

(Draft) Supplemental Environmental Impact Report Willow Road Extension/US 101 Interchange

[Willow Road Draft SEIR]

Ed Eby
September 12, 2005

What is an EIR?

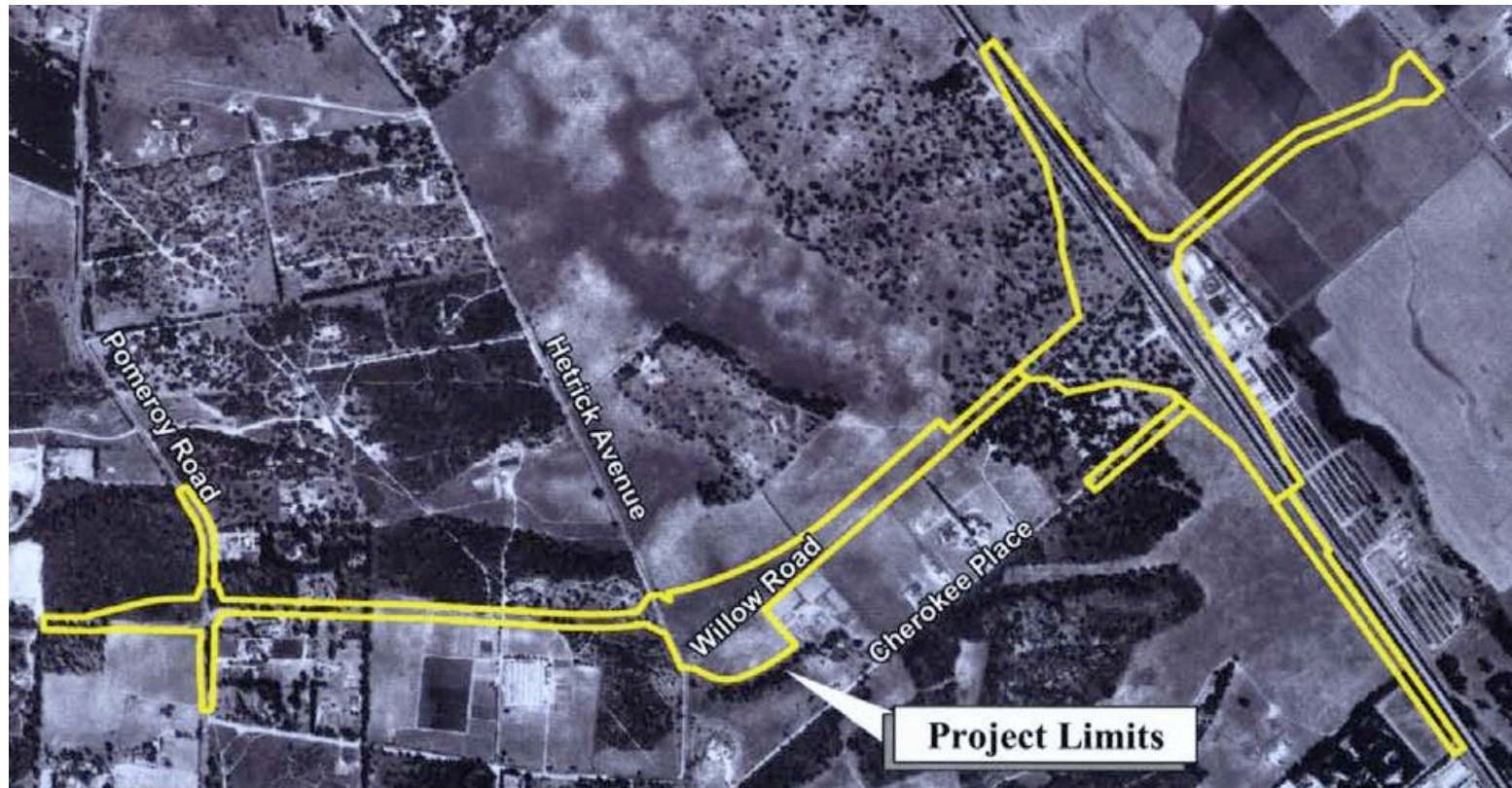
- Disclosure Document
- Required when project could have environmental impacts
- Assists decision makers (DM) in making intelligent decisions
- Provides guidelines for mandatory and discretionary rulings

This Project

1999 Final EIR (FEIR), a Tier 1 EIR, was used to select Willow Road extension and Frontage Road options - This Supplemental EIR, the Tier 2 EIR, examines impacts of those options now that more details are available.

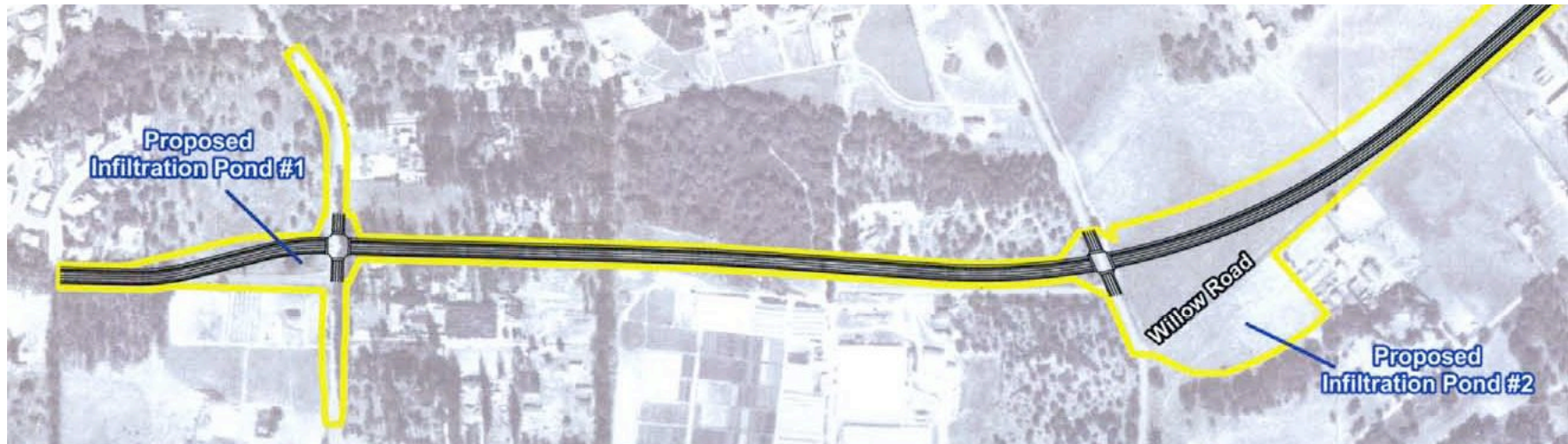
- Extension of Willow Road from Pomeroy to Thompson
- Construction of a Frontage Road from Willow Road extension to Sandydale
- Construction of new Willow Road/US 101 interchange

Willow Road Project Location



- Begins ~1000' west of Pomeroy
- Continues ~2.5 miles to Thompson

Pomeroy - Hetrick - US 101



- 100 ' right-of-way
- 40' wide roadway
- One 12' travel lane each direction
- 8' shoulders
- 14' wide center turn lane at selected locations
- 8' area (?) set aside for future equestrian path
- 15,000 trips per day
- 55 mph design speed

Interchange/Frontage Details and Extension to Thompson



- Willow undercrossing at interchange
- 50 car park-and-ride
- Pave Cherokee from Frontage to 1000' east

- 60 ' right-of-way Frontage Road
- 40' wide roadway
- One 12' travel lane each direction
- Two 8' bicycle lanes

Schedule

- 2003/2005 Project Approval and Environmental Document
Willow Road Extension Design
US 101 Interchange Design
- 2006/2007 Right-of-Way Acquisition
Construct Willow Road Extension
- 2008/2009 Phase I - 1,000' east of Pomeroy to Hetrick
Phase II - Hetrick to US 101
- 2009/2010 Construct Frontage Road
- 2010/2011 Construct US 101 Interchange
Construct Willow under 101
- Future Phase III - US 101 to Thompson

Impacts and Mitigations

Class I Impacts	Significant environmental impacts that <u>cannot</u> be fully mitigated	DM must adopt “Statement of Overriding Considerations” (under CEQA guidelines Section 15093) to approve project
Class II Impacts	Significant environmental impacts that <u>can</u> by mitigated	DM must issue “Findings” (under CEQA guidelines Section 15093) to approve project
Class III Impacts	Adverse but not significant	No DM requirements
Class IV Impacts	Would result in net positive affects to a given resource category	
Significant Cumulative (SC)	Would contribute to a cumulative regional impact	

Post Mitigation Impact Summary

Impact Area	Cat I	Cat II	Cat III	Cat IV
Aesthetics		4	2	
Agricultural Resources	2	1	1	
Air Quality		5	2	2
Biological Resources	1	13	1	
Cultural Resources		3	1	
Drainage, Erosion, and Sedimentation		2	3	
Geology and Soils		6	3	
Hazardous Materials		4	8	
Land Use & Planning	3	1	3	
Noise	1	2	3	
Public Services		4	1	
Socio-Economics	2		1	1
Traffic & Circulation		1		1
Water Quality		3		
Total	9	49	29	4

Unavoidable Significant Impacts

- Increased noise to parcels adjacent Willow Road Extension
- Growth inducement to adjacent agricultural parcels
- Potential removal/damage to more than 900 mature oaks
- Growth inducement to Nipomo Area

Observations

- Park-and-Ride lot eats up a lot of oak trees
- Why Park-and-Ride for only 50 cars when expected traffic is 15,000 cars/day?
- Construction of interchange before Frontage Road would provide earlier traffic congestion relief
- Sooner extension to Thompson would relieve high school traffic
- Benefits of partial Cherokee pavement?

Summary of Alternatives

Four project alternatives were selected for review in the EIR because of their potential to avoid or substantially lessen project impacts, or because they were required under CEQA Guidelines (e.g., the No Project Alternative).

1. No project/no build
2. Alternative alignments (101 intersections to the south) to that selected by the BOS in 1999
3. Interchange design alternatives
4. No interchange (redirects traffic along Frontage Road)
5. Redesign Tefft interchange (rejected)

Proposed project is judged Environmentally Superior Alternative
&
Meets most project objectives and mitigates most impacts

Next

Comments due to County Planning by September 19, 2005

DEIR can be downloaded from:

<http://www.sloplanning.org/Environmental/EIR/Willow%20road%20extensions/willow%20road.htm>