Negative Declaration & Notice Of Determination

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING
976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

ENVIRONMENTAL DETERMINATION NO. ED Number 21-054 **DATE:** March 22, 2021

PROJECT/ENTITLEMENT: San Luis Obispo Count Regional Airport Land Use Plan

APPLICANT NAME: County of San Luis Obispo **Email:** bpedrotti@co.slo.ca.us
ADDRESS: 976 Osos Street, San Luis Obispo, CA 93405
CONTACT PERSON: Brian Pedrotti **Telephone:** 805-788-2788

PROPOSED USES/INTENT: The project is the draft ALUP for the San Luis Obispo County Regional Airport (SBP or Airport), also known as McChesney Field. The proposed ALUP will replace the existing ALUP for the Airport initially adopted by the San Luis Obispo ALUC in December 1973, and last amended in May 2005. The proposed ALUP was developed in coordination with the ALUC as well as the planning and Airport staff members from the County of San Luis Obispo.

(See more detailed project description on pages 3-5 of the Initial Study)

LOCATION: The ALUP for the Airport includes areas within the jurisdictions of the County of San Luis Obispo and the incorporated City of San Luis Obispo. The proposed project defines the Airport Influence Area (AIA) as lands on which the uses could be negatively affected by current or future aircraft operations at the Airport as well as lands on which the uses could negatively affect Airport usage and thus necessitate restriction on those uses.

LEAD AGENCY:
County of San Luis Obispo
Dept of Planning & Building
976 Osos Street, Rm. 200
San Luis Obispo, CA 93408-2040
Website: http://www.sloplanning.org

STATE CLEARINGHOUSE REVIEW: YES ☒ **NO** ☐

OTHER POTENTIAL PERMITTING AGENCIES: Cal Trans

ADDITIONAL INFORMATION: Additional information pertaining to this Environmental Determination may be obtained by contacting the above Lead Agency address or (805)781-5600.
COUNTY "REQUEST FOR REVIEW" PERIOD ENDS AT ..... 4:30 p.m. (April 5, 2021)

30-DAY PUBLIC REVIEW PERIOD begins at the time of public notification

Notice of Determination

State Clearinghouse No. _____

This is to advise that the San Luis Obispo County_____ as ☐ *Lead Agency* ☐ *Responsible Agency* approved/denied the above described project on _____, and has made the following determinations regarding the above described project:

The project will not have a significant effect on the environment. A Negative Declaration was prepared for this project pursuant to the provisions of CEQA. Mitigation measures and monitoring were made a condition of approval of the project. A Statement of Overriding Considerations was not adopted for this project. Findings were made pursuant to the provisions of CEQA.

This is to certify that the Negative Declaration with comments and responses and record of project approval is available to the General Public at the 'Lead Agency' address above.

Signature	Project Manager Name	Date	Public Agency
BD Ped	Brian Pedrotti	3/22/2021	County of San Luis Obispo

COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF PLANNING & BUILDING

PLN-2039
02/21

Initial Study – Environmental Checklist

Project Title & No. San Luis Obispo County Regional Airport Land Use Plan Update; ED 21-054

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The proposed project could have a "Potentially Significant Impact" for environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study.

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture & Forestry Resources	☐ Hazards & Hazardous Materials	☐ Recreation
☐ Air Quality	☐ Hydrology & Water Quality	☐ Transportation
☐ Biological Resources	☐ Land Use & Planning	☐ Tribal Cultural Resources
☐ Cultural Resources	☐ Mineral Resources	☐ Utilities & Service Systems
☐ Energy	☐ Noise	☐ Wildfire
☐ Geology & Soils	☐ Population & Housing	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the Environmental Coordinator finds that:

☒ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required

☐ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Brian Pedrotti	B. Pedrotti	3/19/21
Prepared by (Print)	Signature	Date
Xzandrea Fowler	X. Fowler	3/19/2021
Reviewed by (Print)	Signature	Date

Initial Study – Environmental Checklist

Project Environmental Analysis

The County's environmental review process incorporates all of the requirements for completing the Initial Study as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study includes staff's on-site inspection of the project site and surroundings and a detailed review of the information in the file for the project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geologic information, significant vegetation and/or wildlife resources, water availability, wastewater disposal services, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. **Exhibit A** includes the agencies or groups that were contacted as a part of the Initial Study. The County Planning Department uses the checklist to summarize the results of the research accomplished during the initial environmental review of the project.

Persons, agencies or organizations interested in obtaining more information regarding the environmental review process for a project should contact the County of San Luis Obispo Planning Department, 976 Osos Street, Rm. 200, San Luis Obispo, CA, 93408-2040 or call (805) 781-5600.

A. Project

Project Title: San Luis Obispo County Regional Airport Land Use Plan Update.

Lead Agency Name and Address: County of San Luis Obispo Planning Department, 976 Osos Street, Rm. 200, San Luis Obispo, CA, 93408-2040

Contact Person and Telephone: Brian Pedrotti, (805) 781-5600

Assessor Parcel Number(s): Various

Latitude: Not applicable **Longitude:** Not applicable **SUPERVISORIAL DISTRICT #** 3

B. Existing Setting

Plan Area: San Luis Obispo and South County **Sub:** San Luis Obispo Sub Areas North and South **Comm:** N/A

Land Use Category: Various

Combining Designation: Airport Review Area

Parcel Size: Not applicable

Topography: Not applicable

Vegetation: Not applicable

Existing Uses: Various

Surrounding Land Use Categories and Uses:

North: Multiple land use categories / Open Space and Low to Medium Density Residential

East: Multiple land use categories / Industrial, Manufacturing and Office Commercial

South: Multiple land use categories / Industrial, Manufacturing and Agricultural

West: Multiple land use categories, Service Commercial, Community Commercial, and Low to Medium Density Residential

C. Description of the Proposed Project

The creation of airport land use commissions and airport land use compatibility plans are requirements of the California State Aeronautics Act.[1] As expressed by state law, the purpose of an airport land use commission is to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public and military airports to the extent that these areas are not already devoted to incompatible uses. An airport land use commission meets this goal through the adoption of an airport land use compatibility plan for each public-use airport within San Luis Obispo County.

The San Luis Obispo County Airport Land Use Commission (ALUC or Commission) is an independent body of seven members created in response to the mandates of the State Aeronautics Act of 1967.[2] As a means of fulfilling their basic obligations, the ALUC has two basic duties under the Public Utilities Code (PUC):

- ***To Prepare Airport Compatibility Plans (Airport Land Use Plans)*** – The ALUC is required to prepare and adopt an Airport Land Use Plan (ALUP) for each of the airports within its jurisdiction. In San Luis Obispo County, this includes San Luis Obispo County Regional Airport (SBP), Oceano Airport (L52), and Paso Robles Municipal Airport (PRB).
- ***To Review Referring Agency Actions and Airport Plans*** – In addition to formulating ALUPs, the ALUC is required to review certain types of actions that affect land use in the vicinity of airports to ensure that the action proposed by the referring agency is consistent with the ALUP.

Although the ALUC, by law, receives technical support from the County of San Luis Obispo, it is an autonomous body and is not part of any other local governmental structure.[3]

The focus of this Initial Study is the draft ALUP for the San Luis Obispo County Regional Airport (SBP or Airport), also known as McChesney Field. The proposed ALUP will replace the existing ALUP for the Airport initially adopted by the San Luis Obispo ALUC in December 1973, and last amended in May 2005. A copy of the proposed ALUP is presented as Attachment A to this Initial Study. The proposed ALUP was developed in coordination with the ALUC as well as the planning and Airport staff members from the County of San Luis Obispo.

The Airport's ALUP needs updating due to local and state level changes that have occurred since the plan was last amended in 2005. In December 2019, the County of San Luis Obispo updated the Airport Layout Plan (ALP) and submitted it to the Federal Aviation Administration (FAA) for approval. In accordance with state law[4], the 2019 ALP serves as the basis of the proposed ALUP.

At the state level, the California Department of Transportation (Caltrans), Division of Aeronautics, published the latest version of the *California Airport Land Use Planning Handbook* (Handbook) in 2011. Pursuant to PUC Section 21674.5(a), the proposed ALUP must be guided by the information provided in the Handbook, including safety zone guidance. The Handbook provides examples of generic safety zones surrounding an airport vicinity divided into six safety zones, each with an identified level of risk (**Figure 1**)[5]:

- Zone 1 – Runway Protection Zone (RPZ)
- Zone 2 – Inner Approach/Departure Zone

[1] Article 3.5, Public Utilities Code Section 21670 *et seq*
[2] Public Utilities Code Sections 21670 - 21679.5.
[3] California Airport Land Use Planning Handbook (2015), page 1-2
[4] Public Utilities Code Section 21675(a)
[5] All figures are available at the back of the document.

- Zone 3 – Inner Turning Zone
- Zone 4 – Outer Approach/Departure Zone
- Zone 5 – Sideline Zone
- Zone 6 – Traffic Pattern Zone

The Handbook notes that the generic safety zone examples are intended to provide general guidance and do not represent Caltrans standards or policy.

Geographic Scope

The ALUP for the Airport includes areas within the jurisdictions of the County of San Luis Obispo and the incorporated City of San Luis Obispo. The proposed ALUP defines the Airport Influence Area (AIA) as lands on which the uses could be negatively affected by current or future aircraft operations at the Airport as well as lands on which the uses could negatively affect Airport usage and thus necessitate restriction on those uses. The AIA includes any and all areas located within Safety Zone 6 (see **Figure 2**)[6].

Function of the ALUP

The basic function of airport land use compatibility plans is to promote compatibility between airports and land uses that surround them to the extent that these areas are not already devoted to incompatible uses.[7] The ALUP is the fundamental tool used by the San Luis Obispo County ALUC in fulfilling its purpose of promoting airport land use compatibility. Specifically, this ALUP:

1. Provides for the orderly growth of the Airport and the surrounding area; and
2. Safeguards the general welfare of the inhabitants within the vicinity of the Airport and the public in general.[8]

Ultimately, this ALUP serves as a tool for the ALUC to use in fulfilling its duty to review land use plans and development proposals within the AIA. Further, this ALUP provides compatibility policies and criteria applicable to local agencies in their preparation or amendment of general plans, specific plans, zoning ordinances and building regulations as well as to landowners in their design of new development.

Neither the ALUP nor the ALUC have authority over existing land uses or over the operation of the Airport. Additionally, the ALUC has no authority over federal, state, or tribal lands. The ALUP also does not prohibit the construction of a single-family home on a legal lot of record if the use is permitted by local land use regulations.

The County of San Luis Obispo and City of San Luis Obispo have land use authority over the areas within the AIA and are expected to incorporate certain criteria and procedural policies from the proposed ALUP into their respective general plans and zoning ordinances to ensure that future land use development will be compatible with the long-term operation of the Airport. These local affected agencies also have the option of overruling the ALUC in accordance with the steps defined by state law.[9]

Required Approvals

The ALUC can adopt the proposed ALUP without formal approval from any other state or local agency. However, input from various entities is necessary. A copy of the plan must be submitted to the Caltrans

[6] All figures are available at the back of the document.
[7] Public Utilities Code Section 21674(a)
[8] Public Utilities Code Section 21675(a)
[9] Public Utilities Code Section 21676 and 21676.5

Division of Aeronautics[10] which is required by state law[11] to assess whether the plan addresses the matters that must be included pursuant to the statutes and to notify the ALUC of any deficiencies. The ALUC is required to establish (or revise) the AIA boundary only after hearing and consultation with involved agencies.[12]

State law requires each local agency having jurisdiction over land uses within an ALUC's planning area to modify its general plans to be consistent with the ALUP.[13] Alternatively, a local agency may satisfy the statutory obligation triggered by an amendment to an ALUP by adopting findings pursuant to Public Utilities Code Section 21676 in accordance with the process described below rather than by amending its general plan to make it consistent with ALUP within 180 days of said amendment to the ALUP.[14]

If a local agency fails to take either action, the ALUC may require the local agency to submit all land use development actions involving property within the AIA to the ALUC for review.[15] Public Utilities Code Section 21676 sets forth the process by which a local agency may overrule an ALUC in the event that an ALUC determines that the adoption or amendment of a general plan, specific plan, zoning ordinance or building regulation is inconsistent with an ALUP. Specifically, the local agency may propose to overrule an ALUC after a public hearing and two-thirds vote of its governing body if the local agency makes specific findings that its action is consistent with the intent of the purposes of Article 3.5, as stated in Public Utilities Code Section 21670.[16] The local agency must provide both the ALUC and the Division of Aeronautics with a copy of the local agency's proposed decision and findings at least 45 days in advance of its decision to overrule the ALUC.[17] If the ALUC and the Division of Aeronautics choose to provide comments to the local agency, they must do so within 30 days of receiving the proposed decision and findings.[18] All comments received from the ALUC or Division of Aeronautics must be included in the public record of the local agency's final decision to overrule the ALUC.[19]

D. Environmental Analysis

The Initital Study Checklist, in accordance with the California Environmental Quality Act (CEQA), provides detailed information about the potential environmental impacts of the proposed project (the adoption and subsequent implementaiton of the proposed Airport ALUP) and any minimization or mitigation measures to lessen the impacts to the extent feasible.

The proposed ALUP is regulatory in nature and there is no substantial evidence indicating the project (the adoption and subsequent implementation of the proposed Airport ALUP) or its subsequent implementation by local agencies would lead to any new development, construction, or any physical change to existing land uses or to the environment. The proposed ALUP does not prohibit future development in the vicinity of the Airport, but rather would affect where and what type of development could occur within the AIA. The proposed ALUP seeks to guide the compatibility of future land uses, to the extent that those areas are not already devoted to incompatible uses, by limiting the density, intensity, and height of new uses to avoid

10 Public Utilities Code Section 21675(d)
11 Public Utilities Code Section 21675(e))
12 Public Utilities Code Section 21675(c)
13 Public Utilities Code Section 21676; Government Code Section 65302.3.
14 Government Code Section 65302.3(c)
15 Public Utilities Code Section 21676.5 (a)
16 Public Utilities Code Section 21676(b)
17 Public Utilities Code Section 21676(a) and (b)
18 Public Utilities Code Section 21676(b)
19 Public Utilities Code Sections 21676, 21676.5 and 21677

potential conflicts with aircraft operations and to preserve the safety of those living and working around the Airport as well as of those in flight. Therefore, the proposed ALUP may indirectly influence future land use development patterns near the Airport by enabling development in some locations (to the extent that such development is consistent with local agency general plans) and constraining development in other locations.

Although policies in the proposed ALUP may influence future land use development patterns within the AIA, the proposed ALUP would not increase levels of development or buildout above those projected within the general plans already adopted by the local agencies with authority over the AIA. The environmental effects of development proposed in the adopted general plans have already been adequately analyzed in previously certified environmental documentation and minimization and/or mitigation measures have been adopted that would reduce those environmental effects. Additionally, any specific future development proposals would be subject to CEQA, ensuring that potential impacts are studied, disclosed, and mitigated, as appropriate. Also, the adoption of the proposed ALUP is not anticipated to cause increased levels of potential development or build-out under future general plan updates. Due to other development constraints identified in current general plan documents and the existing statutory authority for local jurisdictions to overrule ALUC consistency determinations, existing ALUP restraints were not identified as a limiting factor for current general plan development and buildout limits.

For the reasons stated above, the proposed ALUP would not result in any direct impacts to the following environmental categories: Aesthetics; Agriculture/Forestry Resources; Air Quality; Biological Resources, Cultural Resources; Geology/Soils; Greenhouse Gas Emissions; Hazards/Hazardous Materials; Hydrology/Water Quality; Mineral Resources; Noise; Recreation; Transportation/Traffic; Tribal Cultural; and Utilities/Services Systems. No environmental categories would be affected by this project to the extent of having a “Potentially Significant Impact.” Three environmental impact categories, Land Use and Planning, Population and Housing, and Public Services were identified as having a “Less than Significant Impact.” Additional detail is provided for other impact categories that warrant further discussion.

I. AESTHETICS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:					
(a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
(b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
(c)	In nonurbanized 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 point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
(d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Setting

The San Luis Obispo County General Plan, Conservation and Open Space Element[20] identifies aesthetic features in the County, including natural landmarks, scenic vistas, natural communities, and lake and creek corridors. A goal for the County within the general plan is to continue to preserve the visual character and identity of the County. A goal identified in the City of San Luis Obispo General Plan (May 2015)[21] is to preserve natural and agricultural viewsheds.

The portion of Highway 101 that crosses through a portion of the AIA is eligible as a scenic highway through the Caltrans Scenic Highway Program.[22] The purpose of the Scenic Highway Program is to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment.

[20] County of San Luis Obispo. *County of San Luis Obispo General Plan, Conservation and Open Space Element*. May 2010. Available: https://www.slocounty.ca.gov/Departments/Planning-Building/Forms-Documents/Plans-and-Elements/Elements/Conservation-and-Open-Space-Element-(1)/Conservation-and-Open-Space-Element.pdf.

[21] City of San Luis Obispo. *General Plan*. May 2015. Available: https://www.slocity.org/home/showpublisheddocument?id=6703.

[22] California Department of Transportation, California Scenic Highway Program. August 2019. Available: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways.

Discussion

(a) – (d) **No Impact.** Although scenic resources are present within the AIA, the proposed ALUP is regulatory and does not propose any new development, construction, or physical change to the environment that would result in any direct or indirect impacts to aesthetic resources.

Mitigation

None required.

II. AGRICULTURE AND FORESTRY RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
(a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
(b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
(c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
(d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
(e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Setting

Based on the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP)[23], the AIA contains Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and land under Williamson Act Contract. A goal for the both the County and City within their respective general plans is to conserve important agricultural soils. No forest land or timberland, including Private Timberlands or Public Land with Forests, is present within the AIA.

Discussion

(a) – (e) **No Impact.** The proposed ALUP regulates proposed development, not existing land uses. The ALUP does not propose or provide for any physical change to the environment that would directly or indirectly conflict with agricultural or forestry use within the AIA nor would it result in their conversion to other uses.

Mitigation

None required.

[23] California Department of Conservation. Farmland Mapping and Monitoring Program. 2016. Available: https://www.conservation.ca.gov/dlrp/fmmp/Pages/SanLuisObispo.aspx.

III. AIR QUALITY

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:					
(a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
(b)	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?	☐	☐	☐	☒
(c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
(d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

Setting

San Luis Obispo County lies within the South Central Coast Air Basin (SCCAB) under the jurisdiction of the San Luis Obispo County Air Pollution Control District (SLOAPCD). The AIA is in a portion of San Luis Obispo County that is in attainment with all National Ambient Air Quality Standards (NAAQS).

Discussion

(a) – (d) **No Impact.** Although the AIA has the potential to contain a wide variety of sensitive receptors, both known and unknown, the proposed ALUP does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to air quality. Additionally, the City and County's general plans include policies ensuring that development proposals adhere to federal, state and district requirements.

Mitigation

None required.

IV. BIOLOGICAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	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 California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
(b)	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 California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
(c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
(d)	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?	☐	☐	☐	☒
(e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
(f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Setting

San Luis Obispo County is surrounded by and includes extensive open space areas that provide habitat to many animal species. The County's General Plan (2010) identifies a variety of natural communities, including coastal marine environments, riparian habitats, forests, woodlands, grasslands, and chaparral. Occurrences of special-status species are also known to be present throughout San Luis Obispo County. Both the City and County general plans include goals for sustaining the biological resources present in the area.

As reported in the San Luis Obispo County Regional Airport Master Plan Update Environmental Assessment/Environmental Impact Report (EA/EIR)[24] San Luis Obispo Creek, downstream of the Airport, provides habitat for the endangered tidewater goby (*Eucyclogobius newberryi*) at its mouth and threatened steelhead trout (*Oncorhynchus mykiss*); however, only marginal habitat for steelhead occurs in the East Fork of San Luis Obispo Creek and its tributaries due to low flows and the seasonal nature of water flows; the lack of tidal influence precludes the presence of the goby. Other fish species reported downstream from the project site in the main stem of San Luis Obispo Creek and its tributaries include three-spined stickleback (*Gasterosteus aculeatus*), mosquitofish (*Gambusia affinis*), speckled dace (*Rhinicthys osculus*), brown bullhead (*Ameiurus nebulosus*), and prickly sculpin (*Cottus asper*). Resident rainbow trout (*Onchorhyncus mykiss*) have been reported in San Luis Obispo Creek and its tributaries upstream of the Airport.

A variety of wildlife habitats occur in the downstream reaches of San Luis Obispo Creek. This stream provides important habitat for resident and migratory waterfowl, shorebirds, and species endemic to saline marsh environments.[25]

Discussion

(a) – (f) **No Impact.** Although the AIA has the potential to contain a wide variety of natural communities and special-status species, the proposed ALUP does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to biological resources.

No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan is currently in place that covers the AIA. Additionally, the proposed ALUP would prohibit creating or enhancing existing wildlife habitat areas within the AIA if the habitat would attract wildlife hazardous to aircraft operations (e.g., birds).

Mitigation

None required.

[24] Environmental Science Associates, San Luis Obispo County Regional Airport Master Plan Update EA/EIR, July 2006, Available: https://www.sloairport.com/wp-content/SBP_Final%20EA-EIR.pdf.

[25] Ibid.

V. CULTURAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☐	☒
(b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☐	☒
(c)	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

Setting

Throughout San Luis Obispo there are various cultural resources, including Native American resources, archaeological and sacred sites, and historical structures. As such, there is potential for cultural resources to be present within the AIA.

Discussion

(a) – (c) **No Impact.** Although the AIA has the potential to contain cultural resources, the proposed ALUP is regulatory in nature and does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to cultural resources.

Mitigation

None required.

VI. ENERGY

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
(b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Setting

Energy resources in San Luis Obispo include a mix of renewable and non-renewable sources, such as crude oil and gas, biomass fuels, geothermal, wind, tidal, wave, solar, and micro-hydroelectric. The County's EnergyWise Plan (November 2011)[26] outlines the County's strategy to reduce government and community-wide GHG emissions through a number of goals, measures, and actions. Both the City and County general plans include goals related to increasing the use of sustainable energy sources, reducing vehicle miles traveled, increasing energy efficiency, and reducing greenhouse gas (GHG) emissions.

Discussion

(a) – (b) **No Impact.** As indicated in the proposed ALUP, energy plants are incompatible within Safety Zones 1-4, but are conditionally compatible in Safety Zones 5 and 6. All facilities and associated power lines must meet airspace protection criteria (i.e., height, thermal plumes, glare, etc.). The proposed ALUP establishes restrictions and FAA notification requirements of proposed objects and height limits of objects near airports. Boundaries of the FAA notification area for the Airport are depicted on **Figure 3**[27], Airspace Protection Zone. Wind energy systems are not compatible in the vicinity of an airport if they are prohibited by a comprehensive land use plan or any implementing regulations adopted by the ALUC. The proposed ALUP provides guidance on risk-sensitive uses (uses that potentially pose safety concerns regardless of the number of people present, hazardous materials, and community critical infrastructure) that could have a community-wide impact.

The proposed ALUP is regulatory in nature and does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to energy resources.

[26] County of San Luis Obispo. *EnergyWise Plan: Defining Energy and Climate Solutions for the Future*. November 2011. Available: https://www.slocounty.ca.gov/Departments/Planning-Building/Forms-Documents/Energy-and-Climate-Reports/EnergyWise-Plan.pdf.

[27] All figures are available at the back of the document.

Mitigation

None required.

VII. GEOLOGY AND SOILS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
	(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo 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?	☐	☐	☐	☒
(b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
(c)	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?	☐	☐	☐	☒
(d)	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?	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(e)	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?	☐	☐	☐	☒
(f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Setting

San Luis Obispo County is located in a geologically complex and seismically active region. The County's Land Use View tool[28] identifies three active faults that traverse through the County and are currently zoned under the State of California Alquist-Priolo Fault Zoning Act: the San Andreas, the Hosgri-San Simeon, and the Los Osos. The County also identifies various other smaller faults that are considered: capable, potentially capable, inactive, or unknown. Several smaller fault lines identified as "capable" are located within the AIA.

Groundshaking refers to the motion that occurs in response to local and regional earthquakes. Groundshaking can endanger life and safety due to damage or collapse of structures or lifeline facilities. The California Building Code (CBC) requires structures to be designed to resist a minimum seismic force resulting from ground motion.

Liquefaction is the sudden loss of soil strength due to a rapid increase in soil pore water pressures resulting from groundshaking during an earthquake. Liquefaction potential increases with earthquake magnitude and groundshaking duration. The CBC requires the assessment of liquefaction in the design of all structures. The AIA includes land with low potential and moderate potential for liquefaction, according to the County's Land Use View tool.

The City and County general plans establish policies that require new development to be located away from active and potentially active faults.

Discussion

(a) – (f) **No Impact.** The AIA has the potential to contain a wide variety of geology, soils, or seismicity, both known and unknown. However, the proposed ALUP is regulatory in nature and does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to geology, soils, or seismicity.

Mitigation

None required.

[28] County of San Luis Obispo. Land Use View Map. Available: https://gis.slocounty.ca.gov/sites/luview.htm.

VIII. GREENHOUSE GAS EMISSIONS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
(b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Setting

The City and County general plans include goals and policies addressing climate change and GHG emissions. The County of San Luis Obispo's *EnergyWise Plan* identifies emission reduction goals for the county by 2035. On August 18, 2020, the City of San Luis Obispo adopted the *Climate Action Plan for Community Recovery*[29] that established a community-wide goal of carbon neutrality by 2035.

Discussion

(a) – (b) **No Impact.** The proposed ALUP is regulatory in nature and does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to greenhouse gas emissions.

Mitigation

None required.

[29] City of San Luis Obispo. *Climate Action Plan for Community Recovery*. August 2020. Available: https://www.slocity.org/government/department-directory/city-administration/office-of-sustainability/climate-action/climate-action-plan-1949.

IX. HAZARDS AND HAZARDOUS MATERIALS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
(b)	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?	☐	☐	☐	☒
(c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
(d)	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 it create a significant hazard to the public or the environment?	☐	☐	☐	☒
(e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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?	☐	☐	☐	☒
(f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
(g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Setting

There are various registered hazardous waste sites within the AIA.[30] One known site is a remediation program site, the Chevron Tank Farm Site, located to the northwest of the Airport along Tank Farm Road. The Chevron Tank Farm property was used as a major oil storage facility into the early 1990s. While the facilities have been decommissioned and the majority of the tanks have been dismantled, the circular berms that once enclosed the storage tanks remain on the property.

As shown in the County's Land Use View tool[31], the AIA includes land within moderate to high fire hazard severity zones and within the approximately 0 to 10 minutes fire or life response time zone.

Discussion

(a) – (d) & (f) – (h) **No Impact.** The proposed ALUP includes land use compatibility policies that prohibit or restrict land uses that manufacture, process and/or store bulk quantities of hazardous materials within the AIA. Further, the proposed ALUP is only regulatory in nature and does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in creating a significant hazard to the public or the environment.

(e) **No Impact.** Pursuant to the State Aeronautics Act, the purpose of the ALUP is to minimize the public's exposure to excessive noise and safety hazards within the airport vicinity. Therefore, adoption and implementation of the proposed ALUP would have a beneficial impact by restricting development that would expose people within the AIA to airport-related safety hazards including aircraft accidents.

The proposed ALUP uses the aircraft accident risk data and safety compatibility concepts provided in the California Airport Land Use Planning Handbook (Caltrans, 2011)[32] to establish airport land use compatibility zones to include areas exposed to significant safety hazards. The ALUP also establishes safety criteria and policies that limit concentrations of people within the compatibility zones. The purpose of the policies is to minimize the risks and potential consequences associated with an off-airport aircraft accident or emergency landing. The policies consider the risks both to people and property in the vicinity of the Airport and to people on board the aircraft.

The risks of an aircraft accident occurrence are further reduced by airspace protection policies that limit the height of structures, trees, and other objects that might penetrate the Airport's airspace as defined by Federal Aviation Regulations (FAR), Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace. The airspace protection policies also restrict land use features that may generate other hazards to flight such as visual hazards (i.e., smoke, dust, steam, etc.), electronic hazards that may disrupt aircraft communications or navigation, and wildlife hazards (i.e., uses which would attract hazardous wildlife to airport environs). Therefore, no impact is anticipated as a result of the adoption and implementation of the proposed ALUP.

Mitigation

None required.

[30] U.S. Environmental Protection Agency, NEPAssist, EPA Facilities, Hazardous Waste. Available: https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=san+luis+obispo+regional+airport.

[31] https://gis.slocounty.ca.gov/sites/luview.htm.

[32] Caltrans. *California Airport Land Use Planning Handbook*. October 2011. Available: https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf.

X. HYDROLOGY AND WATER QUALITY

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
(b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
(c)	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 off-site;	☐	☐	☐	☒
	(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; or	☐	☐	☐	☒
	(iv) Impede or redirect flood flows?	☐	☐	☐	☒
(d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
(e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Setting

The AIA is located in the San Luis Obispo Creek Watershed. Surface waters within the AIA include Acacia Creek, San Luis Obispo Creek, Davenport Creek, Buckley Creek, and various tributaries including Orcutt Creek, Hansen Creek, and Islay Creek.[33] The AIA has the potential to contain a wide variety of other hydrologic features, both known and unknown. Portions of the AIA, mainly at creek locations, are within the 100-year floodplain zone.

The communities of San Luis Obispo County obtain a majority of their water from groundwater supplies. Water service utilities in unincorporated areas of the County are provided by county service areas (CSA), community service districts (CSD), or private water companies.

The Regional Water Quality Control Board monitors the storm water program. When work is done in the rainy season, the County's Land Use Ordinance requires that temporary erosion and sedimentation measures to be installed. The City and County general plans include policies aimed at protecting the quantity and quality of water for public health and aquatic life.

Discussion

(a) – (e) **No Impact.** The proposed ALUP is only regulatory in nature and does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to hydrology and water quality.

Mitigation

None required.

[33] County of San Luis Obispo, *San Luis Obispo Airport Area Specific Plan*. Available: http://www.slocity.org/home/showdocument?id=4294.

XI. LAND USE AND PLANNING

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Physically divide an established community?	☐	☐	☐	☒
(b)	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?	☐	☐	☒	☐

Setting

The County General Plan designates land uses within the AIA as primarily rural, industrial, commercial, residential, and recreational/open space. The predominant characterization of land use in the vicinity of the Airport is suburban. The Airport itself is designated as a public facility. The majority of the AIA is within the San Luis Obispo Planning Area with a small portion south of the Airport located within the South County Planning Area.

The City of San Luis Obispo General Plan designates land uses within the AIA as primarily agriculture, business park, services manufacturing, low density residential, commercial, and open space. The predominant zoning in the vicinity of the Airport are commercial service and industrial. City parcels nearest to the Airport are governed by the City's Airport Area Specific Plan (City of San Luis Obispo, 2014)[34] which provides a comprehensive land use program for the planning area.

Discussion

(a) **No Impact.** The proposed ALUP is only regulatory in nature and does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in physically dividing an established community.

(b) **Less than Significant Impact.** Implementation of the proposed ALUP would not result in direct or indirect conflicts with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. However, state law requires each local agency having jurisdiction over land uses within an ALUC's planning area (the AIA) to modify its general plans to be consistent with the ALUP within 180 days of adoption or amendment of the ALUP.[35] Alternatively, if a local agency does not concur with any provision of the ALUP, it may adopt findings supporting an overrule of the ALUC pursuant to PUC Section 21676.

General plans do not need to be identical to an ALUP to be consistent. To meet the consistency test, general plans must do both of the following:

[34] City of San Luis Obispo. *Airport Area Specific Plan*. September 2, 2014. Available: http://www.slocity.org/home/showdocument?id=4294

[35] Public Utilities Code Section 21676; Government Code Section 65302.3.

- Eliminate direct conflicts with compatibility planning criteria.
- Establish procedures that implement and ensure compliance with compatibility policies.

To do this, general plans must do all of the following:

- Delineate the compatibility criteria to be applied to individual development actions.
- Identify mechanisms to apply relevant criteria to a particular development.
- Indicate the procedures to be followed in review and approval of development actions affecting lands within the AIA.

General Plan Policies

The County of San Luis Obispo and the City of San Luis Obispo are the two general purpose government entities that have land use jurisdiction within the AIA. Therefore, these agencies would be required to amend their general plans to make them consistent with the proposed ALUP or to take action to overrule the ALUC. Below are listed the general plan policies from the County and City general plans that pertain to Airport land use compatibility planning.

County of San Luis Obispo General Plan (2014)[36]

- San Luis Obispo Area Plan: Residential, Commercial, and Land Uses. Protect the San Luis Obispo County Airport as a public facility of countywide importance by implementing The San Luis Obispo County Airport Land Use Plan.
- San Luis Obispo Area Plan: Administration. Simplify development review procedures and provide incentives for the types of development allowed by the plan through preparation and implementation of a specific plan or infrastructure plans for the area near the Airport within the urban reserve line for the City of San Luis Obispo.
- Combining Designations, Airport Review (AR): San Luis Obispo County Airport Review Area (AR). The Airport and environs are under the jurisdiction of two separate series of regulations and review processes: The Federal Aviation Administration (FAA) Part 77 regulations which, in part, address interference with air traffic by the height of structures, and electronic emissions that could impede aircraft communications and navigation; and the San Luis Obispo County Airport Land Use Plan, which defines compatible land uses and standards for six specific "zones" around the Airport and is adopted by the San Luis Obispo County Airport Land Use Commission. The area included within the Airport Review combining designation is shown on the Official Maps and is shown on the combining designation maps in the back of this area plan for informational purposes.
- Planning Principles for the San Luis Obispo Urban Area. The San Luis Obispo County Airport will continue to serve the region, as provided in the approved Airport Master Plan, and development in the urban area should be permitted only if it will be compatible with the operation of the Airport.

[36] County of San Luis Obispo. *County of San Luis Obispo General Plan, Land Use and Circulation Elements*. February 2014. Available: https://www.slocounty.ca.gov/Departments/Planning-Building/Forms-Documents/Plans-and-Elements/Area-Plans/Inland-Area/Inland-Area-Plans.pdf.

- Residential uses should not be established under airport runway approach or takeoff zones, as shown in the adopted San Luis Obispo County Airport Land Use Plan.
- Disclosure of the proximity of an existing airport should be assured for new land uses or divisions through recording of avigation easements, where required by the San Luis Obispo County Airport Land Use Plan.
- Non-residential land uses established in the urban area also shall be consistent with the adopted San Luis Obispo County Airport Land Use Plan.

- Land Use Programs: Airport Area Specific Plan. The County should continue to coordinate with the City and property owners to prepare an airport area specific plan or infrastructure plans that enables annexation to the City and will provide for development under City jurisdiction.
- San Luis Obispo South Sub-area: Provide for mixed land use. In order to reduce usage of the private automobile, communities should allow a mixture of land uses enabling people to walk or bicycle to work or shop for necessary household items at locations convenient to their neighborhood. Also, mixed use patterns promote compact urban communities by eliminating the need for separating land uses which are functionally compatible.

  While the ALUP prohibits the plan from allowing mixtures of housing and commercial development near it, large amounts of housing are proposed near the existing and future locations of employment and shopping in the Airport area.

City of San Luis Obispo General Plan (2014)[37]

- Land Use Element, Airport Area: 7.1 Airport Area. Policies in this section apply to the area within the City limits covered by the San Luis Obispo County Regional Airport Land Use Plan Area, as shown on Figure 9 subject to airport safety, noise, height, and overflight standards.
- Land Use Element, Airport Area: 7.3 Airport Land Use Plan. Land use density and intensity shall carefully balance noise impacts and the progression in the degree of reduced safety risk further away from the runways, using guidance from the San Luis Obispo County Regional Airport Land Use Plan, State Aeronautics Act, and California Airport Land Use Planning Handbook guidelines. The City shall use the Airport Master Plan forecasts of aviation activity as a reasonably foreseeable projection of ultimate aviation activity sufficient for long-term land use planning purposes. Prospective buyers of property subject to airport influence should be so informed.
- Land Use Element, Airport Area: 7.4 Airport Safety Zones. Density and allowed uses within the Airport Safety Zones shall be consistent with the San Luis Obispo County Regional Airport Land Use Plan unless the City overrides a determination of inconsistency in accordance with Section 21676 and 21676.5 et. seq. of the Public Utilities Code. If the City overrides a determination, all land uses shall be consistent with the State Aeronautics Act and guidance provided in the California Airport Land Use Planning Handbook guidelines, City policies, and noise standards as substantiated by the San Luis Obispo County Airport Master Plan activity forecasts as used for noise planning purposes.

[37] City of San Luis Obispo. *General Plan*. May 2015. Available: https://www.slocity.org/home/showpublisheddocument?id=6703.

- Land Use Element, Airport Area: 7.5 Airport Noise Compatibility. The City shall use the aircraft noise analysis prepared for the Airport Master Plan Environmental Impact Report as an accurate mapping of the long-term noise impact of the Airport's aviation activity that is tied to the ultimate facilities development depicted in the FAA-approved Airport Layout Plan. The City shall use the 60 dB CNEL aircraft noise contour as the threshold for new urban residential areas. Interiors of new residential structures shall be constructed to meet a maximum 45 dB CNEL.
- Land Use Element, Airport Area: 7.6 Airspace Protection. The City shall use the Airport Master Plan Update and FAA airport design standards and Part 77 surfaces to keep the airspace surrounding the Airport free of objects where required by the FAA or shall limit the height of objects as required by the FAA.

  The City shall also ensure obstruction clearance is provided for all en route and terminal (airport) instrument procedures as per the United States Standard for Terminal Instrument Procedures (TERPS) to avert modifications to any planned or published instrument approach or instrument departure procedures at SBP.
- Land Use Element, Airport Area: 7.9 Internal Open Space. The City shall ensure areas designated for urban uses in the Airport Area Specific Plan, but not necessarily each parcel, include open areas as site amenities and to protect resources, consistent with the Conservation and Open Space Element. In addition, the City shall ensure wildlife corridors across the Airport Area shall be identified and preserved.
- Land Use Element, Airport Area: 7.12 County Airport Land Use Plan. The City shall continue to work with the County Airport Land Use Commission to strive to achieve consistency between the San Luis Obispo County Regional Airport Land Use Plan and the City's General Plan. If consistency cannot be achieved, the City shall preserve and maintain as a plausible alternative its constitutional land use authority to overrule the Airport Land Use Commission with regard to adopting General Plan policies that are consistent with the purposes of the California Airport Land Use Planning Handbook, State Aeronautics Act and State Law. Applicable sections of the Zoning Regulations and Specific Plans shall be amended accordingly.
- Land Use Element, Airport Area: 7.16 Airport Overlay Zone. The City shall create an Airport Overlay Zone to reflect the boundaries of the San Luis Obispo County Regional Airport Land Use Plan within the City limits. The purpose of the Airport Overlay Zone is to codify airport compatibility criteria in areas for which the City may override the Airport Land Use Commission determination to ensure compliance with the requirements of the California State Aeronautics Act (Cal. Pub. Utilities Code, Section 21670, et. seq.) which establishes statewide requirements for airport land use compatibility planning, guidance from the California Airport Land Use Planning Handbook, which is published by the California Department of Transportation Division of Aeronautics to support and amplify the State Aeronautics Act requirements, and other related federal and state requirements relating to airport land use compatibility planning. Implementation of the compatibility policies will be accomplished through the Zoning Code.
- Land Use Element, Airport Area: 7.17 Airport Land Use and Zoning Code. The City shall update its Zoning Regulations to address allowable uses and development standards for areas in which the City may override a determination of inconsistency. Zoning regulations shall be

consistent with the requirements of the State Aeronautics Act, use guidance from the Caltrans Airport Land Use Planning Handbook and comply with related state and federal requirements relating to airport land use compatibility. These development standards will include, but not limited to, intensity and density limitations, identification of prohibited uses, infill development, height limitations, obstructions, and other hazards to flight, noise insulation requirements, buyer awareness measures, nonconforming uses and reconstruction and the process for airport compatibility criteria reviews by the City consistent these development standards.

- Land Use Element, Airport Area: 7.18 Review of Local General Plan and implementing Development Standards. Unless previously referred and acted upon by the City, review of General and Specific Plans and Amendments, Zoning ordinance or amendments, or Building code changes within the San Luis Obispo County Regional Airport Land Use Plan boundary (Figure 9) shall include referral to the Airport Land Use Commission as specified in Section 21676(b) of the Public Utilities Code for a determination of consistency with the San Luis Obispo County Airport Land Use Plan.

City of San Luis Obispo, San Luis Obispo Airport Specific Plan (2014)[38]

- Land Use Policies, Policy 4.3.3: Airport Land Use Plan Consistency. Airport Area development must be consistent with the standards and requirements of the San Luis Obispo County Regional Airport Land Use Plan and/or Public Utilities Code Sections 21670- 21679.5.
- Land Use Policies, Policy 4.3.4: Airport Compatible Open Space. The City will work with property owners to implement and maintain Airport Compatible Open Space (ACOS) within the Airport Area, consistent with an approved ACOS plan, to insure ongoing compatibility between Specific Plan land uses and airport operations.
- Land Use Policies, Policy 4.3.8: Approach and Climb-Out Paths. Retain extensive undeveloped land under the approach and climbout paths for all active runways.
- Land Use Policies, Policy 4.3.9: East Airport Area Clear Zones. The City and the County will work to obtain land or development rights in the East Airport Area to maintain clear zones for the eastwest runway.
- Land Use Policies, Policy 4.3.10: Runway Protection Zones. No new development, roads or land uses shall be allowed within the Runway Protection Zone in accordance with the Federal Aviation Administration policies (including the Interim Guidance published on September 27, 2012, and the Advisory Circular 150/5300-Change 17, unless the interim guidance is replaced with future FAA policies), unless the development or land use is specifically approved in coordination with the FAA.
- Land Use Policies, Policy 4.3.11: Uses Not Listed. The Community Development Director will determine whether uses not listed in Table 4.3 are allowed or conditionally allowed, subject to the appeal procedures established in the Municipal Code. The interpretation procedure is not used as a substitute for the amendment procedure to add new types of uses to a zone.

[38] City of San Luis Obispo. *Airport Area Specific Plan*. Revised September 2014. Available: http://www.slocity.org/home/showdocument?id=4294.

- Development Intensity Standards, 4.4.3: Employee and Customer Concentrations. Maximum concentrations for employees and customers are established in the interest of airport safety. Table 4.6 shows permitted concentrations of people by Aviation Safety Area, per the Airport Land Use Plan.
- Development Intensity Standards, 4.4.6: Building Height. The maximum building height standards for the Airport Area Specific Plan are provided in Table 4.9. Chapter 5 includes important guidelines for building design with respect to building height. Notwithstanding the height restrictions provided in Table 4.9, in no case are building heights permitted to create an "obstruction to air navigation" as defined in the SLO County Regional Airport Land Use Plan.
- Detailed Area Plan for compatibility with Airport Operations, Policy 4.5.1: Cluster Development Zone. The AASP shall meet the open space requirements of the ALUP, and the area shown in Figure 4-5 shall be maintained in a manner that qualifies the area as a Cluster Development Zone (CDZ), to the approval of the Airport Land Use Commission.
- Detailed Area Plan for compatibility with Airport Operations, Policy 4.5.2: Airport Compatible Open Space. Per the requirements of the ALUP, Airport Compatible Open Space (ACOS) shall be maintained consistent with ALUP policies. The following areas are included as ACOS zones: 1. The agricultural buffer along the southwest boundary of the Avila Ranch property, 2. The ACOS zones north and south of Tank Farm road as depicted in figure 4-6.

The proposed ALUP changes several of the compatibility zones to reflect current statewide compatibility guidance. The proposed ALUP also includes changes to the 2005 ALUP compatibility criteria. These changes will require both the County and City to amend their respective general plans, including any relevant specific plans, to be consistent with the proposed ALUP or act to overrule the ALUC. This step is necessary as confirmation that the County and City intend to adhere to the proposed compatibility criteria rather than those in the previous 2005 ALUP. The general plan policies appear to already be mostly consistent with the proposed ALUP. To attain consistency with the ALUP, the general plans need only reference the proposed ALUP by name and date and update reference to the safety zones. Since the proposed ALUP includes only minor changes to the 2005 ALUP and results in limited effects on future development provided under the local general plans, the impact to the local agencies' land use and planning is anticipated to be less than significant.

Development Displacement

As a result of a 2007 California State Supreme Court Case, Muzzy Ranch Co. v. Solano County Airport Land Use Commission,[39] displacement analysis is required as part of the environmental impact analysis for adoption of an ALUP. In that case the court found that placing a ban on development in one area of a jurisdiction may have the consequence of displacing development to other areas of the jurisdiction. While an ALUP need not determine where the displaced development would move to and has no authority to make such a decision, the extent that the conflict results in displacement must be analyzed.

Once implemented, the policies in the proposed ALUP may indirectly influence future land use development within the AIA by rendering certain land uses incompatible in some areas, necessitating their development elsewhere in the County. Potential displacement is focused on particular land uses permissible under current zoning. Some currently permissible land uses may be displaced, while

[39] Muzzy Ranch Co. v. Solano County Airport Land Use Commission (2007) 41 Cal.4th 372

many more currently permissible land uses are deemed compatible with the policies in the proposed ALUP and would be unaffected by implementation of the ALUP.

The development displacement analyses prepared in support of this Initial Study, and summarized in **Exhibit B**, identifies areas within the AIA where the policies of the proposed ALUP, upon adoption by the ALUC, may prohibit or conditionally limit the development of certain future land uses that are currently permitted under certain local land use documents. These areas are located within the noise contours and safety zones delineated in the Airport vicinity.

The policies in the proposed ALUP do not apply to existing land uses. Accordingly, parcels with existing development were not evaluated for purposes of identifying potentially displaced future land uses. The analysis was limited to vacant or underutilized parcels on which future land uses could be developed.

The safety zones in the proposed ALUP have been revised from the 2005 ALUP based on guidance provided in the revised Handbook (2011). **Figures 4a-4f**[40] compare the safety zones from the 2005 ALUP with those of the proposed ALUP. **Table 3** in **Exhibit B** identifies the changes in density criteria between the safety zones in the 2005 ALUP with those in the proposed ALUP. In the RPZ/Zone 1, the proposed intensity criterion is more stringent than the 2005 ALUP as it prohibits all non-aeronautical structures and activities that would attract assemblages of people. The proposed nonresidential criteria within the other zones are generally less stringent that those in the 2005 ALUP, with few exceptions, but match the Handbook guidance. The proposed ALUP is cumulatively less restrictive than the 2005 ALUP.

Although policies in the proposed ALUP would influence future land use development patterns within the AIA, the proposed ALUP would not increase levels of development above those projected within the general plans adopted by the affected local agencies. The environmental effects of development proposed in the adopted general plans have already been adequately analyzed in previously certified environmental documentation and policies and/or mitigation measures have been adopted that would reduce those environmental effects. Additionally, any future specific development proposals would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated as appropriate and the impact to the local agencies' land use and planning is anticipated to be less than significant. Also, the adoption of the proposed ALUP is not anticipated to cause increased levels of potential development or build-out under future general plan updates, for reasons that include 1) other development constraints identified in current general plan documents; 2) existing ALUP restraints were not identified as a limiting factor for current general plan development and buildout limits; and 3) there is an existing statutory authority for local jurisdictions to overrule ALUC consistency determinations.

Mitigation

None required.

[40] All figures are available at the back of the document.

XII. MINERAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
(b)	Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Setting

The County Land Use Ordinance provides regulations for development in delineated Energy and Extractive Resource Areas (EX) and Extractive Resource Areas (EX1). The proposed AIA is not located within an EX or EX1 designation. The City's Land Use Policy prohibits mineral extraction within City limits.

Discussion

(a) – (b) **No Impact.** The proposed ALUP is only regulatory in nature and does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to mineral resources.

Mitigation

None required.

XIII. NOISE

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:					
(a)	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?	☐	☐	☐	☒
(b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
(c)	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 two 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?	☐	☐	☐	☒

Setting

The proposed AIA has the potential to contain a wide variety of noise sensitive receptors, both known and unknown. Airport-related noise and its impacts on land uses were considered in the development of the proposed ALUP. The Airport currently has approximately 75,000 annual operations. Future aircraft activity levels are anticipated to be approximately 115% of the estimated existing activity levels for compatibility planning purposes. Therefore, the forecast activity level of 87,000 annual operations is used in the proposed ALUP to cover the 20-year timeframe of the proposed ALUP, as required by State Law.

The forecast noise contours are described in terms of the Community Noise Equivalent Level (CNEL), the metric adopted by the State of California for land use planning purposes. The proposed ALUP does not regulate the operation of aircraft or the noise produced by that activity. State law explicitly denies the ALUC authority over such matters.[41]

Discussion

(a) – (b) **No Impact.** Pursuant to the State Aeronautics Act, the purpose of the ALUP is to minimize the public's exposure to aircraft noise within the airport vicinity. Therefore, adoption and implementation of the proposed ALUP would not generate new sources of aviation-related noise or expose people residing and working in the Airport vicinity to excessive noise.

Airport noise contours are one of four compatibility factors used to establish the compatibility zones for the proposed ALUP. The ALUP establishes criteria that reduce the potential exposure of people to

[41] Public Utilities Code Section 21674(e)

excessive aircraft-related noise by limiting residential densities (dwelling units per acre) and other noise-sensitive land uses in locations exposed to noise levels in excess of 65 dB CNEL. Thus, adoption of the proposed ALUP would not expose people residing or working in the area to excessive noise levels. Further, the proposed ALUP is only regulatory in nature and does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in exposing persons to noise or generating noise.

Mitigation

None required.

XIV. POPULATION AND HOUSING

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
(b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Discussion

(a) **Less than Significant Impact.** As previously noted, the proposed ALUP includes less stringent intensity and density criteria in one or more compatibility zones. Although relaxing the ALUP criteria could potentially induce population growth within certain portions of the AIA, the proposed ALUP would not increase levels of development above those projected within the general plans adopted by the affected local agencies. The environmental effects of development proposed in the adopted general plans have already been adequately analyzed in previously certified environmental documentation and policies and/or mitigation measures have been adopted that would reduce those environmental effects. Additionally, any future specific development proposals or general plan/zoning amendments would be subject to CEQA, ensuring that potential impacts are studied, disclosed, and mitigated as appropriate. Also, the adoption of the proposed ALUP is not anticipated to cause increased levels of potential development or build-out under future general plan updates, for reasons that include 1) other development constraints identified in current general plan documents; 2) existing ALUP restraints were not identified as a limiting factor for current general plan development and buildout limits; and 3) there is an existing statutory authority for local jurisdictions to overrule ALUC consistency determinations. Therefore, the impact would be less than significant.

(b) **Less than Significant Impact.** State law requires jurisdictions to amend their respective general plans to be consistent with the ALUP or to take special steps to overrule the ALUC.[42] Jurisdictions are also mandated by state law to accommodate their share of the regional housing needs.[43] Modifying a general plan for consistency with the ALUP has the potential to restrict a jurisdiction's ability to satisfy its share of the regional housing needs, as an ALUP may preclude or limit the future development, including future housing units, within portions of the AIA. Therefore, the ALUP has the potential to change future land use development patterns by shifting or displacing the location of that development to less restrictive areas of the AIA or to other parts of the community where there are

[42] Public Utilities Code Section 21676(a)

[43] Government Code Section 65580

no ALUP restrictions. Displacement involves changes to the patterns of land use development that has not yet occurred.

The ALUP has no effect on existing land uses; therefore, no displacement of existing development, housing or people will occur as a result of adoption of the proposed ALUP. As previously indicated, the proposed ALUP has the potential to induce growth within portions of the AIA by relaxing the intensity criteria for several of the compatibility zones. However, this growth-inducing potential under the proposed ALUP would not increase levels of development above those projected within the general plans adopted by the affected local agencies. The environmental effects of development proposed in the adopted general plans have already been adequately analyzed in previously certified environmental documentation and policies and/or mitigation measures have been adopted that would reduce those environmental effects. Additionally, any future development proposals would be subject to CEQA, ensuring that potential impacts are studied, disclosed, and mitigated as appropriate. As such, the impact would be less than significant.

Mitigation

None required.

XV. PUBLIC SERVICES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i)	Fire protection?	☐	☐	☐	☒
ii)	Police protection?	☐	☐	☐	☒
iii)	Schools?	☐	☐	☐	☒
iv)	Parks?	☐	☐	☐	☒
v)	Other public facilities?	☐	☐	☒	☐

Setting

The AIA includes areas served by Cal Fire, the County of San Luis Obispo Fire Department, and the City of San Luis Obispo Fire Department for fire protection. For police protection, the AIA includes area served by the State Highway Patrol, the County Sheriff's Department, and the City Police Department. The school district for the AIA is the San Luis Coastal Unified School District.

Various public parks are within the AIA, including Islay Hill Park, French Park, and Damon-Garcia Sports Fields.

Discussion

(a.i) – (a.iv) **No Impact.** The proposed ALUP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to listed government facilities or services.

(a.v) **Less than Significant Impact.** Adoption and implementation of the proposed ALUP could create a temporary increase in the staff workloads as a result of the state requirement to modify the local general plans to be consistent with the ALUP. As previously described, the local general plans would need to be brought into consistency with the proposed ALUP. Over the long-term, procedural policies included in the proposed ALUP will simplify and clarify the ALUC project review process, thereby reducing the workload for ALUC staff and planning staffs of the County of San Luis Obispo and the City of San Luis Obispo.

Mitigation

None required.

XVI. RECREATION

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
(b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Setting

The County of San Luis Obispo Parks and Recreation Element (County of San Luis Obispo, 2006)[44] establishes goals, policies, and implementation measures for the management, renovation, and expansion of existing parks, and the development of new, parks and recreation facilities in order to meet existing and projected needs and to assure an equitable distribution of parks throughout the county. The City of San Luis Obispo Park and Recreation Element (City of San Luis Obispo, 2001)[45] does the same for parks and recreation facilities within the City.

Discussion

(a) – (b) **No Impact.** A wide range of recreational facilities are found in San Luis Obispo County. Therefore, the AIA has the potential to contain a wide variety of recreational resources. The proposed ALUP is regulatory in nature and does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to recreation.

Mitigation

None required.

[44] County of San Luis Obispo. *County of San Luis Obispo General Plan, Parks and Recreation Element*. December 19, 2006. Available: https://www.slocounty.ca.gov/Departments/Planning-Building/Forms-Documents/Plans-and-Elements/Elements/Parks-and-Recreation-Element.pdf.

[45] City of San Luis Obispo. *City of San Luis Obispo General Plan, Parks and Recreation Element*. April 3, 2001. Available: https://www.slocity.org/home/showpublisheddocument?id=6647.

XVII. TRANSPORTATION

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
(b)	Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
(c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
(d)	Result in inadequate emergency access?	☐	☐	☐	☒

Setting

San Luis Obispo County's Transportation System is composed of several state highways, one freeway, numerous county routes, several local and regional transit systems, rail passenger and freight service, three public airports and two public harbors (County of San Luis Obispo, 2014).[46] As such, the AIA contains a variety of transportation systems, including trails, roadways, highways, rail, and aviation facilities.

Discussion

(a) – (d) **No Impact.** The proposed ALUP is only regulatory in nature and does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to on-ground transportation and traffic.

Mitigation

None required.

[46] County of San Luis Obispo. *County of San Luis Obispo General Plan, Circulation Element*. Revised March 2014. Available: https://www.slocounty.ca.gov/Departments/Planning-Building/Forms-Documents/Plans-and-Elements/Elements/Framework-for-Planning-Inland.pdf.

XVIII. TRIBAL CULTURAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project cause 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:				
	(i) 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), or	☐	☐	☐	☒
	(ii) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☒

Setting

Pursuant to the requirements of Assembly Bill (AB) 52, on February 11, 2021, the County notified tribes that requested to be alerted of new projects. The Salinan Tribe of Monterey and San Luis Obispo Counties responded via email, requesting consultation. Following multiple attempts to contact the representatives of the Salinan Tribe of Monterey and San Luis Obispo Counties, staff received no further correspondence. The County did not receive any other responses during the consultation period.

Discussion

(a) **No Impact.** The proposed ALUP is only regulatory in nature and does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to tribal cultural resources.

Mitigation

None required.

XIX. UTILITIES AND SERVICE SYSTEMS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	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 could cause significant environmental effects?	☐	☐	☐	☒
(b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
(c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
(d)	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?	☐	☐	☐	☒
(e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Setting

The AIA is located in the San Luis Obispo Creek Ground Water Basin. Water and sewer services in San Luis Obispo County are provided by individual septic systems, county service areas (CSAs), or community service districts (CSDs). Within the City of San Luis Obispo, water and sewer services are provided by the San Luis Obispo Water Department and the City of San Luis Obispo's Water Resource Recovery Facility (WRRF). WRRF is responsible for treating all of the wastewater (sewage) within the City, at California Polytechnic Institute, and the Airport. The San Luis Obispo County integrated Waste Management Authority operates the following landfills and transfer stations: Cold Canyon Landfill, Chicago Grade Landfill, Paso Robles Landfill, and Santa Maria Transfer Station.

Discussion

(a) – (d) **No Impact.** The proposed ALUP is only regulatory in nature and does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to utilities or service systems.

Mitigation

None required.

XX. WILDFIRE

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
(a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
(b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
(c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
(d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Setting

The AIA includes areas served by Cal Fire, the County of San Luis Obispo Fire Department, and the City of San Luis Obispo Fire Department. As shown in the County's Land Use View tool[47], the AIA includes land within moderate to high fire hazard severity zones and within the approximately 0 to 10 minutes fire or life response time zone.

The County and City general plans establish goals, policies, and programs that reduce the threat to life, structures and the environment caused by fire.

The California Fire Code provides minimum standards for many aspects of fire prevention and suppression activities. These standards include provisions for emergency vehicle access, water supply, fire protection systems, and the use of fire-resistant building materials.

Discussion

[47] https://gis.slocounty.ca.gov/sites/luview.htm.

(a) – (d) **No Impact.** The proposed ALUP is only regulatory in nature and does not propose any new development, construction, or physical change to the environment that would directly or indirectly impair an adopted emergency response or evacuation plan, exacerbate wildfire risks, or expose people or structures to significant risks.

Mitigation

None required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
(b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
(c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Discussion

(a) – (d) **No Impact.** The proposed ALUP is only regulatory in nature and does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in a substantial adverse effect on the environment or human beings or substantially degrade the environment.

As indicated in the analyses provided for "Land Use and Planning" and "Population and Housing," adoption of the proposed ALUP has the potential to displace future residential and nonresidential development to other areas within the community. Although the proposed ALUP has the potential to induce growth within portions of the AIA, the increased levels of development would not exceed those projected within the general plans adopted by the affected local agencies. As discussed under "Public Services," some staff effort would be required to revise the local jurisdictions' general plans and/or implementing ordinances. However, this effort would be temporary and result in a simplified review

process following the proposed ALUP adoption. Therefore, adoption and implementation of the proposed ALUP has no potential to create cumulatively significant environmental impacts.

Mitigation

None required.

Exhibit A - Initial Study References and Agency Contacts

The County Planning Department has contacted various agencies for their comments on the proposed project. With respect to the subject application, the following have been contacted (marked with an ☒) and when a response was made, it is either attached or in the application file:

Contacted	Agency	Response
☐	County Public Works Department	**Not Applicable**
☐	County Environmental Health Services	**Not Applicable**
☐	County Agricultural Commissioner's Office	**Not Applicable**
☐	County Airport Manager	**Not Applicable**
☐	Airport Land Use Commission	**Not Applicable**
☐	Air Pollution Control District	**Not Applicable**
☐	County Sheriff's Department	**Not Applicable**
☐	Regional Water Quality Control Board	**Not Applicable**
☐	CA Coastal Commission	**Not Applicable**
☐	CA Department of Fish and Wildlife	**Not Applicable**
☐	CA Department of Forestry (Cal Fire)	**Not Applicable**
☐	CA Department of Transportation	**Not Applicable**
☐	Cayucos Community Services District	**Not Applicable**
☐	Other Department of Toxic Substances	**Not Applicable**
☐	Other _____	

** "No comment" or "No concerns"-type responses are usually not attached

The following checked ("☒") reference materials have been used in the environmental review for the proposed project and are hereby incorporated by reference into the Initial Study. The following information is available at the County Planning and Building Department.

- ☐ Project File for the Subject Application

County Documents

- ☐ Coastal Plan Policies
- ☒ Framework for Planning (Coastal/Inland)
- ☒ General Plan (Inland/Coastal), includes all maps/elements; more pertinent elements:
  - ☒ Agriculture Element
  - ☒ Conservation & Open Space Element
  - ☐ Economic Element
  - ☒ Housing Element
  - ☒ Noise Element
  - ☒ Parks & Recreation Element/Project List
  - ☒ Safety Element
- ☒ Land Use Ordinance (Inland/Coastal)
- ☐ Building and Construction Ordinance
- ☐ Public Facilities Fee Ordinance
- ☐ Real Property Division Ordinance
- ☐ Affordable Housing Fund
- ☒ San Luis Obispo Airport Land Use Plan
- ☒ Energy Wise Plan
- ☐ Estero Area Plan
- ☐ Design Plan
- ☐ Specific Plan
- ☐ Annual Resource Summary Report
- ☐ Circulation Study

Other Documents

- ☒ Clean Air Plan/APCD Handbook
- ☐ Regional Transportation Plan
- ☐ Uniform Fire Code
- ☐ Water Quality Control Plan (Central Coast Basin – Region 3)
- ☒ Archaeological Resources Map
- ☒ Area of Critical Concerns Map
- ☐ Special Biological Importance Map
- ☐ CA Natural Species Diversity Database
- ☒ Fire Hazard Severity Map
- ☒ Flood Hazard Maps
- ☒ Natural Resources Conservation Service Soil Survey for SLO County
- ☒ GIS mapping layers (e.g., habitat, streams, contours, etc.)
- ☐ Other

Exhibit B – Residential Displacement Potential

Adoption of the proposed ALUP has the potential to cause the inadvertent displacement of future land uses within parts of the AIA. The proposed ALUP includes policies related to noise, safety, airspace protection, and overflight notification. These factors guide the policy framework of the proposed ALUP, which has been developed to address the unique environment in which the Airport is located. The noise compatibility factors include compatibility criteria that identifies land uses as "allowable," "allowable with mitigation," "infill only," or "prohibited" in areas located within the CNEL contours. The safety compatibility factors include compatibility criteria that identifies specific land uses as "compatible," "conditionally compatible," or "incompatible" within the safety zones.

Once adopted by the ALUC, local agencies must make their land use plans consistent with the ALUP. Once these plans are made consistent, some land uses currently considered compatible may become incompatible due to ALUP policies. Therefore, it is necessary to identify land uses that could be displaced as a result of ALUP policies. By "displacing" development from within the AIA to another area outside of the AIA, there is the potential for an unanticipated increase in growth in other areas of the County. If this were to occur, it might lead to potential environmental impacts including localized increases in air pollution, noise, and traffic.

The policies and compatibility criteria in the proposed ALUP do not apply to already existing land uses at the time the ALUP is adopted. Therefore, there is no potential for displacement of existing development. This also applies to future land use development that although not started or completed has already been entitled or approved for development by the responsible local agency.

Figures 4a-4f[48] compare the safety zones from the 2005 ALUP with those of the proposed ALUP. **Table 1** compares the noise compatibility criteria in the 2005 ALUP with that of the proposed ALUP. **Table 2** identifies the proposed allowable densities. **Table 3** identifies the changes in density criteria between the safety zones in the 2005 ALUP with those in the proposed ALUP.

Table 1: Noise Compatibility Criteria Comparison

2005 ALUP CNEL Level	Proposed ALUP CNEL Level	Compatibility	
		Extremely Noise Sensitive Land Uses	Moderately Noise Sensitive Land Uses
Inside 60 dB CNEL contour	Inside 65 dB CNEL contour	Prohibited	With mitigation/b/
Between 55 and 60 dB contours	Between 60 and 65 dB contours	Infill only/a/	With mitigation/b/
Outside 55 dB contour	Outside 60 dB contour	Allowable	Allowable

Notes:
/a/: Specific criteria defined by the ALUP for designation as infill development must be met
/b/: Mitigation requirements specified by the ALUP must be met
Source: County of San Luis Obispo, 2020

[48] All figures are available at the back of the document.

Table 2: Proposed ALUP Allowable Density

Aviation Safety Zone	Residential Density (Dwelling Units/Gross Acre)		Non-Residential Intensity (Person/Gross Acre)		Mixed-Use Intensity (Person/Gross Acre)	
	Area Maximum	Single Acre/b/	Area Maximum	Single Acre/b/	Area Maximum	Single Acre/b/
Safety Zone 1	0	0	0/a/	0/a/	0/a/	0/a/
With Approved ACOS	0	0	0/a/	0/a/	0/a/	0/a/
Safety Zone 2	0.1	0.1	25	80	40	100
With Approved ACOS	0.1	0.1	35	128	53	159
Safety Zone 3	0.2	0.5	60	200	70	210
With Approved ACOS	0.2	0.5	84	280	98	294
Safety Zone 4	0.2	0.5	75	250	75	250
With Approved ACOS	0.2	0.5	105	350	105	350
Safety Zone 5	0.1	0.1	60	150	75	200
With Approved ACOS	0.1	0.1	90	225	113	300
Safety Zone 6	No Limit	No Limit	300	1,200	No Limit	No Limit
With Approved ACOS	No Limit	No Limit	No Limit	No Limit	No Limit	No Limit

/a/: Exceptions can be permitted for agricultural activities, roads, and automobile parking provided that FAA criteria are satisfied.
/b/: The Single-Acre Maximum specifies the highest permissible residential density, non-residential land-use intensity or mixed-use intensity allowable at any point within the area encompassed by a proposed project or local agency plan.
Source: California Airport Land Use Planning Handbook, 2011; County of San Luis Obispo, 2020; RS&H, 2020

Table 3: Safety Zone Restrictions Comparison

2005 ALUP Safety Zone			Proposed ALUP Safety Zone	Increased/ Decreased Restrictions	
Zone	Residential Max Density (du/acre)	Non-Residential Max Intensity (persons/acre)	Zone	Residential	Non-Residential[a]
RPZ	0	5	**1**	Same	Increased
			2	Decreased	Decreased
			3	Decreased	Decreased
S-1a	0.2	30	**2**	Increased	Increased – Non-residential Decreased – Mixed-Use
			4	Same	Decreased
			5	Increased	Decreased
S-1a with approved ACOS[b]	0.2	40	**2 with approved ACOS**[b]	Increased	Increased – Non-residential Decreased – Mixed-Use
			4 with approved ACOS[b]	Same	Decreased
			5 with approved ACOS[b]	Increased	Decreased
S-1b	0.2	40	**2**	Increased	Increased – Non-residential Same – Mixed-Use
			3	Same	Decreased
			4	Same	Decreased
			5	Decreased	Decreased
			6	Decreased	Decreased
S-1b with approved ACOS[b]	0.2	50	**2 with approved ACOS**[b]	Increased	Increased – Non-residential Decreased – Mixed-Use
			3 with approved ACOS[b]	Same	Decreased
			4 with approved ACOS[b]	Same	Decreased
			5 with approved ACOS[b]	Decreased	Decreased
S-1c	0.2	50	**3**	Same	Decreased
			6	Decreased	Decreased
S-1c with approved ACOS[b]	0.2	60	**3 with approved ACOS**[]	Same	Decreased

			6 with approved ACOS/b/	Decreased	Decreased
S-2	6	150	**6**	Decreased	Decreased
S-2 with approved ACOS/b/	12	150	**6 with approved ACOS**/b/	Decreased	Decreased

/a/: The proposed ALUP breaks up non-residential use into "non-residential" and "mixed-use." Refer to **Table 2**.
/b/: The Airport Compatible Open Space Plan (ACOS) allows for increased density limits through the use of reserved open space areas within developments that can be used as off-airport emergency landing sites.
Source: RS&H, 2021

As shown in **Table 3**, the only safety zone adjustments that result in increased intensity/density restrictions, and therefore with any potential to result in displacement impacts, are as follows:

- S-1a to Zone 2 (S1a-2): Residential density restrictions are proposed to change from a maximum 0.2 dwelling units per acre to 0.1 dwelling units per acre, both with and without an Airport Compatible Open Space Plan (ACOS) in place.
- S-1a to Zone 2 (S1a-2): Non-residential intensity restrictions would change from a maximum 30 persons per acre without an ACOS in place to 25 persons per acre.
- S-1a to Zone 2 (S1a-2): Non-residential intensity restrictions would change from a maximum 40 persons per acre with an ACOS in place to 35 persons per acre.
- S-1a to Zone 5 (S1a-5): Residential density restrictions are proposed to change from a maximum 0.2 dwelling units per acre to 0.1 dwelling units per acre, both with and without an approved ACOS
- S-1b to Zone 2 (S1b-2): Residential density restrictions are proposed to change from a maximum 0.2 dwelling units per acre to 0.1 dwelling units per acre, both with and without an ACOS in place.
- S-1b to Zone 2 (S1b-2): Non-residential intensity restrictions would change from a maximum 40 persons per acre without an ACOS in place to 25 persons per acre.
- S-1b to Zone 2 (S1b-2): Non-residential intensity restrictions would change from a maximum 50 persons per acre with an ACOS in place to 35 persons per acre.

While non-residential intensity restrictions are increased within the proposed Zone S-1a and S-1b to Zone 2 areas, the proposed ALUP provides separate allowable densities for mixed-use development (**Table 2**). The allowable intensity of mixed-use development in the proposed ALUP has decreased restrictions from the 2005 ALUP, as follows:

- S-1a to Zone 2 (S1a-2): Non-residential intensity restrictions would change from a maximum 30 persons per acre without an ACOS in place to 40 persons per acre for mixed-use development.
- S-1a to Zone 2 (S1a-2): Non-residential intensity restrictions would change from a maximum 40 persons per acre with an ACOS in place to 53 persons per acre for mixed-use development.
- S-1b to Zone 2 (S1b-2): Non-residential intensity restrictions would change from a maximum 50 persons per acre with an ACOS in place to 53 persons per acre for mixed-use development.

Table 4 evaluates the potential of increased density/intensity restrictions to parcels in zones S1a-2, S1a-5, and S1b-2. Overall, displacement impacts are not anticipated as the proposed ALUP is cumulatively less restrictive than the 2005 ALUP. As such other areas within the AIA are anticipated to be able to accommodate any potential displaced units. Further, the policies in the proposed ALUP do not apply to existing land uses.

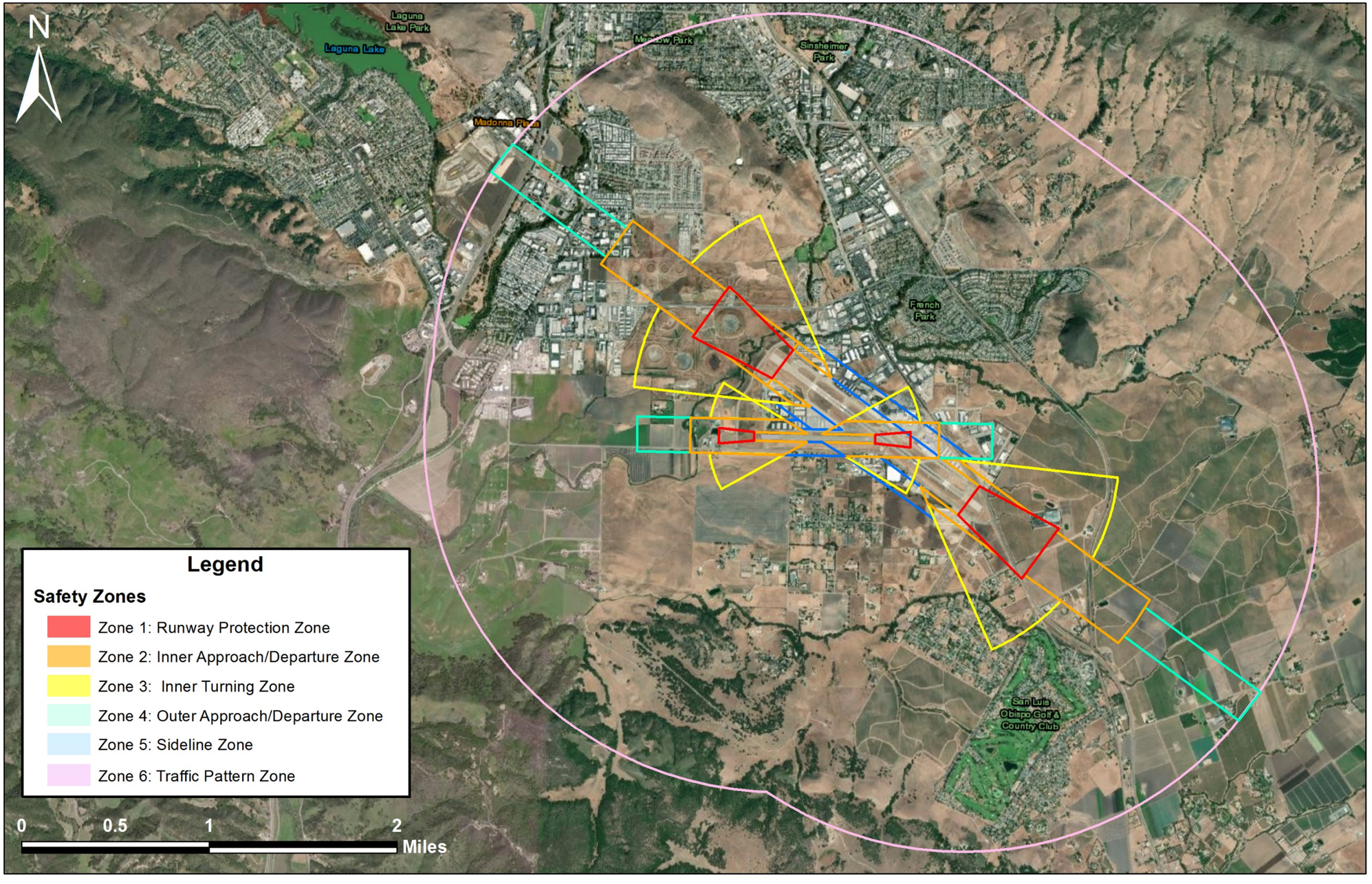
Table 4: Displacement Evaluation

Zone	Figure Showing Parcel Impacted	Land Use	Displacement Potential?
S1a-2	Figure 4a County North Airport	Airport Property	No: Displacement impacts would not apply.
		Industrial	No: Displacement impacts would not apply.
	Figure 4d City North Airport	Parks/Rec	No: Displacement impacts would not apply.
	Figure 4e City West Airport	Agriculture	Potential displacement: The proposed ALUP is cumulatively less restrictive than the 2005 ALUP and other areas within the AIA are anticipated to be able to accommodate the potential displaced units. Further, the policies in the proposed ALUP do not apply to existing land uses.
	Figure 4c County Southeast Airport	Agriculture	Potential displacement: The proposed ALUP is cumulatively less restrictive than the 2005 ALUP and other areas within the AIA are anticipated to be able to accommodate the potential displaced units. Further, the policies in the proposed ALUP do not apply to existing land uses.
S1a-5	None	None	No: Displacement impacts would not apply.
S1b-2	Figure 4a County North Airport	Industrial	No: Displacement impacts would not apply.
		Public Facility	No: Displacement impacts would not apply.
		Rural Residential	Potential displacement: The use is conditionally compatible under the proposed ALUP. The max density of 0.1 dwelling units/acre is in line with the County requirement of 5-20 acres per dwelling for this use. The policies in the proposed ALUP do not apply to existing land uses.
		Commercial	Potential displacement: The commercial property at this location is a storage facility and would meet the intensity requirements laid out in the proposed ALUP. Further, the use is existing and the policies in the proposed ALUP do not apply to existing land uses.
	Figure 4b County Southwest Airport	Agriculture	Potential displacement: The proposed ALUP is cumulatively less restrictive than the 2005 ALUP and other areas within the AIA are anticipated to be able to accommodate the potential displaced units. Further, the policies in the proposed ALUP do not apply to existing land uses.
		Industrial	No: Displacement impacts would not apply.
	Figure 4c County Southeast Airport	Agriculture	Potential displacement: The proposed ALUP is cumulatively less restrictive than the 2005 ALUP and other areas within the AIA are anticipated to be able to accommodate the potential displaced units. Further, the policies in the proposed ALUP do not apply to existing land uses.

Source: RS&H, 2021

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Figure 1: San Luis Obispo County Airport Safety Zones



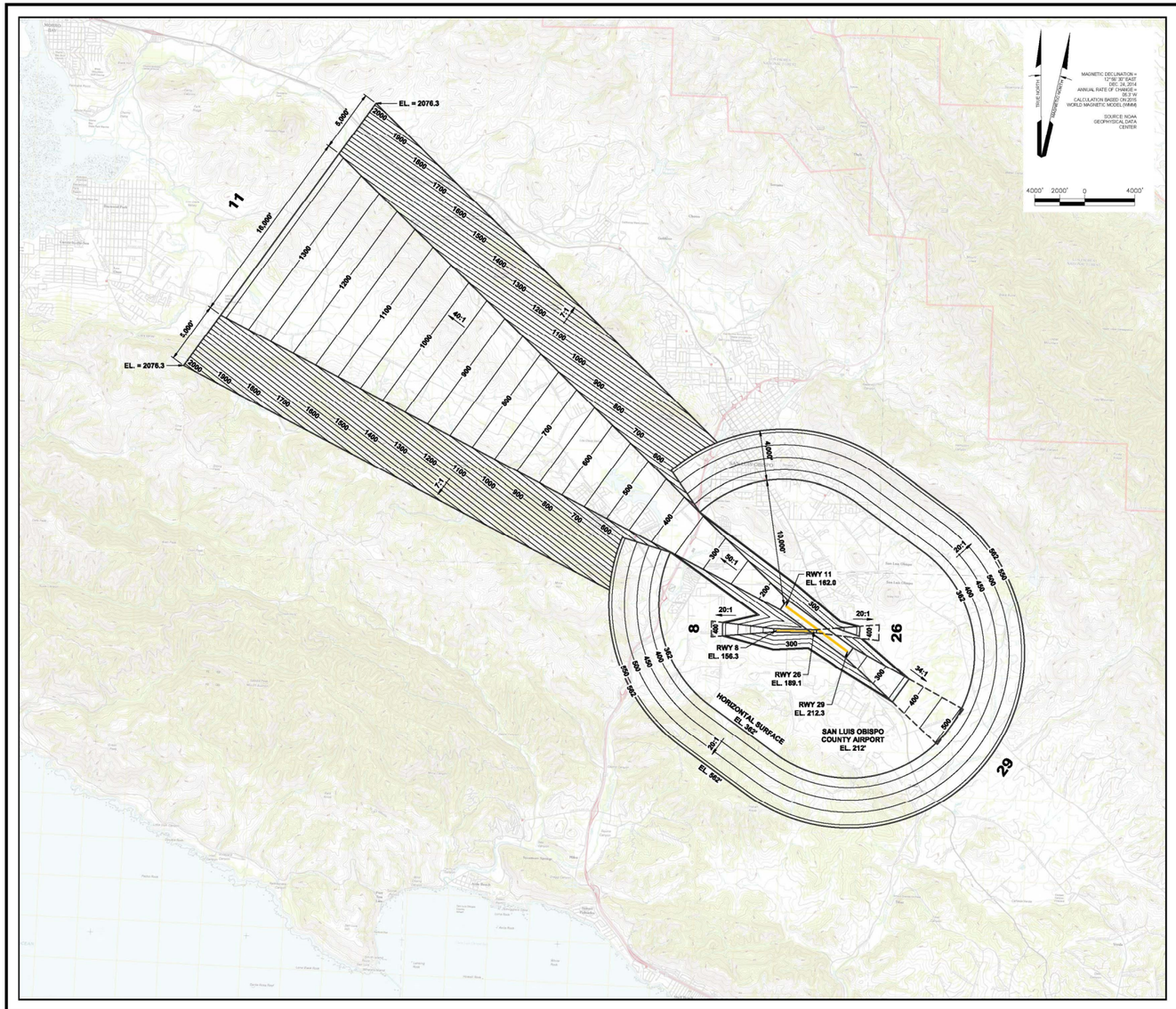
Source: RS&H, 2020

Figure 2: San Luis Obispo County Airport Influence Area

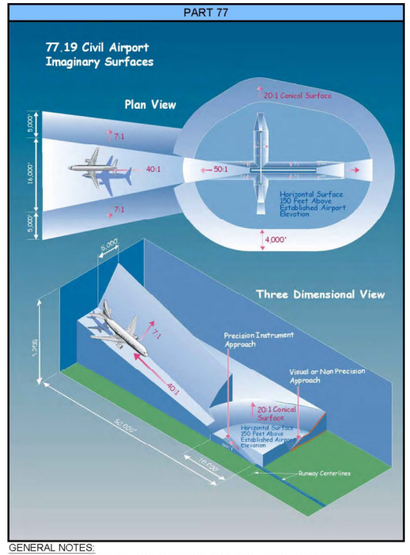


Source: RS&H, 2020

Figure 3: Airspace Compatibility Policy Map



OBSTRUCTION TABLE							
OBJECT NO.	OBJECT DESCRIPTION	GROUND SURFACE ELEVATION (FT.)	OBJECT TOP ELEVATION (FT.)	PART 77 SURFACE ELEVATION (FT.)	PART 77 CLEARANCE (+ PENETRATED (- CLEAR)	PART 77 SURFACE PENETRATION	PROPOSED DISPOSITION
SEE SHEETS 6-7 FOR PART 77 OBSTRUCTION TABLES							



GENERAL NOTES:

1. ONLY MANMADE OBSTRUCTIONS ARE SHOWN. FOR A COMPLETE LIST OF OBSTRUCTIONS PLEASE CONSULT THE AIRPORT.
2. ROAD OBSTRUCTIONS REFLECT A SAFETY CLEARANCE OF 10 FT. FOR DIRT ROADS OR PRIVATE ROADS, 15 FT. FOR NON-INTERSTATE ROADS, 17 FT. FOR INTERSTATE ROADS, AND 23 FT. FOR RAILROAD.
3. DEPICTION OF FEATURES AND OBJECTS WITHIN THE CONICAL, HORIZONTAL, TRANSITIONAL AND PRIMARY PART 77 SURFACES IS ILLUSTRATED ON THE AIRPORT AIRSPACE DRAWING.
4. DEPICTION OF FEATURES AND OBJECTS WITHIN THE INNER PORTION OF THE APPROACH SURFACES, IS ILLUSTRATED ON THE INNER PORTION OF THE RUNWAY APPROACH SURFACE DRAWING.
5. ALL ELEVATIONS ARE SHOWN AT MEAN SEA LEVEL (MSL) IN FEET EXCEPT WHERE NOTED.
6. MOST RECENT OBSTRUCTION SURVEY AND AGIS SURVEY SCK-177025 WAS PERFORMED IN 2014 BY MARTINEZ GEOSPATIAL INC..
7. USGS QUADRANGLE TOPOGRAPHIC MAPPING PUBLISHED 2012.
8. SEE SHEET 6 FOR OBSTRUCTION DETAIL

LEGEND	
SYMBOL	ITEM
	RUNWAY PAVEMENT
400	50' PART 77 CONTOURS

San Luis Obispo County REGIONAL AIRPORT

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Drafted By: LV-TM-GH-RG
Checked By: DC
Approved By: JPJ

No.	Revision	By	App.	Date
1	ALP Update AIP # 3-06-0228-041-2013	RS&H	JPJ	July 2017

DISCLAIMER: THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

Prepared For: San Luis Obispo County

KEVIN BUMEN, C.A.E., C.M., DIRECTOR OF AIRPORTS — July 13, 2017 Date

SAN LUIS OBISPO COUNTY REGIONAL AIRPORT
SAN LUIS OBISPO COUNTY, CALIFORNIA

AIRPORT AIRSPACE DRAWING
PART 77 SURFACES - OUTER

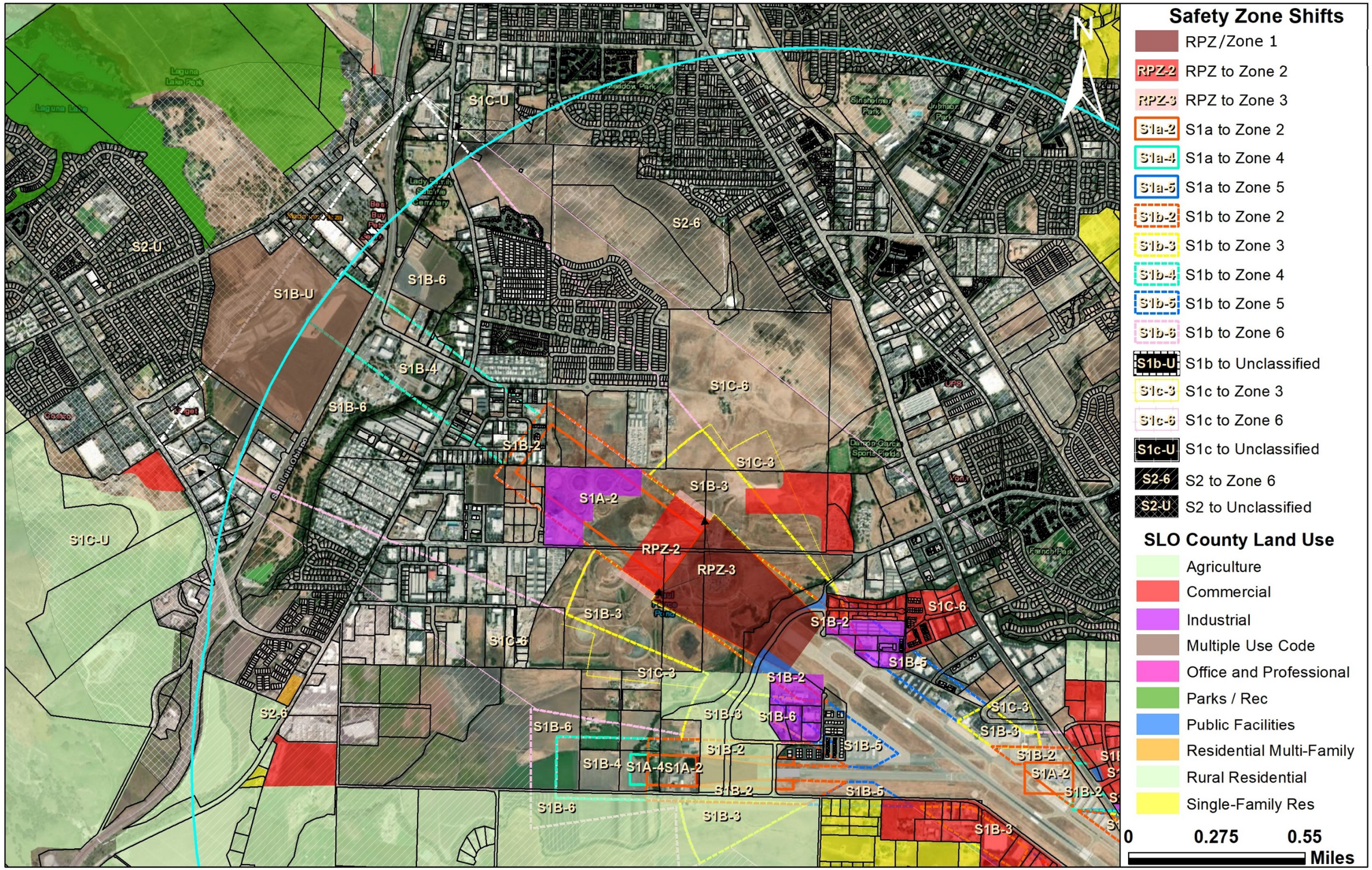
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AIP Project No. 3-06-0228-041-2013

Sheet No. 5 of 20

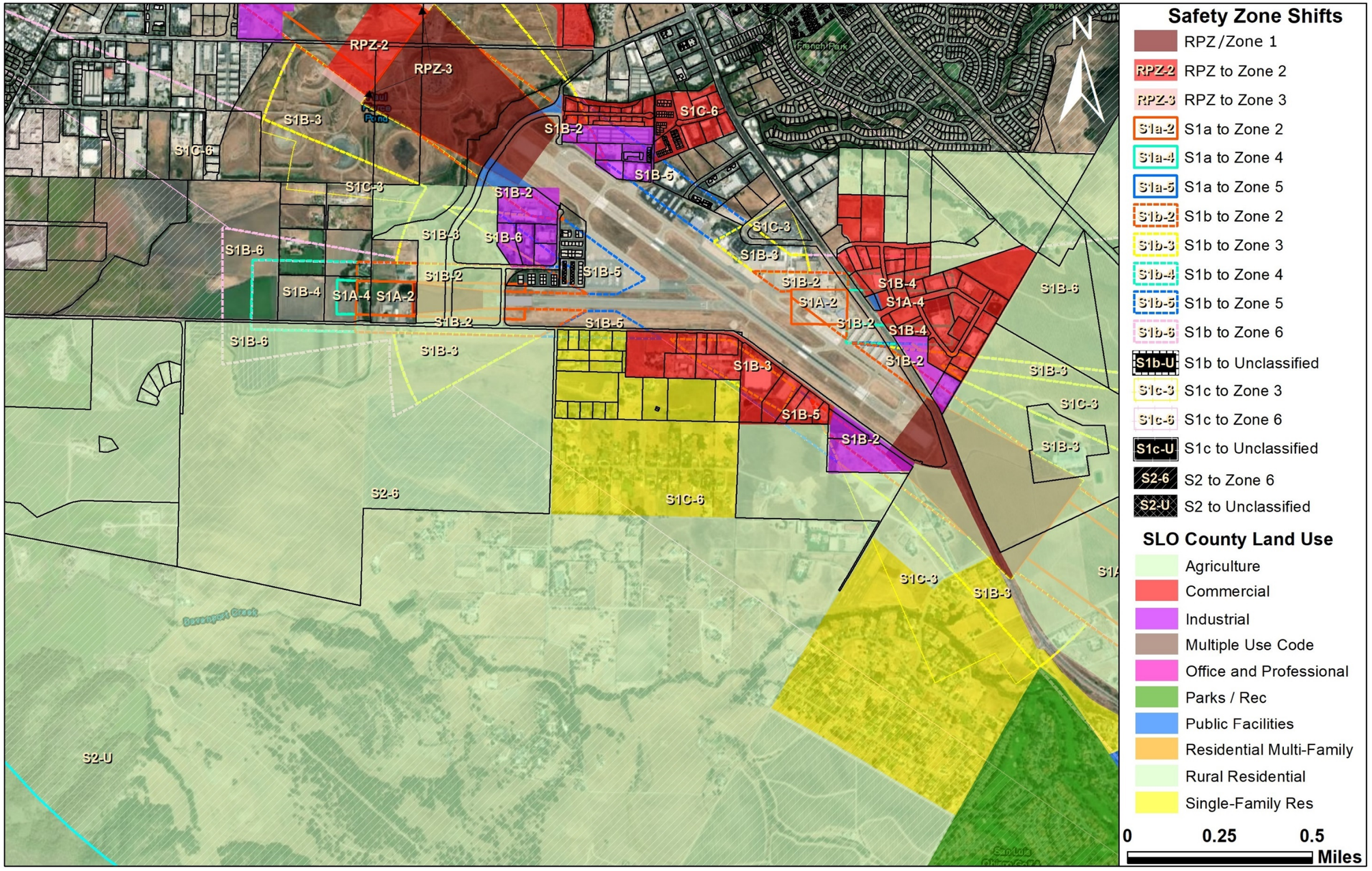
Source: RS&H, 2017

Figure 4a: County North Airport



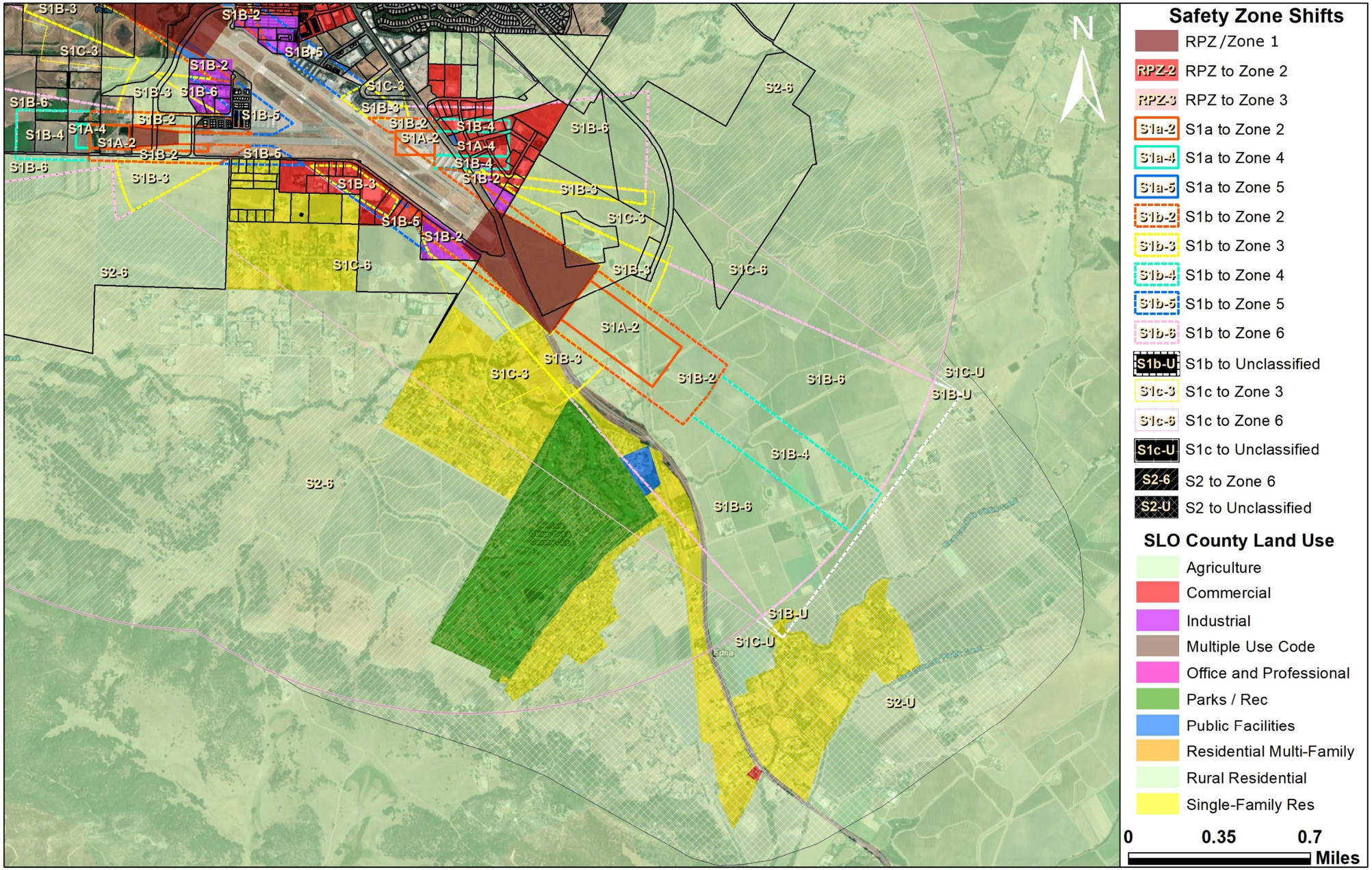
Source: RS&H, 2021

Figure 4b: County Southwest Airport



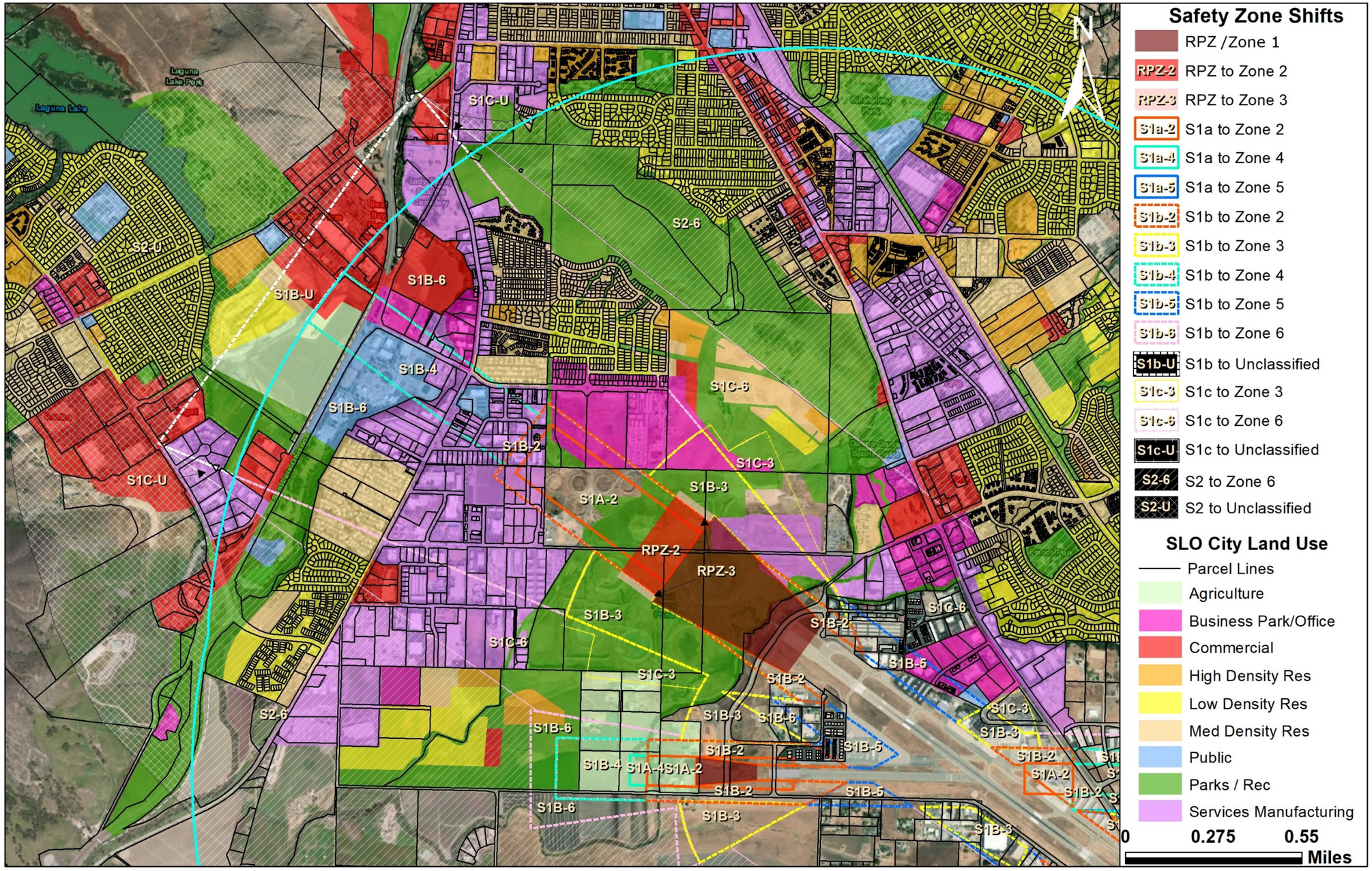
Source: RS&H, 2021

Figure 4c: County Southeast Airport



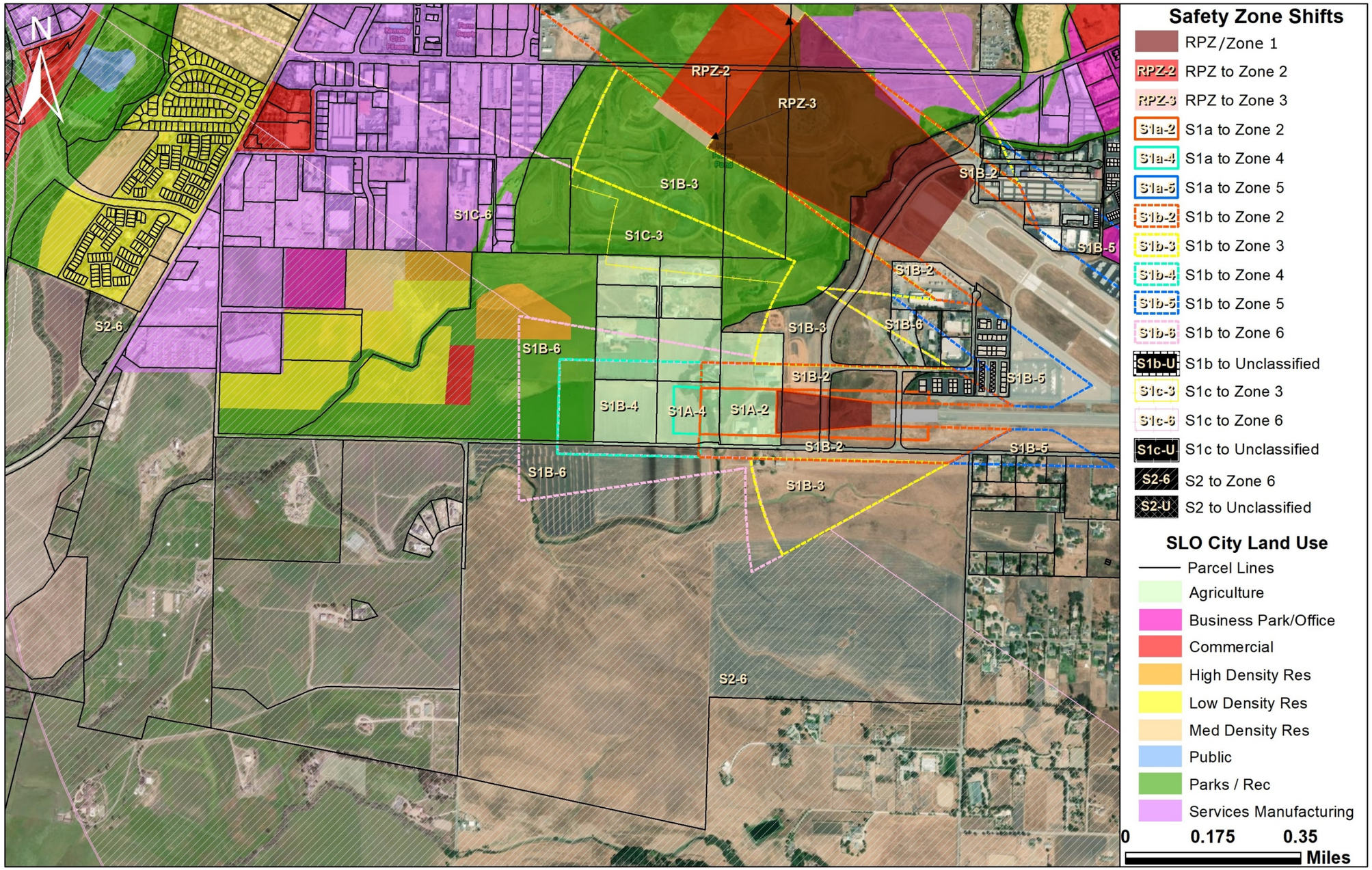
Source: RS&H, 2021

Figure 4d: City North Airport



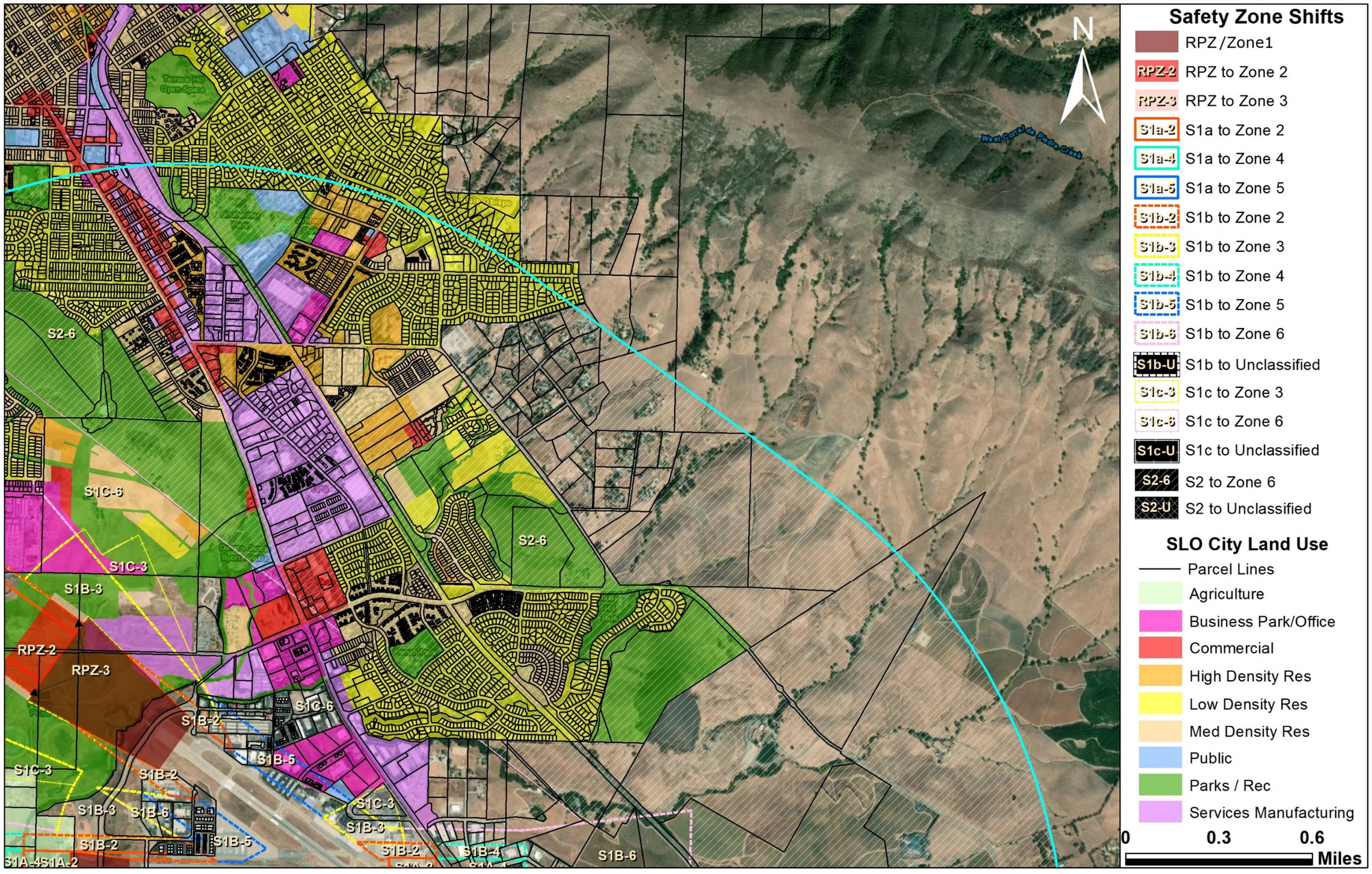
Source: RS&H, 2021

Figure 4e: City West Airport



Source: RS&H, 2021

Figure 4f: City East Airport



Source: RS&H, 2021