not be replenished over the lifetime of the project.

The construction and operation of the proposed project would entail the irreversible and irretrievable commitment of some land and energy and human resources, including labor required for the planning, design, construction, and operation of the proposed project. These resources include the following:

- Commitment of land for transportation purposes; however, it is noted that the proposed project is located within an existing transportation corridor dedicated to rail uses
- Commitment of natural resources during construction activities associated with the project, including the use of construction materials (e.g., steel, concrete, etc.)
- Consumption of nonrenewable energy resources, mainly diesel and electricity, as a result of construction, operation, and maintenance of the proposed improvements

As noted above, the land used for the proposed project would continue the existing commitment of land in the area for transportation purposes. To the extent that this commitment would be for long-term use, it would be an irreversible commitment. In the event that a greater need would arise for the land in the future, or the facility was no longer needed, the land could conceivably be converted to some other use; however unlikely. Currently, there is no reason to expect that such a need for conversion would ever be necessary or desirable.

In terms of the proposed project's commitment of resources, there are several resources, both natural and built, that would be expended during the construction and operation of the project. The proposed project would result in a short-term increase in the use of energy to manufacture, deliver,

and construct the proposed improvements. The manufacturing of materials used to construct the proposed project and energy in the form of natural gas, petroleum products, and electricity consumed during construction and operation would contribute to the incremental depletion of renewable and non-renewable resources. Steel, concrete, and other materials would be recycled, to the extent feasible; however, the loss of these resources is considered irreversible because their reuse for some other purpose than the proposed project would be highly unlikely or impossible. Based on these considerations, the project constitutes an irreversible and irretrievable commitment of natural resources.

4.3 Significant and Unavoidable Environmental Impacts

In accordance with CEQA Guidelines Section 15126(b), EIRs must include a discussion of significant environmental effects that cannot be avoided if the proposed project is implemented. The impact analysis, as detailed in Chapter 3 of this EIR, concludes that no significant and unavoidable impacts were identified. Where significant impacts have been identified, mitigation measures are proposed, that when implemented, would reduce the impact level to less than significant.

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5 Cumulative Impacts

The CEQA Guidelines (Section 15355) define a cumulative impact as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." The CEQA Guidelines [Section 15130(a)(1)] further states that "an EIR should not discuss impacts which do not result in part from the project."

Section 15130(a) of the CEQA Guidelines provides that "[A]n EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable..." Cumulatively considerable, as defined in Section 15065(a)(3), "means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

An adequate discussion of significant cumulative impacts requires either: (1) "a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or (2) "a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact."

The CEQA Guidelines recognize that cumulative impacts may require mitigation, such as new rules and regulations that go beyond project-by-project measures. An EIR may also determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. A project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. The Lead Agency must identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable (CEQA Guidelines Section 15130(a)(3)).

As discussed in Chapter 1, Introduction, this EIR evaluates the resource areas that were determined during the Notice of Preparation scoping process to result in potentially significant impacts. This section evaluates the project's incremental contribution to the cumulative effects on each of those resource areas assessed in Chapter 3, Environmental Impact Analysis, using the following steps:

(1) Define the geographic and temporal scope of cumulative impact analysis for each cumulative effects issue, based on the project's reasonably foreseeable direct and indirect effects.

(2) Evaluate the cumulative effects of the project in combination with past and present (existing) and reasonably foreseeable future projects and, in the larger context of the Imperial Valley.

(3) When the project's incremental contribution to a significant cumulative impact is considerable, mitigation measures to reduce the project's "fair share" contribution to the cumulative effect are discussed, where required.

5.1 Geographic Scope and Timeframe of the Cumulative Impact Analysis

The geographic area that could be affected by the project and is appropriate for a cumulative impact analysis varies depending on the environmental resource topic, as presented in Table 5-1. In

general, the local geographic area refers to the immediate project vicinity. Regional, within the context of this EIR, refers to the City of San Luis Obispo.

Table 5-1. Geographic Scope of Cumulative Impacts

Resource Topic	Geographic Area
Aesthetics	Local (project vicinity)
Air Quality	South Central Coast Air Basin
Biological Resources	Regional (City of San Luis Obispo)
Cultural Resources	Regional (City of San Luis Obispo)
Energy	Regional (City of San Luis Obispo)
Geology and Soils	Local (project vicinity)
Greenhouse Gas Emissions	Global
Hazards and Hazardous Materials	Local (project vicinity)
Hydrology and Water Quality	Regional (watershed and groundwater basin) and local (project vicinity)
Land Use and Planning	Regional (City of San Luis Obispo) and local (project vicinity)
Noise	Local (project vicinity)
Transportation	Local (project vicinity)
Tribal Cultural Resources	Regional (City of San Luis Obispo)
Utilities and Service Systems	Local (project vicinity)

Source: Compiled by HDR 2021

5.2 Projects Contributing to Potential Cumulative Impacts

The CEQA Guidelines identify two basic methods for establishing the cumulative environment in which the project is to be considered: the use of a list of past, present, and probable future projects (the "list approach") or the use of adopted projections from a general plan, other regional planning document, or certified EIR for such a planning document (the "plan approach").

For this EIR, the list approach has been utilized to generate the most reliable future projections of possible cumulative impacts. When the impacts of the project are considered in combination with other past, present, and future projects to identify cumulative impacts, the other projects considered may also vary depending on the type of environmental impacts being assessed. As described above, the general geographic area associated with different environmental impacts of the project defines the boundaries of the area used for compiling the list of projects considered in the cumulative impact analysis.

5.3 Cumulative Impact Analysis

This cumulative impact analysis utilizes the list approach (as defined under CEQA) and considers environmental effects associated with those projects identified in Table 5-2 in conjunction with the impacts identified for the project in Chapter 3 of this EIR. Table 5-2 includes projects known at the time of release of the NOP of the Draft EIR, as well as additional projects that have been proposed since the NOP date. Figure 5-1 provides the general geographic location for each of these projects in relation to the project site.

Table 5-2. Cumulative Projects

No.	Project	Description	Project Status
1	French Hospital Patient Tower	Development of a four-story addition to the existing French Hospital, consisting of 87,870 square feet (sf) of space, and new on-site parking garage.	Under Planning Review
2	The Junction	Development of a mixed-use project consisting of 69 residential units and approximately 3,000 sf of commercial space	Under Construction
3	The Yard	Development of 43 residential units throughout eight new buildings, which also includes the expansion of Victoria Avenue.	Under Construction
4	Victoria Crossing	Mixed-use project that includes a four-story structure with 3,150 sf of commercial/retail space and 33 residential units.	Under Construction
5	HASLO Victoria Mixed Use	Development of a four-story mixed-use structure with 32 affordable units and 12,000 sf of commercial space.	Under Planning Review
6	The Connect	Development of a four-story mixed-use project consisting of 78 residential units and approximately 6,800 sf of commercial space.	Under Construction
7	Orcutt Mixed Use	Mixed-use project consisting of three-story structures with approximately 1,714 sf of commercial space and 15 residential units.	Under Building Review
8	Twin Creeks	Mixed-use project that includes three-story structures with approximately 3,488 sf of commercial space and 94 residential units.	Under Construction
9	Laurel Creek	Redevelopment of an existing warehouse structure to create a mixed-use development consisting of 98 new residential units and 132,565 sf of existing warehouse-office space.	Under Building Review

Table 5-2. Cumulative Projects

No.	Project	Description	Project Status
10	Orcutt Road Apartments	Mixed-use project consisting of a three-story structure with 15 residential units on a site with an existing commercial use.	Under Building Review
11	Broad St. Mixed Use	Re-initiation of an expire mixed-use project consisting of 10 residential units and 6,000 sf of commercial space.	Under Building Review
12	Rockview Moderns	Subdivision and development of 8 residential units.	Under Construction
13	Mail Pouch South	Subdivision and development of 10 residential units.	Under Building Review
14	Broad St. Collection	Development of a mixed-use development consisting of 32 residential units and a small boutique hotel with 6 rooms and a caretaker's quarter.	Under Building Review

Source: Compiled by HDR using the City of San Luis Obispo's Current Development Projects Map. Available on-line at: https://slocity.maps.arcgis.com/apps/MapTour/index.html?appid=27749c92741d46b0a89974c199f4f9b2&webmap=12e601e04ce6466495b5f89f46384175

Figure 5-1. Cumulative Projects



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5.3.1 Aesthetics

As described in Section 3.2, Aesthetics, the project site is not designated as a scenic vista by the City of San Luis Obispo and there are no designated scenic highways within the project site or immediate vicinity. Therefore, the project in combination with other cumulative projects, would not result in a cumulatively considerable impact as it relates to scenic vistas and highways.

Degradation of Visual Character or Quality

As discussed in Section 3.2, Aesthetics, implementation of the proposed project would represent a change in visual character of the existing project site from relatively undeveloped land to a layover facility with a new rail yard, storage and servicing tracks, operations and maintenance buildings, landscape improvements, and safety and security features. Although the LOSSAN Rail Corridor Agency is not subject to local planning regulations such as the city's General Plan or municipal code, the proposed buildings and site improvements will be designed to be compatible with the surrounding built environment and be consistent with guidance set forth in the City of San Luis Obispo's Railroad District Plan and City of San Luis Obispo Community Design Guidelines. The other cumulative projects are subject to local planning regulations. The cumulative projects would be required to adhere to the design standards of the city's General Plan, Community Design Guidelines, and Building Standards and would be subject to discretionary review by the Community Development Director, Architectural Review Commission, and Planning Commission. Through the discretionary review process, new development would be designed to be visually compatible with existing development. Based on these considerations, the proposed project in conjunction with other projects considered in Table 5-2 in the project vicinity, would not result in cumulatively considerable visual impacts.

Nighttime Light and Glare

As discussed in Section 3.2, Aesthetics, construction of the project would not include nighttime construction activities (primarily due to construction noise restrictions on work hours). Therefore, the proposed project would not create a new source of substantial light which would adversely affect day or nighttime views in the area during construction. The proposed project would introduce new exterior lighting on the project site. The addition of new light sources from the project is not anticipated to add a substantial amount of new light to the nighttime views. The nighttime lighting fixtures would be installed to direct the majority of the light to within and directly adjacent to the facility, and away from sensitive areas, to the maximum extent feasible. Exterior lighting control would be set up by time clock (scheduled on/off) and luminaire-installed occupancy sensors. Occupancy sensors would drop the lighting levels to 25 percent after not detecting any activity for 10 minutes. The lighting on the pedestrian trail and bike path will be required to comply with the design standards in the City of San Luis Obispo's Bicycle Transportation Plan. Other cumulative projects will be required to comply with Section 17.70.100 – Lighting and Night Sky Preservation, of the city's Municipal Code to minimize light spillover and to preserve the night sky. By preventing light spillover through compliance with the City's regulations, future development would minimize contributions to additional skyglow. Therefore, the proposed project in conjunction with other projects considered in Table 5-2, would not result in a cumulatively considerable light impact.

5.3.2 Air Quality

Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time. The region of analysis for cumulative effects on air quality is the Basin. The Basin experiences chronic exceedances of state and federal ambient air quality standards because of past and present projects and is subject to continued nonattainment status by reasonably foreseeable future projects. These nonattainment conditions within the region are considered cumulatively significant. The SLOAPCD has prepared, and periodically updates, the County's regional *Clean Air Plan* that sets forth a comprehensive and integrated program that will lead the Basin into compliance with the federal and State air quality standards.

As discussed in Section 3.3, Air Quality, the proposed project would be consistent with the *Clean Air Plan*, which is intended to bring the Basin into attainment for criteria pollutants. San Luis Obispo County is in nonattainment for ozone (1-hour Classification and 8-hour standard) and PM_{10} with respect to the California Ambient Air Quality Standards. Per SLOAPCD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., implementation of all feasible mitigation measures and compliance with adopted *Clean Air Plan* emissions control measures) would also be imposed on all projects Basin-wide, which would include all nearby projects. As shown in Figure 5-1, there are cumulative projects within 500 feet of the project site that are currently under construction (The Junction, The Yard, and Victoria Crossing). It is anticipated that these projects would be fully constructed before the start of construction of the proposed project (as early as April 2024). The HASLO Victoria Mixed Use Project is located within 500 feet of the project site is currently under planning review. If approved by the City of San Luis Obispo, there is a potential that the project could be constructed during the same timeframe as the proposed project. However, the HASLO Victoria Mixed Use Project would be required to implement all feasible mitigation measures and comply with adopted *Clean Air Plan* emissions control measures to reduce criteria air pollutant emissions. For these reasons identified above, project emissions would not be cumulatively considerable.

5.3.3 Biological Resources

Special-Status Species

As discussed in Section 3.4, Biological Resources, no federally- or state-listed plant species or other special-status plant species have the potential to occur within the BSA. Furthermore, no federally- or state-listed plant species, or other special-status plant species were recorded within the BSA. Construction and operation of the proposed project would have no direct or indirect impacts on candidate, sensitive, or special-status plants. Therefore, the project would not result in a cumulatively considerable impact on special-status plant species.

No federally- or state-listed wildlife species occur or have potential to occur within the BSA. Therefore, neither project construction nor operation would have direct or indirect impacts on federally- or state-listed wildlife species. Loggerhead shrike (species of special concern) and white-tailed kite (fully protected species) have the potential to nest in shrubs and trees within the project footprint. Potential direct impacts on active loggerhead shrike and white-tailed kite nests would be reduced to a level less than significant through implementation of Mitigation Measure BR-1, which requires the avoidance of nesting birds. Therefore, the project would not result in a cumulatively considerable impact on special-status wildlife species.

Wildlife Movement

The BSA is in a highly developed and disturbed environment, surrounded by suburban homes, businesses and roads, and any wildlife moving through the BSA would have already been exposed to substantial disturbance. The proposed project would have a less than significant impact associated with wildlife corridors. Therefore, the project would not result in a cumulatively considerable impact on wildlife movement.

Conflict with Local Policies or Ordinances Protecting Biological Resources

The BSA is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the project would not result in a cumulatively considerable impact on conflict with a conservation plan.

As discussed in Section 3.4, Biological Resources, the proposed project would avoid native trees within the project footprint and implement Mitigation Measure BR-1 to reduce potential impacts on nesting birds to a less than significant level. Other cumulative projects may result in the removal of protected trees as part of construction; however, these related projects would be required to comply with the San Luis Obispo Municipal Code Section 12.24.090, as applicable. Therefore, the project would not result in cumulatively considerable impacts as it relates to conflicts with local policies or ordinances protecting biological resources.

5.3.4 Cultural Resources

Historical and Archeological Resources

As discussed further in Section 3.5 Cultural Resources, project-related ground disturbing activities includes the construction of new storage tracks, a rail car wash, several operations and maintenance buildings, and parking areas, which has the potential to result in significant adverse impacts to identified historical resources. This is a potentially significant impact in the absence of mitigation. Mitigation Measure CUL-1 would reduce potential impacts to these resources by requiring archival documentation of these known resources and preparation of educational installations displaying historical photographs, maps, and narrative text demonstrating the history of rail yard operations and the corresponding impact would not be cumulatively considerable.

Project related construction would not directly impact cultural resources located outside of the project site. Therefore, it is unlikely that intact subsurface deposits would be encountered during construction and no additional cultural resource management measures are recommended outside of the project site. In this context, the project in combination with other cumulative projects, would not contribute to cumulatively considerable impacts to historic-era cultural resources.

Previously Unidentified Archaeological Resources

One historic archaeological resource (Southern Pacific Roundhouse and Rail Yard Site) was identified within the project site as a result of the records search, archival research, and field survey. However, implementation of the plan for the Roundhouse Protected Zone, in concert with Mitigation Measure CUL-1, would reduce impacts to a level less than significant.

Implementation of the project will involve grading and ground disturbance within the project footprint. However, the potential for previously unrecorded archaeological resources that are prehistoric in

nature is considered low due to the extensive historic disturbance of the project site from construction of the railroad and rail yard. Furthermore, the project site is not within a burial sensitivity area according to the City's General Plan Conservation and Open Space Element. Notwithstanding these circumstances, the project would continue to carry the potential to encountered previously, undocumented archaeological resources. Mitigation Measure CUL-2 would reduce potential impacts to undiscovered resources to a less than significant level by requiring proper treatment of unanticipated archaeological discoveries. Other cumulative projects would be required to implement mitigation to minimize impacts on cultural resources consistent with federal, state, and local laws and therefore, past and reasonably foreseeable projects would not result in a cumulatively significant impact.

Human Remains

No prehistoric or historic burials were previously identified within the project site as a result of the records search, and according to the city's General Plan Conservation and Open Space Element the project site is not within a burial sensitivity area. Therefore, the potential for encountering human remain is considered to be low. However, ground-disturbing construction activities associated with the project have the potential to impact human remains. Mitigation Measure CUL-3 would reduce this impact to a less than significant level by requiring the project to abide by the requirements of State of California Health and Safety Code Section 7050.5 and PRC Section 5097.98 if human remains or unassociated funerary objects are discovered. Other cumulative projects with potentially significant impacts on human remains would be required to comply with the same state and local regulations and ordinances protecting human remains through implementation of similar project-specific mitigation measure(s) during construction. In this context, with the implementation of Mitigation Measure CUL-3, the project's incremental contribution to cumulative impacts on human remains would not be cumulatively considerable.

5.3.5 Energy

Several other currently planned and approved projects identified in Table 5-2 would also receive electricity service provided by PG&E. These projects would also consume energy related to transportation (i.e., gasoline and diesel consumption for passenger vehicles, trucks, buses, and other vehicles) and construction. These projects would be required to implement energy efficiency measures in accordance with the California Energy Code to reduce energy demand from buildings. There is no evidence to suggest that implementation of cumulative development would result in wasteful or inefficient use of energy, and the cumulative energy impact would be less than significant.

According to Appendix F of the State CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. As the state's passenger rail system grows, the reduction in reliance on the automobile would result in reduction of vehicle miles traveled, GHG emissions and other air pollutants, and fuel consumption. Furthermore, the proposed project would promote walking, biking and use of public transit use to reduce dependency on motor vehicles. The proposed project would not result in wasteful or inefficient use of energy. Because the project would not result in wasteful or inefficient use of energy and not contribute to a significant cumulative impact, the project would not result in a substantial contribution to a significant cumulative impact.

5.3.6 Geology and Soils

Cumulative projects would result in an increase in population and development that could be exposed to hazardous geological conditions, depending on the location of proposed developments. Geologic hazards based on the local geologic characteristics of a project are typically site-specific and addressed on a project-by-project basis, rather than on a cumulative basis. The proposed project and other cumulative projects would be subject to uniform site development and construction and regulatory standards relative to seismic and other geologic conditions that are prevalent within the region, such as the California Building Code standards.

Although the potential for seismic groundshaking to occur at the site is unavoidable, the proposed project would not involve activities that would exacerbate existing environmental conditions related to seismic ground shaking, liquefaction, and landslides at the project site. Cumulative impacts on geology and soils would be considered significant if the project in conjunction with other cumulative projects combine with off-site geologic hazards to be cumulatively considerable. However, none of the cumulative projects would intersect or be additive to the project's site-specific impacts on geologic hazards and soils. Therefore, the project would not result in a cumulatively considerable impact to geologic hazards.

Paleontology

As discussed in Section 3.7, Geology and Soils, ground-disturbing activities associated with project construction are not expected to impact geologic units of high paleontological sensitivity, either at the surface or at depth for any project activity. Therefore, the project's incremental contribution to cumulative impacts on paleontological resources would not be cumulatively considerable.

5.3.7 Greenhouse Gas Emissions

The geographic scope for related projects considered in the cumulative impact analysis for GHG emissions is global because the impacts of climate change are experienced on a global scale regardless of the location of GHG emission sources. Therefore, GHG emissions and climate change are, by definition, cumulative impacts. The adverse environmental impacts of cumulative GHG emissions are already occurring. They include sea level rise, increased average temperatures, more drought years, more and larger forest fires. As such, cumulative impacts related to GHG emissions are significant.

CEQA requires that projects be evaluated to ascertain whether a project's contribution towards climate change, in terms of GHG emissions, is cumulatively considerable. As discussed in Section 3.8, Greenhouse Gas Emissions, project GHG emissions would not exceed the efficiency thresholds set by the City's 2020 CAP and would therefore be considered consistent with the City's 2020 CAP and SB 32. As such, proposed project GHG emissions would not be cumulatively considerable.

5.3.8 Hazards and Hazardous Materials

Routine Transport, Use, or Disposal of Hazardous Materials

As discussed in Section 3.9 Hazards and Hazardous Materials, if the layover facility stores hazardous materials in excess of threshold quantities (500 pounds of solids, 55 gallons of liquids, or 200 cubic feet of compressed gases), the LOSSAN Rail Corridor Agency would be required to prepare a Hazardous Materials Management Plan, or Business Plan, in compliance with California Health and Safety Code, Section 25503.5. As described in Mitigation Measure HAZ-1, the plan

would include an inventory statement, a site map showing the location of hazardous materials, an emergency response and contingency plan, an employee training plan, and general facility information. Compliance with these regulations and HAZ-1 would reduce potential impacts to a level less than significant.

The project and cumulative projects identified in Table 5-2 would all involve the storage, use, disposal, and transport of hazardous materials to varying degrees during construction and operation. These cumulative projects would be required to implement and comply with existing hazardous materials laws, regulations, and policies to reduce potential releases of hazardous materials into the environment. Therefore, the project's incremental contribution to cumulative impacts associated with the routine storage, use disposal, and transport of hazardous materials, would not be cumulatively considerable.

Accidental Release of Hazardous Materials into the Environment

Nine sites of concern were identified from environmental database listings based upon their proximity to the project site and their documented histories of releases of chemicals or petroleum products to soil and/or groundwater. The close proximity of these sites of concern to project-related construction activities would carry the potential for encountering contaminated soil. This potential impact would be reduced to a level less than significant with Implementation of Mitigation Measures HAZ-1 and HAZ-2 which require preparation of a HMMP and construction work to be halted if potentially hazardous materials are encountered. Furthermore, any hazardous wastes or materials encountered through ground-disturbing activities would be handled and disposed of in accordance with federal, state, and local regulatory requirements.

Future cumulative projects within the project vicinity would be subject to compliance with similar hazardous federal, state, and local regulations as the project. These regulations require an individual site evaluation and, if hazardous materials are encountered, cleanup and proper disposal by the responsible party. Therefore, the project's incremental contribution to cumulative impacts associated with creating a significant hazard to the public or the environment would not be cumulatively considerable.

Emergency Response Plan

During construction, the proposed project would require underground utility installation and/or relocation and street access improvements which may result in temporary road closures which would cause temporary construction-related traffic impacts to emergency access and implementation of emergency plans. However, impacts would be temporary, and the project contractor would be required to coordinate street closures with emergency providers to reduce potentially significant impacts to a level less than significant during construction. Fire and other emergency access for the structures would be provided by the proposed access road which would meet local fire agency standards for emergency access. The new interior roads would be constructed to appropriate city standards, thereby ensuring that emergency vehicles can readily and easily access the project site. Other cumulative projects would be subject to the city's requirements for emergency access. Therefore, the project's incremental contribution to cumulative impacts related to emergency response and adopted emergency response plan would not be cumulatively considerable.

Wildfires

The project site is within an urbanized area of the City of San Luis Obispo that is not adjacent to wildlands. Furthermore, the project site is located in an area with a low fire hazard rate (City of San Luis Obispo 2012) and is not located within a fire hazards severity zone (CALFIRE 2021). The proposed project would not be subject to wildland fire risks and no impact would occur. Therefore, the project's incremental contribution to cumulative impacts related to wildfire risk would not be cumulatively considerable.

5.3.9 Hydrology and Water Quality

Water Quality and Drainage

Local hydrology, drainage, and groundwater conditions are often affected by multiple activities within the watershed. The limits of the city and project site generally contain developed areas including paved roads, existing structures, and other impervious surfaces (e.g., parking lots).

As discussed in Section 3.10, Hydrology and Water Quality, construction activities associated with the proposed project have the potential to degrade water quality through the exposure of surface runoff (primarily rainfall) to exposed soils, dust, and other debris, as well as from runoff from construction equipment and materials. Compliance with the NPDES CGP, which includes the preparation of a SWPPP and implementation of BMPs, would minimize water quality impacts during construction, and this impact is considered less than significant. Similar to the project, cumulative projects disturbing more than 1 acre is required to comply with NPDES permitting requirements to avoid impacts on water quality.

The proposed project would increase impervious surfaces to accommodate project improvements. The additional impervious surface areas have the potential to increase typical pollutants generated during the operation of a transportation facility (sediment/turbidity, nutrients, trash, and debris, bacteria and viruses, oxygen demanding substances, organic compounds, oil and grease, pesticides and metals). The proposed project will be required to comply with the NPDES Industrial General Permit. Compliance with the NPDES Industrial General Permit would minimize water quality impacts during operation, and this impact is considered less than significant. The project would also implement post construction BMPs to meet the Industrial General Permit stormwater treatment requirements. This may include, but not be limited to, oil-water separators, water quality inlets, drain inlet inserts, etc. These features would apply to operation and maintenance of the project. Compliance with the NPDES Phase II MS4 permit would minimize water quality impacts during operation. Therefore, the incremental contribution of the project to cumulative impacts on water quality would not be cumulatively considerable.

Groundwater

The proposed project would not involve the use of groundwater or require construction dewatering. Therefore, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge and a less than significant impact would occur. The incremental contribution of the project to cumulative impacts on groundwater would not be cumulatively considerable.

Flooding

As discussed in Section 3.10, Hydrology, Flooding, and Water Quality, the project site is located in an area determined to be outside the 0.2% annual chance floodplain. The proposed project would not place structures within a flood zone that would impede or redirect flood flows and no impact would occur. Therefore, the incremental contribution of the project to cumulative impacts on flooding would not be cumulatively considerable.

Plan Consistency

The proposed project would not involve the use of groundwater or require construction dewatering. The proposed project would not conflict with or obstruct implementation of a sustainable groundwater management plan and no impact would occur. Therefore, the incremental contribution of the project to cumulative impacts on a groundwater management plan would not be cumulatively considerable.

The proposed project would comply with federal, state, and applicable local regulations and policies related to water quality and implement BMPs to protect water quality and comply with applicable permitting requirements. Therefore, short-term and long-term impacts on the Basin Plan and the City of San Luis Obispo's Water Management Plan would be considered less than significant. Based on this cumulative context, the project in conjunction with other cumulative projects would not be cumulatively considerable.

5.3.10 Land Use and Planning

Division of Established Communities

As discussed in Section 3.11, Land Use and Planning, project improvements would be constructed primarily within existing railroad ROW. The existing railroad corridor already acts as a physical barrier of land uses east and west of the project site. The proposed project would have a less than significant impact associated with the physical division of an established community. Similar to the proposed project, the cumulative projects identified in Table 5-2 would also be required to comply with applicable land use plans to ensure that they do not physically divide an established community. Therefore, the project would not result in a cumulatively considerable impact on the division of established communities.

Plan Consistency

As discussed in Section 3.11, Land Use and Planning, the proposed project is consistent with applicable state and regional plans, policies, and regulations. Although the LOSSAN Rail Corridor Agency is not subject to local planning regulations such as the city's General Plan or municipal code, the proposed buildings and site improvements will be designed to be compatible with the surrounding built environment and be consistent with guidance set forth in the City of San Luis Obispo's Railroad District Plan and City of San Luis Obispo Community Design Guidelines. other cumulative projects would be subject to comply with jurisdictional requirements and/or apply for amendments or variances as needed to ensure project consistency with jurisdictional requirements and plans. Based on this cumulative context, the project in conjunction with other cumulative projects would not be cumulatively considerable.

5.3.11 Noise

Noise Effects

As discussed in Section 3.12, Noise, construction noise would exceed the FTA guideline of 80 dBA L_{eq} during Phase 1b (Utility Relocations) and Phase 1f (construction of the S&I Position, gage pit with canopy). Exceedances of the FTA daytime guideline would occur at 3 receptors and is considered a significant impact. With implementation of Mitigation Measures NV-1 and NV-2, which includes noise-reducing measures (siting construction equipment as far away from sensitive receptors, combining noise operations in the same time period, and using specially quieted equipment) and preparing a community notification plan, construction noise levels would be maintained below the FTA guideline and impacts would be reduced to a less than significant level.

The project would introduce new sources of noise where there presently are none, specifically from train movements on two tracks, idling locomotives, and the train wash and wheel truing facility. The new sources of noise would increase noise levels in the analysis area and moderate impacts would occur throughout the neighborhood north of the proposed layover facility in part because of idling trains. This moderate impact is considered significant; therefore, Mitigation Measure NV-3 will be implemented to reduce impacts to less than significant levels by identifying operational restrictions and approaches to reduce the noise that will be produced by the layover facility.

As shown in Figure 5-1, there are cumulative projects within 500 feet of the project site that are currently under construction (The Junction, The Yard, and Victoria Crossing). It is anticipated that these projects would be fully constructed before the start of construction of the proposed project (as early as April 2024). The HASLO Victoria Mixed Use Project is located within 500 feet of the project site is currently under planning review. If approved by the City of San Luis Obispo, there is a potential that the project could be constructed during the same timeframe as the proposed project. However, other cumulative projects would be subject to the city's construction noise limits and be required to mitigate any significant noise impacts related to the individual cumulative project, including traffic noise. The proposed mitigation measures would achieve reductions of noise impacts; therefore, the operational and construction noise impacts identified in Section 3.12, Noise, would not be cumulatively considerable.

Vibration

Construction of the project includes activities that have the potential to cause construction vibration impacts. These activities include the use of vibratory rollers and bulldozers to place track ballast and lay down railroad ties and tracks. As discussed in Section 3.12, Noise, the highest vibration levels are predicted at 0.018 PPV at the nearest receptor to construction. This level is below the damage impact criteria; therefore, no significant damage impact would occur with implementation of the proposed project. During operation of the project, a maximum ground-borne noise level of 33 dBA, which is a level that is lower than the FTA impact criteria of 43 dBA; therefore, no long-term ground-borne noise impacts are anticipated. The other cumulative projects in the immediate project vicinity (The Junction, The Yard, and Victoria Crossing) are residential projects and would not generate vibration once constructed. In this context, the project's incremental contribution to cumulative impacts would not be cumulatively considerable.

5.3.12 Transportation

Program Plan, Ordinance, and Policies

The proposed project would result in an increase in vehicular trips associated with the arrival of construction workers to the project site. Most construction equipment would be brought to the project site at the beginning of the construction process during construction mobilization and would remain on-site throughout the duration of the construction activities for which they were needed. Since equipment would primarily remain on-site, it would be unlikely to interfere with traffic. Therefore, on-site construction activities that would affect traffic would be minor and temporary, on-site construction-related impacts would be less than significant. Construction activities would primarily take place within existing railroad ROW. However, the proposed project would require underground utility installation and/or relocation and street access improvements which could result in temporary road closures which would also impact pedestrian and bicycle access. Therefore, the LOSSAN Rail Corridor Agency will prepare and implement a traffic management plan. With implementation of a construction traffic management plan short-term construction impacts on local circulation, and pedestrian and bicycle access would be less than significant. Impacts to transit services would not occur.

During operation, the proposed project would not impact pedestrian or bicycle access. The proposed project includes the construction of a new segment of Class I bike trail, from approximately High Street to Francis Avenue, to connect existing Class I, II, and III segments of the Railroad Safety Trail. The proposed project would not preclude implementation of future bicycle facilities, and would be consistent with the City's Active Transportation Plan. Therefore, long-term impacts are considered less than significant.

Based on the anticipated low trip generation, i.e., up to 12 trips during the peak hours, and the project type of maintenance service, the proposed project would not result in a substantial increase above the existing traffic volumes. Therefore, operation of the proposed project would result in a less than significant impact on the roadway network.

Applicants for other cumulative project applicants would be required to coordinate with transit providers on a project-by-project basis to identify, avoid, and minimize disruptions to the circulation system, as well as be consistent with any applicable program plan, ordinance or policy addressing the circulation system. In this context, the project's incremental contribution to cumulative impacts would not be cumulatively considerable.

Vehicle Miles Traveled

Following the guidance in the Office of Planning and Research Technical Advisory, because the proposed project is primarily a rail maintenance project, involving the relocation and expansion of the existing Pacific Surfliner layover track and facility, the proposed project is not likely to lead to measurable or significant increases in VMT. The proposed project would also include the addition of a new segment of Class I bike trail identified in the City of San Luis Obispo's Active Transportation Plan. As such, VMT analysis is not required for analyzing the proposed project's transportation impacts. The project's incremental contribution to cumulative impacts would not be cumulatively considerable.

Design Hazard Impacts

The proposed project is being developed using UP and Amtrak railroad design standards. The existing exterior streets that would be used to access the project site are built to City standards, and the new interior roads would be constructed to appropriate standards, thereby ensuring that emergency vehicles can readily and easily access the project site. The project features would be engineered to comply with applicable agency standards and specifications to maximize the safe movements for both motorized and non-motorized forms of transportation. Therefore, the proposed project would not increase hazards due to geometric design or incompatible uses.

Other cumulative projects would be required to implement similar project-specific mitigation measures during construction, comply with applicable agency standards and specifications, and to coordinate with public agencies, as applicable. Therefore, the incremental impact of the project on transportation safety would not be cumulatively considerable.

Emergency Access

Increased construction activity within the project vicinity would result in short-term roadway delays and temporary roadway closures which may require detours. However, these impacts would be intermittent and temporary in nature, and are not anticipated to result in inadequate emergency access with mitigation. The construction traffic management plan would address flow of vehicular traffic throughout the project vicinity during construction to minimize delays to emergency vehicles to a less than significant level.

The existing exterior streets that would be used to access the project site are built to City standards, and the new interior roads would be constructed to appropriate standards, thereby ensuring that emergency vehicles can readily and easily access the project site. Therefore, the proposed project would not result in inadequate emergency access and the project's incremental contribution to cumulative impacts would not be cumulatively considerable.

5.3.13 Tribal Cultural Resources

Cumulative impacts on TCRs could result when past, present, and reasonably foreseeable future projects combine to cause a substantial adverse change in the significance of a TCR defined in PRC Section 21074. The NAHC responded on January 12, 2021 and indicated that there are sacred lands. Additionally, the project site is not within a burial sensitivity area. In the unlikely event that archaeological materials are encountered during project construction-related ground disturbing activities and are found to be prehistoric or Native American in origin, proper treatment of unanticipated cultural discoveries per Mitigation Measure CUL-2 would be followed. If human remains are discovered and determined to be prehistoric or Native American in origin, notification of NAHC is required to identify a most likely descendant per Mitigation Measure CUL-3. Therefore, implementation of Mitigation Measures CUL-2 and CUL-3 would reduce impacts to a less than significant level.

Probable future cumulative projects with potentially significant impacts on tribal cultural resources would be required to implement similar project-specific mitigation measures during construction. Furthermore, probable future cumulative projects would be required to comply with AB 52, which requires a lead agency to begin consultation with a California Native American Tribe that is traditionally and culturally affiliated with the geographic areas of the proposed project. The LOSSAN Rail Corridor Agency will continue the consultation process with these tribes under AB 52 to ensure potentially significant impacts to undiscovered tribal cultural resources are less than significant. In

this context, the project's incremental contribution to cumulative impacts on tribal cultural resources would not be cumulatively considerable.

5.3.14 Utilities and Service Systems

As discussed in Section 3.15, Utilities and Service Systems, the proposed project will involve new site utilities, new utility connections and potential utility protection or relocation. The project would continue to be serviced by existing providers and facilities for wastewater, water, stormwater, and solid waste; and would not require the construction of new wastewater, water, or stormwater facilities. All new connections to or potential relocations of utility service are required to be coordinated through and approved by the designated utility provider.

The proposed project would be required to comply with federal, state, and local statutes and regulations related to solid waste and recycling, such as AB 341. This would help to minimize the project's impact on landfill capacity. For this reason, along with adequate capacity at Cold Canyon Landfill, the project would have a less than significant impact on solid waste generation, and the expansion of existing or construction of new solid waste facilities would not be necessary.

Therefore, the project's incremental contribution to cumulative impacts related to increasing demands on utilities/service systems would not be cumulatively considerable.

Prior to construction, future project applicants would be required to coordinate with utility providers on a project-by-project basis to determine the demand and capacity of facilities. The appropriate service providers are responsible for ensuring adequate provision of public utilities within their jurisdictional boundaries. Therefore, the project's impacts on utilities/service systems would not be cumulatively considerable.

6 Effects Found Not to Be Significant

In accordance with Section 15128 of the CEQA Guidelines, an EIR must contain a statement briefly indicating the reasons that various potential significant effects of a project were determined not to be significant. The LOSSAN Rail Corridor Agency has determined that the proposed project would not have the potential to cause significant adverse effects associated with the topics identified below. Therefore, these topics are not addressed in this EIR; however, the rationale for eliminating these topics is briefly discussed below.

6.1 Agriculture and Forestry Resources

6.1.1 Agriculture Resources

Important Farmland. According to the farmland maps prepared by the California Department of Conservation (2016), the project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation 2016). The project site is designated as Urban and Built-Up Land. Therefore, the proposed project would not convert Important Farmland to non-agricultural uses and no impact would occur.

Agricultural Zoning. The majority of the project site is currently zoned Service Commercial with Special Consideration (S) and Historic overlays (H), with small slivers zoned Public Facility (PF), Medium-High Density Residential (R-3), and Manufacturing (M). The project site is not located on or adjacent to land zoned for agricultural use. Therefore, the proposed project would not conflict with existing zoning for agricultural use and no impact would occur.

Williamson Act Contracts. Based on *Figure 6: Open Space* of the city's Conservation and Open Space Element (City of San Luis Obispo 2014a), the project site is not located within or immediately adjacent to land under an active Williamson Act contract. Therefore, the proposed project has no potential to conflict with a Williamson Act contract and no impact would occur.

6.1.2 Forestry Resources

The project site does not include land use designations or zoning for forest land or timberland. Therefore, the project would not conflict with zoning for, result in the loss of, or result in the conversion of forest land, timberland, or timberland zoned Timberland Production and no impacts would occur.

6.2 Mineral Resources

Based on the city's Conservation and Open Space Element, mineral extraction is prohibited within city limits (City of San Luis Obispo 2014a). No known mineral resources are present within the project site and future extraction of mineral resources is very unlikely due to the urbanized nature of the area. Therefore, implementation of the proposed project would result in no impact on mineral resources.

6.3 Population and Housing

The proposed project includes the construction of a new rail yard, storage and servicing tracks, operations and maintenance buildings, landscape improvements, including bike path improvements, and safety and security features. The proposed project does not include the construction of residential units, and thus would not directly induce population growth.

The project site is currently vacant and undeveloped. The proposed project would not remove any existing housing units and therefore would not result in the displacement of substantial numbers of people or housing and would not require the construction of replacement housing elsewhere. No impact would occur associated with population and housing.

6.4 Public Services

Police Services. The City of San Luis Obispo Police Department provides law enforcement services within the city. The City of San Luis Obispo Police Department operates out of one main police station located at 1042 Walnut Street. The proposed security features such as security lighting, 8-foot-high perimeter fencing, controlled access gates and access points, and video surveillance cameras would minimize the need for police services at the project site. It is not anticipated the project would result in the need for additional staffing or expansion of police service facilities, the expansion of which could create a significant impact to the environment. The project would have a less than significant impact on police services.

Fire Protection Services. The City of San Luis Obispo Fire Department provides emergency and non-emergency fire, rescue, and medical services within the city. The closest fire station to the project site is Fire Station No. 1, located approximately 0.20 miles west of the project site at 2160 Santa Barbara Avenue. Fire Station No. 1 provides primary response to the downtown sections of the city. The project could require fire protection services, but it is not anticipated the project would result in the need for additional staffing or expansion of fire protection service facilities, the expansion of which could create a significant impact to the environment. The proposed features such as the installation of fire alarm systems in the buildings and fuel tank farm, wet pipe fire suppression system, and fire hydrants with valve box at buildings, fuel tank farm, and along emergency access roads would minimize the need for fire protection services at the project site. The project would have a less than significant impact on fire protection services.

Schools. The proposed project does not include the construction of residential units, and thus would not directly induce population growth. As no residential units are proposed, there would not be an increase in the number of school-age children in the area, and thus, no new demand for educational services would be generated. The schools located in the vicinity of the project site would not be physically impacted or altered in a way that would cause relocation or need for new facilities. No impact is identified for this issue area.

Parks. The proposed project does not include the construction of residential units, and thus would not directly induce population growth. Therefore, the project would not significantly increase the need for parks. Furthermore, no direct physical impacts on parks would occur from implementation of the project. The proposed project would accommodate existing and planned pedestrian and bike paths in proximity to the project site. No impact associated with the provision of new or physically altered parks would occur.

Other Public Facilities. The project does not include housing and would not generate population growth that would affect other public facilities such as libraries. Operation of the project is not expected to substantially affect access to the public facilities or disrupt the basic functions of the facilities in the project vicinity. No impact is identified for this issue area.

6.5 Recreation

Implementation of the project would not increase the demand for recreational facilities or result in physical impacts that would deteriorate existing facilities. The demand for parklands and other recreational facilities would be similar to existing conditions. The proposed project would not substantially induce population growth in the project site and thereby would not significantly increase the use of parks. Further, the project has been designed to accommodate the existing and planned pedestrian and bike trail within the vicinity of the site. No impact would occur associated with the physical deterioration of parks and other recreational facilities.

6.6 Wildfire

The project is located in an urban area within the City of San Luis Obispo. Based on Figure 2: Fire Hazard Severity Zone of the city's Safety Element (City of San Luis Obispo 2014b), the project site is not located in or near state responsibility areas or lands classified as very high hazard severity zones (CALFIRE 2007). Therefore, no impact is identified for wildfire.

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7 Alternatives

7.1 Introduction

The identification and analysis of alternatives is a fundamental concept under CEQA. CEQA requires the consideration of alternative development scenarios and an analysis of the potential impacts associated with those alternatives. Through comparison of these alternatives to the proposed project, the advantages of each can be weighed and analyzed. Section 15126.6(a) of the CEQA Guidelines requires that an EIR "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."

Additionally, Sections 15126.6(e) and (f) of the CEQA Guidelines state:

- The specific alternative of "no project" shall also be evaluated along with its impact. If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.
- The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the proposed project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the proposed project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making.

Pursuant to the CEQA Guidelines stated above, a range of alternatives to the proposed project is considered and evaluated in this EIR. The discussion in the chapter provides:

- A description of alternatives considered;
- An analysis of whether the alternatives meet most of the objectives of the proposed project; and
- A comparative analysis of the alternatives under consideration and the proposed project. The focus of this analysis is to determine if alternatives are capable of eliminating or reducing the significant environmental effects of the proposed project.

7.2 Project Objectives

The potential alternatives were evaluated in terms of their ability to meet the basic project objectives, while reducing or avoiding the environmental impacts of the proposed project identified in Chapter 3, Environmental Analysis, of the EIR. As discussed in Chapter 2, Project Description, the project's objectives are as follows:

- Address current and future need for capacity. Increase overnight layover and storage capacity at the northern end of the LOSSAN rail corridor to support the service goals and objectives outlined for the Pacific Surfliner in both the 2018 California State Rail Plan (State

Rail Plan) and the LOSSAN Rail Corridor Agency's FY 2019-20 and 2020-21 Business Plan (Business Plan).

- Address current need for increased maintenance capabilities. Ability to perform additional maintenance services including inspections will improve equipment utilization and operational flexibility of service plans; currently each vehicle laying over in San Luis Obispo must regularly cycle through the Los Angeles maintenance facility to perform inspections every 3 to 4 days.
- Create opportunity to accommodate planned ultimate project phasing. Construct the facility on a site that meets minimum planning criteria for ultimate space needs, including capacity for storage of 4-5 train sets.
- Create opportunity to accommodate planned phasing of maintenance capabilities. Construct a facility that meets the programmatic requirements and site layouts for the facility including planning ratios and space needs pertaining to the unique functions and equipment required at the CCLF.
- Maintain or improve operational efficiency. Provide reasonably efficient operation to and from the future facility including accessibility by rail and proximity to the terminal station in San Luis Obispo. Ideally, the site would be adjacent to tangent mainline track.
- Minimize or avoid operational impacts to UP. The current layover facility location requires trains to make a reverse move onto the UP mainline in single track territory to enter and exit the facility, preventing other trains from passing through the corridor during the move.
- Support service goals and improvements for the Central Coast region as defined by the 2018 California State Rail Plan for the short-term, mid-term and long-term horizons.

During early planning phases for the project, several alternative locations were evaluated and include the existing facility location, round house site (proposed project location), Islay Hill site, and Cal Poly SLO site. General site criteria include the following:

- Potential sites needed to be accesible by rail and close enough to the terminal station in San Luis Obispo to provide reasonably efficient operation to and from the future facility. The planning team selected only sites within a 3-mile radius of the station.
- Based on a desired storage track length of 1000 feet, potential sites needed to be approximately 1500-feet long minimum.
- Ideally, the site would be adjacent to tangent mainline track.
- Potential sites needed to be open land, with no immediate plans for development.
- Consideration of expansion of the existing facility was required.

7.2.1 Facility Requirements

Based on these criteria, the following facility requirements must also be accomodated within the site and are considered relative to each potential site. There are diverse functional requirements and area needs for the CCLF. The primary functions of the facility are:

- **Facility Operations.** Facility operations is responsible for managing the onsite circulation of locomotive and coach rail vehicles.
- **Fleet Maintenance.** Fleet maintenance is responsible for all service, inspection, and maintenance of locomotive and coach rail vehicles. Responsibilities also include cleaning the rail vehicles.
- **Parts Storeroom.** The parts storeroom is responsible for storing and managing inventory of all parts required for rail vehicle service and maintenance.
- **Yard and Service Areas.** Support areas includes ancillary support uses such as restrooms, custodial room, data room, storage areas, wash areas.

7.3 Evaluation of Alternatives

The following alternatives to the proposed project are evaluated in this chapter:

- Alternative 1 – No Project/No Development Alternative
- Alternative 2 – Expand Existing Facility Alternative
- Alternative 3 – Islay Hill Site Alternative
- Alternative 4 – California State University San Luis Obispo Site

7.3.1 Alternative 1 - No Project/No Development Alternative

The CEQA Guidelines require analysis of the No Project Alternative. According to Section 15126.6(e), "the specific alternative of 'no project' shall also be evaluated along with its impacts. The 'no project' analysis shall discuss the existing conditions at the time the NOP is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the proposed project was not approved, based on current plans and consistent with available infrastructure and community services."

The No Project/No Development Alternative assumes that the project site would not be developed with the proposed project, and the project site would remain in its current condition and current uses. The existing facility located to the north of the proposed project site would continue to operate in its current capacity.

Aesthetics

No significant aesthetic or visual impacts were identified associated with the proposed project. Therefore, the no project/no development alternative would not avoid or reduce a significant impact related to aesthetics.

Air Quality

No significant impacts related to consistency with the applicable air quality plan, as well as construction and operational air emissions were identified associated with the proposed project. Therefore, the no project/no development alternative would not avoid or reduce a significant impact related to these areas related to air quality. However, because no construction activities would occur under this alternative, this alternative would avoid the potential impact associated with valley fever and asbestos due to ground disturbing activities. Therefore, the no project/no development alternative would avoid the air quality impacts associated with the proposed project.

Biological Resources

Implementation of the no project/no development alternative would avoid potential impacts to wetlands or aquatic resources associated with the proposed project. The proposed project site is otherwise void of any sensitive biological resources, as it is highly disturbed and comprised predominantly of urban/developed land and disturbed land, with small pockets of eucalyptus woodland.

Cultural Resources

The no project/no development alternative would avoid all potential cultural resources impacts associated with the proposed project. Because no new development or construction would occur, impacts to the Southern Pacific Roundhouse and Rail Yard Site would be avoided. Additionally, although the potential is considered low, the no project/no development alternative would avoid the potential to encounter or disturb previously unrecorded archaeological resources that are prehistoric in nature, as well as avoid the potential that previously undiscovered prehistoric archaeological deposits are present and could be uncovered during deeper ground disturbing activities.

Energy

No significant energy impacts were identified associated with the proposed project. Therefore, the no project/no development alternative would not avoid or reduce a significant impact related to energy.

Geology and Soils

Implementation of the no project/no development alternative would avoid potential geology and soils impacts related to liquefaction and expansive soils, as no new development would occur.

Greenhouse Gas Emissions

Implementation of the no project/no development alternative would not avoid or reduce a significant GHG emissions impact, as no GHG emissions impact has been identified associated with the proposed project.

Hazards and Hazardous Materials

Implementation of the no project/no development alternative would avoid the significant impacts associated with routine transport, use, or disposal of hazardous materials during construction, and potential for encountering contaminated soils associated with the proposed project.

Hydrology and Water Quality

No significant hydrology and water quality impacts were identified associated with the proposed project. Therefore, the no project/no development alternative would not avoid or reduce a significant impact related to hydrology and water quality.

Land Use and Planning

Implementation of the no project/no development alternative would not avoid or reduce a significant land use and planning impact, as no land use and planning impact has been identified associated with the proposed project.

Noise

Implementation of the no project/no development alternative would avoid both the construction and operational noise impacts associated with the proposed project, as no new development would occur on the project site.

Transportation

Implementation of the no project/no development alternative would not avoid a significant transportation impact associated with the proposed project, as no transportation impact has been identified associated with the proposed project.

Tribal Cultural Resources

Implementation of the no project/no development alternative would avoid potential impacts to tribal cultural resources associated with the proposed project, as no new development would occur on-site.

Utilities and Service Systems

No significant utilities and service systems impacts were identified associated with the proposed project. Therefore, the no project/no development alternative would not avoid or reduce a significant impact related to utilities and service systems.

CONCLUSION: ALTERNATIVE 1 – NO PROJECT/NO DEVELOPMENT ALTERNATIVE

Under the no project/no development alternative, all the impacts associated with implementation of the proposed project would be avoided, including impacts to air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise and vibration, and tribal cultural resources.

The no project/no development alternative would not meet the basic objectives of the proposed project.

7.3.2 Alternative 2 – Expand Existing Facility

The Expand Existing Facility alternative would involve an expansion of the existing Pacific Surfliner Layover Facility adjacent to the San Luis Obispo Station. This site would encompass the existing facility and expand it to the west to include the current UPRR "Helper Track" adjacent to the two UPRR Main Tracks and siding running through the station. It would also expand the facility to the south, using land between the UPRR Main Tracks and siding and the pedestrian trail to the east. Total area of this site is approximately 5.5 acres. Figure 7-1 depicts the location of this alternative.

Figure 7-1. Alternative 2 - Expand Existing Facility



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The Existing Facility consists of the following components:

- A single 1,100-foot long storage track
- Lighting
- Maintenance Roadway
- Ground Power
- Yard Air
- Drip pans with oil water separator
- Direct-to-Locomotive fueling
- Diesel Exhaust Fluid storage
- Storage building/shop and office space for Mechanical operations
- Potable and Non-potable water cabinets along storage track
- Sewage dumping stations
- Trash bins with access for trash trucks
- Security fencing and video surveillance system

Aesthetics

No significant aesthetic or visual impacts were identified associated with the proposed project. Therefore, the Expand Existing Facility alternative would not avoid or reduce a significant impact related to aesthetics.

As with the proposed project, the location of the existing facility is not designated as a scenic vista by the City of San Luis Obispo General Plan (City of San Luis Obispo 2015). The existing facility is located within an urbanized and built-up area, directly adjacent to an existing railroad corridor. Similar to the proposed project, expansion of the existing facility would not have a substantial adverse effect on a scenic vista and no impact would occur. There are no designated scenic highways within the existing facility site or immediate vicinity. The nearest eligible state scenic highway is the U.S. 101, located one mile west of the existing facility site (Caltrans 2019). Therefore, similar to the proposed project, this alternative would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway and no impact would occur. Because the existing facility site is located in an urbanized area, similar to the proposed project, the expansion of the existing facility site would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. Therefore, implementation of this alternative would not avoid or reduce operational impacts related to visual character would be less than significant.

Air Quality

No significant impacts related to consistency with the applicable air quality plan, as well as construction and operational air emissions were identified associated with the proposed project. Therefore, the Expand Existing Facility alternative would not avoid or reduce a significant impact related to these areas related to air quality. However, similar to the proposed project, because implementation of this alternative would result in construction activities, the Expand Existing Facility

alternative would result in a similar impact associated with valley fever and asbestos due to ground disturbing activities. Therefore, the Expand Existing Facility alternative would result in a similar impact to air quality associated with the proposed project.

Biological Resources

Implementation of the Expand Existing Facility alternative would avoid potential impacts to wetlands or aquatic resources associated with the proposed project. The existing facility project site is void of any sensitive biological resources, as it is highly disturbed associated with the existing railroad tracks and operations at the existing site.

Cultural Resources

Implementation of the Expand Existing Facility alternative would avoid impacts to the Southern Pacific Roundhouse and Rail Yard Site, which are contributing elements to the San Luis Obispo Southern Pacific Railroad NRHP Historic District, and the City of San Luis Obispo Local Railroad Historic District. Additionally, because the existing site is highly disturbed and developed with railroad tracks and related facilities, although considered low, the Expand Existing Facility alternative would avoid the potential to encounter or disturb previously unrecorded archaeological resources that are prehistoric in nature, as well as avoid the potential that previously undiscovered prehistoric archaeological deposits are present and could be uncovered during deeper ground disturbing activities.

Energy

No significant energy impacts were identified associated with the proposed project. Therefore, the Expand Existing Facility alternative would not avoid or reduce a significant impact related to energy.

Similar to the proposed project, implementation of the Expand Existing Facility alternative would also involve the consumption of various forms of energy including electricity, natural gas, and petroleum. Construction would require connections to off-site utilities (e.g., electrical lines); however, utility conflicts would be coordinated with the applicable utility provider in order to avoid service interruptions to the project area. Energy use would increase temporarily during construction, but a substantial demand on regional or local energy supply or significant additional energy capacity would not be required.

Geology and Soils

Similar to the proposed project, expansion of the existing facility would result in potential impacts related to liquefaction and expansive soils. As with the proposed project, no impacts associated with rupture of a known earthquake fault, seismic ground shaking, landslides, lateral spreading, and subsidence would be anticipated at this location.

As with the proposed project site, this site is generally located on surficial deposits consisting of Mélange of Franciscan Complex (KJfm) of Cretaceous to Jurassic age and fill. The Franciscan Complex has a low potential for containing paleontological resources, while artificial fill has no potential for containing paleontological resources. Fill was encountered at depths ranging from 3 to 7.5 feet in the geotechnical borings from the project site. The depth of excavation for the project improvements are anticipated to range from approximately 2 feet for roads to 11 feet for the inspection pit. Ground-disturbing activities associated with project construction are not expected to impact geologic units of high paleontological sensitivity, either at the surface or at depth for any

project activity. Overall, implementation of the Expand Existing Facility alternative would result in a similar impact to geology and soils as compared to the proposed project.

Greenhouse Gas Emissions

No significant GHG impacts were identified associated with the proposed project. Therefore, the Expand Existing Facility alternative would not avoid or reduce a significant impact related to GHG emissions.

Implementation of the Expand Existing Facility alternative would result in a similar level of construction and operational GHG emissions as compared to the proposed project. Similar to the proposed project, GHG emissions associated with area sources (e.g., landscape maintenance), energy and water usage, vehicle trips, and wastewater and solid waste generation would be generated under this alternative. Because the same operational characteristics, including buildings and number of employees would be associated with this alternative, GHG emissions would not exceed the City's 2020 CAP efficiency threshold of 0.7 MT CO_2e per employee per year. Therefore, the impact associated with greenhouse gas emissions would be similar to the proposed project.

Hazards and Hazardous Materials

Implementation of the Expand Existing Facility alternative would result in similar hazards and hazardous materials impacts as compared to the proposed project. As with the proposed project, cconstruction activities would involve the handling, storage, transport, and disposal of hazardous materials. Further, day-to-day operations, such as train washing and refueling, equipment cleaning, and deposition of fuel oils has the potential to result in accidental spills of hazardous materials. Similar to the proposed project, although day-to-day activities would not likely create a threat to the public or the environment through the transport, use, or disposal of hazardous materials, a Hazardous Materials Management Plan would be required to ensure that potential impacts resulting from accidental spills would be contained and minimized.

Seven sites of environmental concern were identified from environmental database listings based upon their proximity to this site location. Similar to the proposed project, construction of this alternative has the potential to disturb contaminated soils, and mitigation would be required to address the potential for contaminated soils, as there would be the potential for encountering contaminated soil during construction.

The Sinsheimer Elementary School is located approximately 0.62 mile southeast of this site. During construction, there would be use of commercially available hazardous materials such as gasoline, brake fluids, coolants, and paints. However, similar to the proposed project, this alternative is not anticipated to result in a significant hazard to the school because all storage, handling, transport, and emission and disposal of hazardous substances associated with construction activities will be in full compliance with local, state, and federal regulations.

This site is located approximately 2.47 miles north of the San Luis Obispo County Regional Airport. Similar to the proposed project, transportation uses (vehicle, freight, and transit terminals, truck stops) are allowed in Safety Zone 6. Thus, the proposed project at this location is consistent with the uses allowed for the site in the ALUP.

Similar to the proposed project, the Expand Existing Facility alternative would not interfere with an emergency response plan and is not located in a fire hazards severity zone.

Hydrology and Water Quality

No significant hydrology and water quality impacts were identified associated with the proposed project. Therefore, the Expand Existing Facility alternative would not avoid or reduce a significant impact related to hydrology and water quality.

Implementation of the Expand Existing Facility alternative would result in similar hydrology and water quality impacts associated with the proposed project. Similar to the proposed project, construction activities have the potential to degrade water quality through the exposure of surface runoff (primarily rainfall) to exposed soils, dust, and other debris, as well as from runoff from construction equipment (and associated use of oil, grease, and paints). As with the proposed project, compliance with the NPDES CGP and implementation of a SWPPP would be required. Similarly, in the operational phase, implementation of this alternative would increase the impervious surfaces which would have the potential to increase typical pollutants generated during the operation of a transportation facility. Adherence to post construction BMPs to meet the City of San Luis Obispo's stormwater treatment requirements for new and reconstructed impervious surface would also be required.

Similar to the proposed project, implementation of the Expand Existing Facility alternative would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge and a less than significant impact would occur. This site is not located in a 100-year floodplain, and drainage improvements would be required to control on-site and off-site runoff so as to not impact flooding on- or off-site or contribute water which would exceed the capacity of stormwater drainage systems.

Land Use and Planning

Implementation of the Expand Existing Facility alternative would not avoid or reduce a significant land use and planning impact, as no land use and planning impact has been identified associated with the proposed project.

Noise

Similar to the proposed project, implementation of the Expand Existing Facility alternative would result in construction noise impacts and implementation of similar mitigation measures as required for the project, would also be required for this alternative to reduce impacts to a level less than significant. Additionally, similar to the proposed project moderate noise impacts during operation of the project would be likely due to the proximity of residential units to the site. Implementation of operational mitigation, similar to that required of the proposed project, or other form of noise mitigation would be required in order to reduce impacts to a level less than significant. Noise impacts associated with the Expand Existing Facility alternative are anticipated to be similar to the proposed project.

Transportation

Implementation of the Expand Existing Facility alternative would result in a greater impact to transportation as compared to the proposed project. The existing facility site has a single access point that would require construction and operational vehicles to traverse an established residential neighborhood. Similar to the proposed project a traffic management plan would be required to be implemented for construction, however, the existing street network serving this site is much more restricted as compared to the proposed project site, which could create greater conflicts with the

roadway network and related transportation facilities (such as bike lanes). Operational traffic volumes would be similar to the proposed project; however, these trips would traverse a residential neighborhood as compared to the light industrial and commercial uses that generally surround the proposed project site. Similar to the proposed project, this alternative would not affect transit or pedestrian facilities during operation, although pedestrian and bike facilities could be temporarily impacted during construction. This alternative would not include the construction of a new segment of Class I bike trail, from approximately High Street to Francis Avenue, to connect existing Class I, II, and III segments of the Railroad Safety Trail.

As with the proposed project, a VMT analysis would not be required for this alternative. Therefore, this alternative would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

The Expand Existing Facility alternative could result in a greater impact with respect to increase in hazards due to a design feature and emergency access. Only a single access point is available at this location. Additional emergency access to the site is not readily available at this location due to the existing residential neighborhood, with houses intervening between the site and adjacent roadways. Overall, the Expand Existing Facility alternative would result in a greater transportation impact as compared to the proposed project.

Tribal Cultural Resources

As with the proposed project, the existing facility site is not within a burial sensitivity area according to the city's General Plan Conservation and Open Space Element. However, similar to the proposed project, there is the potential, although unlikely, that potentially significant archaeological materials could be encountered during ground disturbing activities. As with the proposed project, implementation of mitigation measures that address inadvertent discovery of cultural resources materials during construction would be required.

Additionally, similar to the proposed project, in the unlikely event that human remains are encountered during project excavation, the Expand Existing Facility alternative would require similar mitigation that addresses inadvertent discovery of human remains in accordance with Health and Safety Code Section 7050.5; PRC Sections 5097.94, 5097.98, and 5097.99. The impact associated with tribal cultural resources would be similar to the proposed project.

Utilities and Service Systems

No significant utilities and service systems impacts were identified associated with the proposed project. The existing site already has utility connections and is adjacent to City utility connections. Therefore, the Expand Existing Facility alternative would not avoid or reduce a significant impact related to utilities and service systems.

CONCLUSION: ALTERNATIVE 2 – EXPAND EXISTING FACILITY

Implementation of the Expand Existing Facility alternative would avoid the proposed project's impacts to biological resources and cultural resources. The alternative would result in similar impacts to aesthetics, air quality, energy, geology and soils, greenhouse gas emissions, hydrology and water quality, land use and planning, noise, tribal cultural resources, and utilities and service systems. Implementation of this alternative would result in a greater impact to transportation as compared to the proposed project.

Implementation of the Expand Existing Facility alternative would partially meet the project objectives, but due to space limitations, the site is not optimal for fully meeting the project objectives. While railroad stakeholders (i.e., Union Pacific) is supportive of using and expanding the existing site, the site offers moderate optimiziation potential for facility rail operations because the site is directly across the main tracks from the existing station. Entrance to the facility requires moving north of the station to single-track territory and reversing into the facility. The very long and narrow shape of the site limits operational flexibility. Right of Way is owned by UP and the City. The City currently hosts a bike and pedestrian trail along portions of the site. Mitigation of any impacts to the trail would be required. Also, the site is immediately adjacent to single family homes, with limited space available for visual screening and noise mitigation.

Based on the space needs for the facility, the existing facility site is not large enough to accommodate the Phase 2 components of the proposed project. The overall site size is approximately 5.5 acres, 2.5 acres below the size required in the Space Needs Program for the Phase 2 program.

7.3.3 Alternative 3 – Islay Hill Site

The Islay Hill site is located approximately 3 miles south of the San Luis Obispo Station. The site is on the west side of the UPRR right-of-way, along a single-track segment of the railroad. Development of the proposed project at this location would require the use land on an undeveloped parcel across the tracks from the Islay Hill. This site is located in an unincoprorated portion of the County of San Luis Obispo, just south of an existing large single-family residential development. Total area of this site is approximately 24 acres. Figure 7-2 depicts the location of the Islay Hill site. Figure 7-3 provides a conceptual layout of this alternative.

Figure 7-2. Alternative 3 - Islay Hill Site



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Figure 7-3. Alternative 3 – Islay Hill Site Conceptual Site Plan



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Aesthetics

No significant aesthetic or visual impacts were identified associated with the proposed project. Therefore, the Islay Hill alternative would not avoid or reduce a significant impact related to aesthetics.

This site is located immediately outside the City limits and therefore is not addressed in the City's Conservation and Open Space Element. This site is currently vacant and located on relatively undisturbed land and is immediately adjacent to single-family residences to the north and a creek to the south. Similar to the proposed project, construction and operation of the CCLF at this site would not have a substantial adverse effect on a formally designated scenic vista and no impact would occur.

There are no designated scenic highways within this site or immediate vicinity. The nearest eligible state scenic highway is the U.S. 101, located approximately 3 miles west of the project site (Caltrans 2019). Therefore, similar to the proposed project, this alternative would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway and no impact would occur related to this issue.

However, implementation of the project at this location would represent a substantial change in visual character as compared to the proposed project site, due to its location in a relatively undisturbed natural setting; whereas, the proposed project site is located in an urban area that currently has a mix of vacant and undeveloped land, railroad corridor, commercial, service and manufacturing businesses, multi-story apartment buildings, single-family residences. The site is located immediately west of the Islay Hill Peak and open space area. Views onto this site would be readily available from users of the open space area, especially those views from the peak of Islay Hill. The Islay Hill alternative has the potential to result in a greater aesthetic impact as compared to the proposed project.

Air Quality

No significant impacts related to consistency with the applicable air quality plan, as well as construction and operational air emissions were identified associated with the proposed project. Therefore, the Islay Hill alternative would not avoid or reduce a significant impact related to these areas related to air quality. However, similar to the proposed project, because implementation of the Islay Hill alternative would result in construction activities, this alternative would result in a similar impact associated with valley fever and asbestos due to ground disturbing activities. Therefore, the Islay Hill alternative would result in a similar impact to air quality associated with the proposed project.

Biological Resources

Implementation of the Islay Hill alternative would result in a greater impact to biological resources as compared to the proposed project. This location is undeveloped, and consists of grassland, with mature trees, inlcuding eucaplytus and oaks on the perimiter. Construction of the project at this location would directly and indirectly impact the adjacent creek and associated federal and state jurisdictional waters. Additionally, there is the potential that this alterantive would directly or indirectly impact canditate, senstive, or special status species that may be associated with the adjacent creek and wetland habitat.

Cultural Resources

Implementation of the Islay Hill alternative would avoid the impacts associated with the proposed project to the Southern Pacific Roundhouse and Rail Yard Site, which are contributing elements to the San Luis Obispo Southern Pacific Railroad NRHP Historic District, and the City of San Luis Obispo Local Railroad Historic District. The Islay Hill site is currently vacant and does not contain features associated with the historic roundhouse. However, because the site is relatively undisturbed and is located in proximity to a creek, development of the project at this location also has the potential to encounter or disturb previously unrecorded archaeological resources that are prehistoric in nature, as well as encounter previously undiscovered prehistoric archaeological deposits are present and could be uncovered during deeper ground disturbing activities. Overall, because impacts to historic resources would be avoided with this alternative, the impact to cultural resources associated with the Islay Hill alternative would be less as compared to the proposed project.

Energy

No significant energy impacts were identified associated with the proposed project. Therefore, the Islay Hill alternative would not avoid or reduce a significant impact related to energy.

Similar to the proposed project, implementation of the Islay Hill alternative would also involve the consumption of various forms of energy including electricity, natural gas, and petroleum. Construction would require connections to off-site utilities (e.g., electrical lines); however, utility conflicts would be coordinated with the applicable utility provider in order to avoid service interruptions to the project area. Energy use would increase temporarily during construction, but a substantial demand on regional or local energy supply or significant additional energy capacity would not be required.

Geology and Soils

Similar to the proposed project, expansion of the existing facility would result in potential impacts related to liquefaction and expansive soils. As with the proposed project, no impacts associated with rupture of a known earthquake fault, seismic ground shaking, landslides, lateral spreading, and subsidence would be anticipated at this location.

As with the proposed project site, ground-disturbing activities associated with project construction are not expected to impact geologic units of high paleontological sensitivity, either at the surface or at depth for any project activity. Impacts to geology and soils associated with the Islay Hill alternative would be similar to the proposed project.

Greenhouse Gas Emissions

No significant greenhouse gas emissions impacts were identified associated with the proposed project. Therefore, the Islay Hill alternative would not avoid or reduce a significant impact related to greenhouse gas emissions.

Implementation of the Islay Hill alternative would result in a similar level of construction and operational GHG emissions as compared to the proposed project. Similar to the proposed project, GHG emissions associated with area sources (e.g., landscape maintenance), energy and water usage, vehicle trips, and wastewater and solid waste generation would be generated under this alternative. Because the same operational characteristics, including buildings and number of employees would be associated with this alternative, GHG emissions would not exceed the City's

2020 CAP efficiency threshold of 0.7 MT CO_2e per employee per year. The impact associated with greenhouse gas emissions would be similar to the proposed project.

Hazards and Hazardous Materials

Implementation of the Islay Hill alternative would result in less hazards and hazardous materials impacts as compared to the proposed project. Similar to the proposed project, construction activities would involve the handling, storage, transport, and disposal of hazardous materials. Further, day-to-day operations, such as train washing and refueling, equipment cleaning, and deposition of fuel oils has the potential to result in accidental spills of hazardous materials. As with the proposed project, a Hazardous Materials Management Plan would be required to ensure that potential impacts resulting from accidental spills would be contained and minimized.

However, this site is undeveloped and only one site of environmental concern was identified from environmental database listings based upon their proximity to this site location. This alternative would avoid potential impacts related to the contaminated soils. Further, this site is not located in proximity to any school.

This site is located approximately .60 miles northeast of the San Luis Obispo County Regional Airport. Similar to the proposed project, transportation uses (vehicle, freight, and transit terminals, truck stops) are allowed in Safety Zone 6. Thus, the proposed project at this location is consistent with the uses allowed for the site in the ALUP.

Similar to the proposed project, the Islay Hill alternative would not interfere with an emergency response plan and is not located in a fire hazards severity zone.

Hydrology and Water Quality

No significant hydrology and water quality impacts were identified associated with the proposed project. Therefore, the Islay Hill alternative would not avoid or reduce a significant impact related to hydrology and water quality.

Similar to the proposed project, construction activities have the potential to degrade water quality through the exposure of surface runoff (primarily rainfall) to exposed soils, dust, and other debris, as well as from runoff from construction equipment (and associated use of oil, grease, and paints). As with the proposed project, compliance with the NPDES CGP and implementation of a SWPPP would be required. Similarly, in the operational phase, implementation of this alternative would increase the impervious surfaces which would have the potential to increase typical pollutants generated during the operation of a transportation facility. Adherence to post construction BMPs to meet the City of San Luis Obispo's stormwater treatment requirements for new and reconstructed impervious surface would also be required.

Similar to the proposed project, implementation of the Islay Hill alternative would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge and a less than significant impact would occur. This site is not located in a 100-year floodplain, and drainage improvements would be required to control on-site and off-site runoff so as to not impact flooding on- or off-site or contribute water which would exceed the capacity of stormwater drainage systems.

Land Use and Planning

Implementation of the Islay Hill alternative would not avoid or reduce a significant land use and planning impact, as no land use and planning impact has been identified associated with the proposed project.

This site is located outside of the railroad right of way, and is also outside, but immediately adjacent to, City limits. The site is surrounded by rural land on three sides and single family homes to the north. While this alternative would not result in the division of an established community, it would conflict with local plans and polices as the use would not be consistent with the agricultural and open space uses for this site as identified in the City's General Plan. Unlike the proposed project, this site is not situated in an urbanized area of the City of San Luis Obispo containing an existing, active, rail corridor currently utilized by Amtrak (Pacific Surfliner and Coast Starlight). The project improvements would not be constructed primarily within existing railroad ROW owned by Union Pacific, as the acquisition of private property would be required. Implementation of this alternative would avoid any potential conflicts with the Historic Preservation (H) Overlay Zone; however, project impacts related to this zone would be reduced to a level less than significant with implementation of proposed mitigation. Similar to the proposed project, this alternative is consistent with the uses allowed for the site in the ALUP. Overall, the land use and planning impact associated with the Islay Hill alternative would be greater than the proposed project.

Noise

Similar to the proposed project, implementation of the Islay Hill alternative would result in construction noise impacts and implementation of similar mitigation measures as required for the project, would also be required for this alternative to reduce impacts to a level less than significant. Additionally, similar to the proposed project moderate noise impacts during operation of the project would be likely due to the proximity of residential units to the site. Implementation of operational mitigation, similar to that required of the proposed project, or other form of noise mitigation would be required in order to reduce impacts to a level less than significant. Noise impacts associated with the Islay Hill alternative are anticipated to be similar to the proposed project.

Transportation

Implementation of the Islay Hill alternative would result in a greater impact to transportation as compared to the proposed project. This location is currently served via a dirt road. Access to this location would likely require the extension of Farmhouse Lane, which would likely impact all or portions of the Flying Caballos Ranch, and other residential on the perimeter of this site. Further, access to this site would require impacting the existing jurisdictional creek and associated habitat that is generally located on the western and southern portions of the site. Similar to the proposed project a traffic management plan would be required for construction, however, the existing street network serving this site is much more restricted as compared to the proposed project site, which could create greater conflicts with the roadway network and related transportation facilities (such as bike lanes). Operational traffic volumes would be similar to the proposed project; and similar to the proposed project, would traverse light industrial/commercial land uses. Similar to the proposed project, the Islay Hill alternative would not affect transit or pedestrian facilities during operation, although pedestrian and bike facilities could be temporarily impacted during construction. This alternative would not include the construction of a new segment of Class I bike trail, from approximately High Street to Francis Avenue, to connect existing Class I, II, and III segments of the Railroad Safety Trail.

As with the proposed project, a VMT analysis would not be required for this alternative. Therefore, this alternative would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

The Islay Hill alternative could result in a greater impact with respect to increase in hazards due to a design feature and emergency access. Access to this location is limited and would likely involve one primary access road (the extension of Farmhouse Lane). Additional emergency access to the site is not readily available at this location. Overall, this alternative would result in a greater transportation impact as compared to the proposed project.

Tribal Cultural Resources

Similar to the proposed project, there is the potential, although unlikely, that potentially significant archaeological materials could be encountered during ground disturbing activities. As with the proposed project, implementation of mitigation measures that address inadvertent discovery of cultural resources materials during construction would be required.

Additionally, similar to the proposed project, in the unlikely event that human remains are encountered during project excavation, this alternative would require similar mitigation that addresses inadvertent discovery of human remains in accordance with Health and Safety Code Section 7050.5; PRC Sections 5097.94, 5097.98, and 5097.99. The impact associated with tribal cultural resources would be similar to the proposed project under the Islay Hill alternative.

Utilities and Service Systems

No significant utilities and service systems impacts were identified associated with the proposed project. Therefore, the Islay Hill alternative would not avoid or reduce a significant impact related to utilities and service systems. However, this alternative is located outside of the City's urban limit line, and therefore, would require the extension of services, which in turn, could create a significant environmental impact. Implementation of the Islay Hill alternative would require the extension of water and wastewater infrastructure, storm water drainage facilities, electrical power and natural gas. While the water use requirements would be similar to the proposed project, because this alternative site is not within the City service limits, it may not be accounted for in the City's water supply management plan. The Islay Hill alternative impact related to adequate wastewater treatment capacity and solid waste would be similar to the proposed project. However, because this site would require the extension of most utilities to serve the project, the overall impact to utilities and services systems would be greater than the proposed project.

CONCLUSION: ALTERNATIVE 3 – ISLAY HILL SITE

Implementation of the Islay Hill alternative would result in less impacts related to cultural resources and hazards and hazardous materials. The alternative would result in similar impacts to air quality, energy, geology and soils, greenhouse gas emissions, hydrology and water quality, noise, and tribal cultural resources. Implementation of this alternative would result in a greater impact to aesthetics, biological resources, land use and planning, transportation and utilities and service systems.

Implementation of the Islay Hill alternative would partially meet the project objectives. This alternative is not considered optimal as UP has expressed a preference to use an existing connection to the main track as the primariy access point to the facility; whereveas, at this location, rail access to this site would require a new connection to the main track in single-track territory.

Further, primary access to the site would require a reversing move on the main track in single track territory, not unlike the move required to enter the existing layover facility.

The Islay Hill site is located 3 miles from terminal station, requiring a non-revenue move from the station each evening and another each morning to return to the station to begin revenue service. Also, layout of the site requires that storage tracks be stub-ended, and likely curved. Due to stub-ended tracks, operational flexibility is limited.

Because the overall site size is approximately 24 acres, the expansion potential of the site is optimal, and would provide enough space to accommodate all phases of the project.

Employee and visitors access site from the northwest corner of site, with parking along south property line. Operations, Fleet Maintenance Offices, Shops, Parts Storeroom, and Storage Buildings are centralized into a single location at the center of the site.

7.3.4 Alternative 4 – California State Polytechnic University (San Luis Obispo) Site

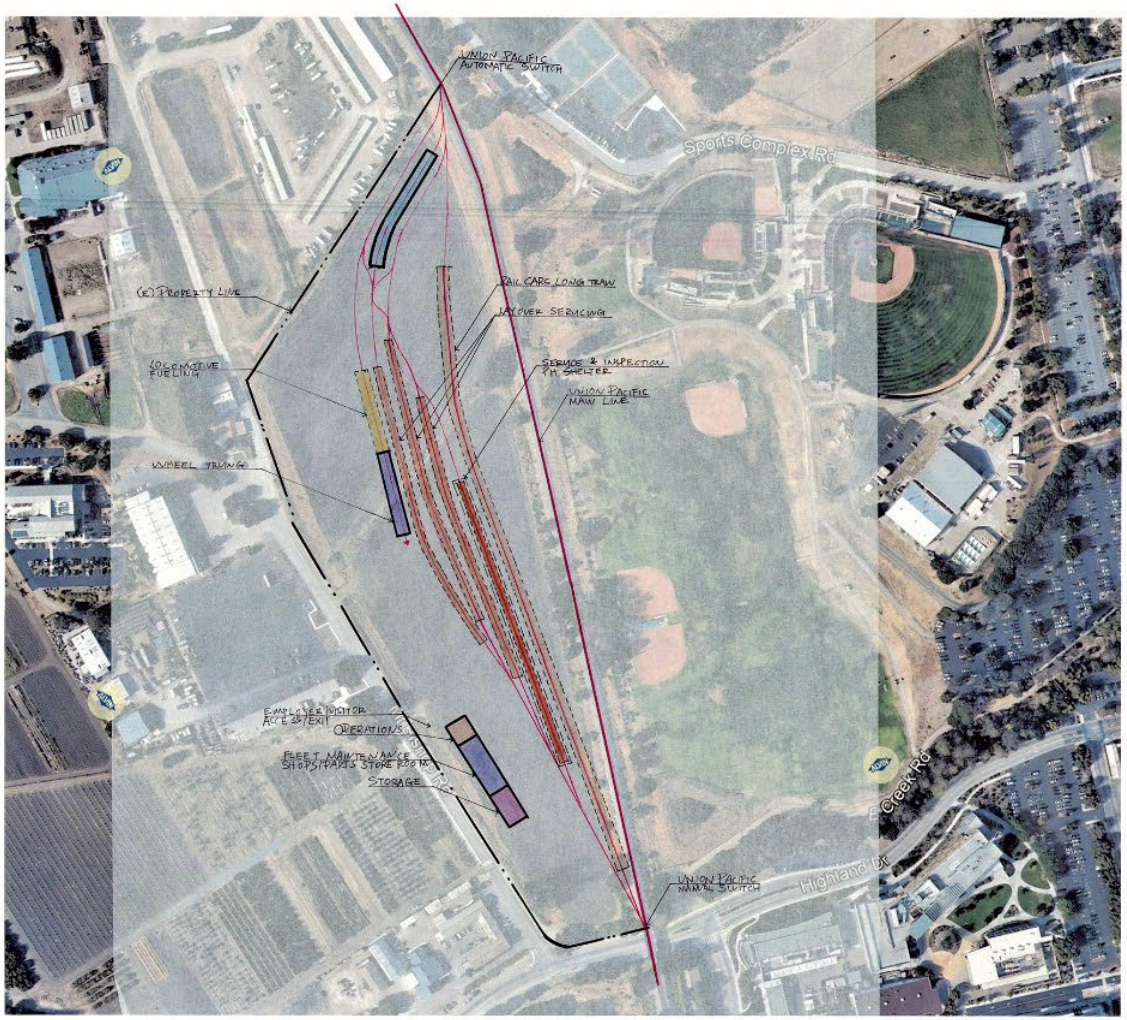
The Cal Poly SLO alternative location site is located approximately 2.5 miles north of the San Luis Obispo Station. The site is on the west side of the UPRR right-of-way along a single-track segment of the railroad. The site is located on agricultural land in an unincoporated portion of the County of San Luis Obispo, adjacent to the main Cal Poly SLO campus and is owned by the California State University system. Total area of this site is approximately 16 acres. Figure 7-4 depicts the Cal Poly SLO site location. Figure 7-5 depicts a conceptual site plan for this alternative location.

Figure 7-4. Alternative 4 - Cal Poly SLO Site



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Figure 7-5. Alternative 4 - Cal Poly SLO Site Conceptual Site Plan



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Aesthetics

No significant aesthetic or visual impacts were identified associated with the proposed project. Therefore, the Cal Poly SLO alternative would not avoid or reduce a significant impact related to aesthetics.

According to the Conservation and Open Space Element of the County of San Luis Obispo General Plan, the project site is located in area subject to scenic protection standards (County of San Luis Obispo 2010). Compared to the proposed project, construction and operation of the CCLF at this site could have a substantial adverse effect on a scenic vista.

There are no designated scenic highways within this site or immediate vicinity. The nearest eligible state scenic highway is the U.S. 101, located approximately half a mile west of the Cal Poly SLO alternative location site (Caltrans 2019). Therefore, the proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway and no impact would occur.

This site is currently vacant and located on land that has been cultivated for agriculture. This site is generally surrounded by sports fields on the east and various agricultural related uses associated with the university. Implementation of the project at this location would represent a more substantial change in visual character as compared to the proposed project site, due to its location in a more natural setting; whereas the proposed project site is in an urban area that currently has a mix of vacant and undeveloped land, railroad corridor, commercial, service and manufacturing businesses, multi-story apartment buildings, single-family residences. The Cal Poly SLO alternative has the potential to result in a greater aesthetic impact as compared to the proposed project.

Air Quality

No significant impacts related to consistency with the applicable air quality plan, as well as construction and operational air emissions were identified associated with the proposed project. Therefore, the Cal Poly SLO alternative would not avoid or reduce a significant impact related to these areas related to air quality. However, similar to the proposed project, because implementation of this alternative would result in construction activities, this alternative would result in a similar impact associated with valley fever and asbestos due to ground disturbing activities. Therefore, the Cal Poly SLO alternative would result in a similar impact to air quality associated with the proposed project.

Biological Resources

Implementation of the Cal Poly SLO alternative would result in a greater impact to biological resources as compared to the proposed project. The site is undeveloped, and the majority of the site has been cultivated for agricultural operations. However, this site is bisected by a linear jurisdictional feature that has been avoided by current agricultural activities. This feature would be impacted (eliminated) in order to construct that project at this location. Also, there are potentially jurisdictional features located on the perimeter of the site that would be impacted in order to accommodate the facility at this location.

Cultural Resources

Implementation of the Cal Poly SLO alternative would avoid the impacts associated with the proposed project to the Southern Pacific Roundhouse and Rail Yard Site, which are contributing

elements to the San Luis Obispo Southern Pacific Railroad NRHP Historic District, and the City of San Luis Obispo Local Railroad Historic District. The Cal Poly SLO site is currently vacant and does not contain features associated with the historic roundhouse. However, because the site is relatively undisturbed, development of the project at this location also has the potential to encounter or disturb previously unrecorded archaeological resources that are prehistoric in nature, as well as encounter previously undiscovered prehistoric archaeological deposits are present and could be uncovered during deeper ground disturbing activities. Overall, because impacts to historic resources would be avoided with the Cal Poly SLO alternative, the impact to cultural resources would be less as compared to the proposed project.

Energy

No significant energy impacts were identified associated with the proposed project. Therefore, the Cal Poly SLO alternative would not avoid or reduce a significant impact related to energy.

Similar to the proposed project, implementation of this alternative would also involve the consumption of various forms of energy including electricity, natural gas, and petroleum. Construction would require connections to off-site utilities (e.g., electrical lines); however, utility conflicts would be coordinated with the applicable utility provider in order to avoid service interruptions to the project area. Energy use would increase temporarily during construction, but a substantial demand on regional or local energy supply or significant additional energy capacity would not be required.

Geology and Soils

Similar to the proposed project, expansion of the existing facility would result in potential impacts related to liquefaction and expansive soils. As with the proposed project, no impacts associated with rupture of a known earthquake fault, seismic ground shaking, landslides, lateral spreading, and subsidence would be anticipated at this location.

As with the proposed project site, ground-disturbing activities associated with project construction are not expected to impact geologic units of high paleontological sensitivity, either at the surface or at depth for any project activity. Impacts to geology and soils associated with the Cal Poly SLO alternative would be similar to the proposed project.

Greenhouse Gas Emissions

No significant greenhouse gas emissions impacts were identified associated with the proposed project. Therefore, the Cal Poly SLO alternative would not avoid or reduce a significant impact related to greenhouse gas emissions.

Implementation of the Cal Poly SLO alternative would result in a similar level of construction and operational GHG emissions as compared to the proposed project. Similar to the proposed project, GHG emissions associated with area sources (e.g., landscape maintenance), energy and water usage, vehicle trips, and wastewater and solid waste generation would be generated under this alternative. Because the same operational characteristics, including buildings and number of employees would be associated with this alternative, GHG emissions would not exceed the City's 2020 CAP efficiency threshold of 0.7 MT CO_2e per employee per year. The impact associated with greenhouse gas emissions would be similar to the proposed project.

Hazards and Hazardous Materials

Implementation of the Cal Poly SLO alternative would result in less hazards and hazardous materials impacts as compared to the proposed project. Similar to the proposed project, construction activities would involve the handling, storage, transport, and disposal of hazardous materials. Further, day-to-day operations, such as train washing and refueling, equipment cleaning, and deposition of fuel oils has the potential to result in accidental spills of hazardous materials. As with the proposed project, a Hazardous Materials Management Plan would be required to ensure that potential impacts resulting from accidental spills would be contained and minimized.

However, this site is undeveloped and only one site of concern was identified from environmental database listings based upon their proximity to this site location. The Cal Poly SLO alternative would avoid potential impacts related to the contaminated soils. Further, this site is not located in proximity to any elementary or high school, but is located is close proximity to the university.

This site is located approximately 4.5 miles north of the San Luis Obispo County Regional Airport. The site is not located within any safety zone associated with the airport. Similar to the proposed project, the Cal Poly SLO alternative would not interfere with an emergency response plan and is not located in a fire hazards severity zone.

Hydrology and Water Quality

No significant hydrology and water quality impacts were identified associated with the proposed project. Therefore, the Cal Poly SLO alternative would not avoid or reduce a significant impact related to hydrology and water quality.

Similar to the proposed project, construction activities have the potential to degrade water quality through the exposure of surface runoff (primarily rainfall) to exposed soils, dust, and other debris, as well as from runoff from construction equipment (and associated use of oil, grease, and paints). As with the proposed project, compliance with the NPDES CGP and implementation of a SWPPP would be required. Similarly, in the operational phase, implementation of this alternative would increase the impervious surfaces which would have the potential to increase typical pollutants generated during the operation of a transportation facility. Adherence to post construction BMPs to meet the City of San Luis Obispo's stormwater treatment requirements for new and reconstructed impervious surface would also be required.

Similar to the proposed project, implementation of the Cal Poly SLO alternative would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge and a less than significant impact would occur. This site is not located in a 100-year floodplain, with the majority located within a 500-year floodplain, and a small portion located in FEMA Zone A. Drainage improvements would be required to control on-site and off-site runoff so as to not impact flooding on- or off-site or contribute water which would exceed the capacity of stormwater drainage systems.

Land Use and Planning

Implementation of the Cal Poly SLO alternative would not avoid or reduce a significant land use and planning impact, as no land use and planning impact has been identified associated with the proposed project.

This site is located outside of the railroad right of way, and is also outside, but immediately adjacent to, City limits. The site is surrounded by a mixture of agricultural, recreational, institutional and light

industrial uses. Whle this alternative would not result in the division of an established community, it would conflict with local plans and polices as the use would not be consistent with the use for this site (agricultural and/or open space) as identified in the City's General Plan. Unlike the proposed project, this site is not situated in an urbanized area of the City of San Luis Obispo containing an existing, active, rail corridor currently utilized by Amtrak (Pacific Surfliner and Coast Starlight). The project improvements would not be constructed primarily within existing railroad ROW owned by Union Pacific, as the acquisition of private property would be required. Implementation of this alternative would avoid any potential conflicts with the Historic Preservation (H) Overlay Zone; however, project impacts related to this zone would be reduced to a level less than significant with implementation of proposed mitigation. Similar to the proposed project, the Cal Poly SLO alternative is consistent with the uses allowed for the site in the ALUP. Overall, the land use and planning impact associated with the Cal Poly SLO alternative would be greater than the proposed project.

Noise

Similar to the proposed project, implementation of the Cal Poly SLO alternative would result in construction noise impacts and implementation of similar mitigation measures as required for the project, would also be required for this alternative to reduce impacts to a level less than significant. Additionally, similar to the proposed project moderate noise impacts during operation of the project would be likely due to the proximity of noise sensitive receptors, in this case, recreational uses to the site. Implementation of operational mitigation, similar to that required of the proposed project, or other form of noise mitigation would be required in order to reduce impacts to a level less than significant. Noise impacts are anticipated to be similar to the proposed project.

Transportation

Implementation of the Cal Poly SLO alternative would result in a similar impact to transportation as compared to the proposed project. Three access points have been identified for this location. Similar to the proposed project a traffic management plan would be required for construction, however, the existing street network serving this site is much more restricted as compared to the proposed project site, which could create greater conflicts with the roadway network and related transportation facilities (such as bike lanes). Operational traffic volumes would be similar to the proposed project; and similar to the proposed project, would traverse light industrial/commercial land uses. Similar to the proposed project, this alternative would not affect transit or pedestrian facilities during operation, although pedestrian and bike facilities could be temporarily impacted during construction. This alternative would not include the construction of a new segment of Class I bike trail, from approximately High Street to Francis Avenue, to connect existing Class I, II, and III segments of the Railroad Safety Trail.

As with the proposed project, a VMT analysis would not be required for this alternative. Therefore, this alternative would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

As with the proposed project, no Impacts related to increase in hazards due to a design feature and emergency access would be associated with this alternative.

Tribal Cultural Resources

Similar to the proposed project, there is the potential, although unlikely, that potentially significant archaeological materials could be encountered during ground disturbing activities. As with the

proposed project, implementation of mitigation measures that address inadvertent discovery of cultural resources materials during construction would be required.

Additionally, similar to the proposed project, in the unlikely event that human remains are encountered during project excavation, this alternative would require similar mitigation that addresses inadvertent discovery of human remains in accordance with Health and Safety Code Section 7050.5; PRC Sections 5097.94, 5097.98, and 5097.99. The impact associated with tribal cultural resources would be similar to the proposed project.

Utilities and Service Systems

No significant utilities and service systems impacts were identified associated with the proposed project. Therefore, the Cal Poly SLO alternative would not avoid or reduce a significant impact related to utilities and service systems. However, this alternative is located outside of the City's urban limit line, and therefore, would require the extension of services, which in turn, could create a significant environmental impact. Implementation of this alternative would require the extension of water and wastewater infrastructure, storm water drainage facilities, electrical power and natural gas. While the water use requirements would be similar to the proposed project, because this alternative site is not within the City service limits, it may not be accounted for in the City's water supply management plan. This alternatives impact related to adequate wastewater treatment capacity and solid waste would be similar to the proposed project. However, because this site would require the extension of most utilities to serve the project, the overall impact to utilities and services systems would be greater than the proposed project.

CONCLUSION: ALTERNATIVE 4 - CAL POLY SLO SITE

Implementation of the Cal Poly SLO alternative would reduce impacts associated with cultural resources, as this site would avoid any potential impacts to the roundhouse and associated features. Additionally, impacts associated with hazards and hazardous materials would be less, as this site is not anticipated to have soil contamination as the majority of the site is outside of the railroad right of way and has historically been undeveloped. Impacts associated with air quality, energy, geology and soils, greenhouse gas emissions, hydrology and water quality, noise, transportation and tribal cultural resources would be similar to the proposed project. This alternative would result in greater impacts to aesthetics, biological resources, land use and planning, and utilities and service systems as compared to the proposed project.

the Cal Poly SLO alternative would meet most of the basic objectives of the proposed project. However, this alternative would not meet the following project objectives:

- Maintain or improve operational efficiency. Provide reasonably efficient operation to and from the future facility including accessibility by rail and proximity to the terminal station in San Luis Obispo. Ideally, the site would be adjacent to tangent mainline track.
- Minimize or avoid operational impacts to UP. The current layover facility location requires trains to make a reverse move onto the UP mainline in single track territory to enter and exit the facility, preventing other trains from passing through the corridor during the move.

This alternative would result in operational challenges to UP. UP has expressed a preference to use an existing connection to the main track as the primariy access point to the facility. Rail access to this site would require a new connection to the main track in single-track territory.

Additionally, the current northerly terminus of LOSSAN service is the existing San Luis Obispo station. Siting the facility at this location would add new passenger rail trains to UP's Coast Subdivision, north of the station. Further, because this site is approximately 3 miles north of the terminal station, a non-revenue move from the station each evening and another each morning to return to the station to begin revenue service would be required, reducing operational efficiency.

7.4 Environmentally Superior Alternative

Table 7-1 provides a qualitative comparison of the impacts for each alternative compared to the proposed project. The No Project/No Development Alternative would be considered the environmentally superior alternative, since it would eliminate all of the significant impacts identified for the project. However, CEQA Guidelines Section 15126.6(e)(2) states that "if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." The environmentally superior alternative would be Alternative 2 – Existing Facility Alternative (which would involve expansion of the existing facility). This alternative is considered the environmental superior alternative as it would avoid biological and cultural resources impacts associated with the proposed project.

Table 7-1. Summary of Environmental Impacts of the Alternatives to the Proposed Project

Environmental Issue Area	Proposed Project	Alternative 1 - No Project/No Development Alternative	Alternative 2 - Existing Facility Alternative	Alternative 3 - Alternative Location – Islay Hill Site	Alternative 4 - Alternative Location – Cal Poly SLO Site
Aesthetics	Less than Significant	Similar	Similar	Greater	Greater
Air Quality	Less than Significant with Mitigation	Avoid	Similar	Similar	Similar
Biological Resources	Less than Significant with Mitigation	Avoid	Avoid	Greater	Greater
Cultural Resources	Less than Significant with Mitigation	Avoid	Avoid	Less	Less
Energy	Less than Significant	Similar	Similar	Similar	Similar
Geology and Soils	Less than Significant with Mitigation	Avoid	Similar	Similar	Similar
Greenhouse Gas Emissions	Less than Significant	Similar	Similar	Similar	Similar
Hazards and Hazardous Materials	Less than Significant with Mitigation	Avoid	Less	Less	Less
Hydrology and Water Quality	Less than Significant	Similar	Similar	Similar	Similar
Land Use and Planning	Less than Significant	Similar	Similar	Greater	Greater
Noise	Less than Significant with Mitigation	Avoid	Similar	Similar	Similar
Transportation	Less than Significant	Similar	Greater	Greater	Similar
Tribal Cultural Resources	Less than Significant with Mitigation	Avoid	Similar	Similar	Similar

Table 7-1. Summary of Environmental Impacts of the Alternatives to the Proposed Project

Environmental Issue Area	Proposed Project	Alternative 1 - No Project/No Development Alternative	Alternative 2 - Existing Facility Alternative	Alternative 3 - Alternative Location – Islay Hill Site	Alternative 4 - Alternative Location – Cal Poly SLO Site
Utilities and Service Systems	Less than Significant	Similar	Similar	Greater	Greater

Notes:
Avoid = Impacts under this alternative avoided as compared to impacts for the proposed project.
Reduced = Impacts under this alternative reduced as compared to impacts for the proposed project.
Similar = Impacts under this alternative similar to impacts for the proposed project.
Greater = Impacts under this alternative greater to impacts for the proposed project.

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