

# **Biorn Conditional Use Permit and Land Use Ordinance/Land Use Element Amendment (Draft) Environmental Impact Report**

[ Biorn DEIR]

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# 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

- General Plan Amendment (GPA)
  - Rezoning 9.3 Acres from Residential Suburban (RS) and 44.7 acres from Commercial Service (CS) to Industrial
  - Encourage “better” consistency on land use below bluffs
- Conditional Use Permit (CUP)
  - Installation and operation of an asphaltic concrete plant to produce and transport 400,000 tons/year

# Location and Zoning



Green Area is RS

Dashed Red Area is Asphalt Plant

All Within Black Area is Proposed Industrial

# The CUP- Plant Highlights

- Plant to produce and ship 400,000 tons/yr of asphaltic concrete

$66 \text{ tons/hr} \times 20 \text{ hrs/day} = 1320 \text{ tons/day} @ 303 \text{ days/yr} \sim 400,000 \text{ tons/yr}$

- Monday to Saturday Operation

Two 10 hour shifts - 6 AM to 4 PM and 7PM to 5 AM

Truck traffic - 7 AM to 3 PM and 8 PM to 4 AM

Nighttime Operation < 80 days/yr

# The CUP- Plant Highlights (cont.)

## Incoming and Outgoing Truck Deliveries (M-F)

Daily Delivery Scenario	# Outgoing Product Deliveries	# Incoming Materials Deliveries	# Incoming Asphaltic Oil Deliveries	# Total Deliveries
Peak	240	216	14	470
Average	53	45	3	101

## Incoming and Outgoing Truck Deliveries (Sat)

Daily Delivery Scenario	# Outgoing Product Deliveries	# Incoming Materials Deliveries	# Incoming Asphaltic Oil Deliveries	# Total Deliveries
Peak	120	108	7	235
Average	27	23	2	52

# 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	

# Impact Areas

Impact Area	EIR Focus	Areas of Controversy
Aesthetics	X	X
Agricultural Resources	X	
Air Quality	X	X
Biological Resources	X	
Cultural Resources	X	
Geology and Soils	X	X
Hazards & Hazardous Materials	X	
Land Use Policy Consistency	X	X
Noise	X	
Population and Housing	X	
Public Services & Utilities	X	X
Recreation	X	
Transportation & Circulation	X	X
Wastewater	X	
Water Resources	X	



# Summary of Impacts

Impact Area (74 Impacts)	Cat I	Cat II	Cat III	Cat IV	SC (Cat II/Cat III)
Aesthetics (7)	0	6	1	0	0/7
Agricultural Resources (2)	0	2	0	0	0/2
Air Quality (5)	0	4	1	0	0/5
Biological Resources (9)	0	7	2	0	0/8
Cultural Resources (2)	0	2	0	0	0/2
Geology and Soils (2)	0	2	0	0	0/2
Hazards & Hazardous Materials (5)	0	5	0	0	0/5
Land Use Policy Consistency (5)	0	4	1	0	0/5
Noise (3)	0	3	0	0	1/2
Population and Housing (3)	0	0	3	0	0/3
Public Services & Utilities (10)	1	3	6	0	1/9
Recreation (4)	0	2	2	0	0/4
Transportation & Circulation (3)	0	1	2	0	0/3
Wastewater (2)	0	2	0	0	0/3
Water Resources (12)	0	7	5	0	0/12

# Some Unexpected Findings

## Aesthetics (NBD)

- Asphalt plant only visible from 3 key viewing areas (6 sec @ 65mph and 2,000 feet away)
- Night lighting should be muted

## Hazards & Hazardous Materials (WCHI)

- Four foot berms and floodwalls protect from 100 year flood

## Traffic & Circulation (NBD)

- 100-470 additional daily truck trips insignificant to traffic on 101 (50,000-60,000 existing now)
- On 101, increase of ADT of 741 South, 192 North doesn't match additional daily truck trips above (Other traffic than asphalt plant?)
- Speed of trucks entering 101 not considered

# Summary of Alternatives

Seven 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 asphalt plant
2. Reduce asphalt plant production by 50% to 200,000 tons/year
3. Fully mitigated asphalt plant (incorporate all mitigations in EIR)
4. No LUO/LUE amendment (disallows asphalt plant)
5. Modified LUO/LUE amendment (leaves 2 northern parcels as is, allows asphalt plant)
6. Fully mitigated LUO/LUE amendment (allows asphalt plant, but does not require full mitigations of asphalt plant)
7. Fully mitigated asphalt plant and LUO/LUE amendment (3 + 6)

# Next

Comments due to County Planning by September 30, 2005

DEIR can be downloaded from:

<http://www.sloplanning.org/Environmental/EIR/Biorn%20combined%20vol%201%20and%202.pdf>