

APPENDIX R

Proposed Amendments to the Airport Area Specific Plan

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VISION STATEMENT & SUMMARY



Views from the south reveal the planning area's open space context.

VISION STATEMENT

The Airport Area Specific Plan is a blueprint for the area's future. It sets forth a vision that moves beyond the limitations of the area's past to define a responsible and forward-thinking approach to the evolution of our community. The vision is informed by three key concepts:

RE-USE & REGENERATION

The vision for the Airport Area includes the re-use and regeneration of both the natural and built environments. It recognizes the power and resiliency of the natural environment to regenerate itself after significant degradation, and the resourcefulness and foresight of the community to re-define and re-use its built environment.

The former Unocal petroleum tank farm and the associated environmental degradation from the catastrophic 1926 fire have long set the tone for the area. This Specific Plan is about changing the identity and perception of the area and "raising the bar" to meet the standards of San Luis Obispo in the 21st Century. At the heart of the planning area, the former tank farm site will be improved and preserved as an ecological preserve that provides enhanced natural habitat, visual and recreational open space, and educational and interpretive experiences. Similarly, vacant industrial lands will be developed and older industrial uses

renovated or redeveloped to accommodate a new generation of industries.

The wetland areas that have established themselves in the burned-out bunkers of the former tank farm are a metaphor for the re-use and regeneration envisioned for the area as a whole.

The Planning Area draws its name from the County Regional Airport that dominates land use in the vicinity. Although not within the City's limits, the airport is an important factor in the desired future of the area and vitality of the business parks envisioned. Consequently, the specific plan sets in place a strategy to integrate community goals for a sustainable environment and economy.

VALUE ENHANCEMENT

The Specific Plan vision is about value enhancement for private landowners, the public, and the environment. With annexation of the area, the City will provide services and infrastructure that will allow landowners to more fully achieve the potential of their lands while providing significant benefits to the local community and environment. Similarly, extension of sewer and water service to the area will enhance development potential for individual landowners as well as better protect the public's groundwater resources. Improvements to the area's street system will not only provide better access to planning area properties, but will improve circulation for the entire south end of town.

The open space preserve at the heart of the area will provide an attractive setting for new development that will increase land values and the area's desirability for new businesses. It will also provide new recreational opportunities for employees and residents. Improvements to the trail system and transit service will improve access and provide alternatives for commuters to the area. Special design guidelines and development standards will also help to create a distinct identity for the area to enhance property values and make the area desirable to business.



A new open space preserve will enhance public recreation and provide an attractive setting for new development.

Altogether, the enhanced development potential and attractiveness will generate new job opportunities for the community and contribute to the fiscal well-being of the City.

SMART AND SUSTAINABLE GROWTH

The Specific Plan vision is about identifying a "smart" and sustainable pattern of growth that enhances the community economically, aesthetically, and environmentally. It achieves this in several ways, including:

- Encouraging the redevelopment and reuse of brownfield areas, rather than expanding into undisturbed greenfield areas;
- Establishing the foundation for a more contemporary and diversified economy;

- Encouraging higher densities and compact development patterns that make more effective use of land and minimize infrastructure expansion needs;
- Supporting the vitality of existing business resources, such as the airport, by providing services and infrastructure that encourage both new development and redevelopment of degraded and underutilized lands in the area;
- Creating new jobs in proximity to housing;
- Expanding infrastructure between existing service areas, rather than expanding services beyond the urban reserve boundary;
- Creating development patterns that preserve and enhance the area's natural resource values; and
- Establishing permanent urban boundaries and greenbelt at the south end of city.



A thriving Regional Airport is key component of the vision for the Planning Area's future.

PLAN SUMMARY

1.0 INTRODUCTION

The Airport Area Specific Plan represents many years of effort to create a planning framework for future growth and development within the approximately 1,500-acre unincorporated area along the City of San Luis Obispo's southern boundary. The Plan has been developed with a thorough analysis of environmental conditions and extensive input from City decision-makers, landowners, neighbors, and the community-at-large. The Plan provides a comprehensive land use program for the planning area along with goals, policies and development standards to guide future public and private actions relating not only to the area's development, but also to the conservation of open space and natural resources. In addition, the Plan includes detailed information on necessary infrastructure improvements, and a strategy for insuring the Plan's implementation. The Plan also provides a mechanism to insure that development proposed by planning area landowners will be coordinated and occur in an orderly manner that has been adequately planned.

2.0 THE PLANNING AREA

The roughly 1,500-acre Airport Area is located approximately 2.5 miles south of downtown San Luis Obispo, in the City's designated Urban Reserve area. The residential Margarita Area bounds the area to the north, while urban development in the recently incorporated areas along South Higuera Street and Broad Street borders the area to the west and east. Located on the floor of the Los Osos Valley, the area has a relatively level topography with vegetation consisting primarily of grasslands and agricultural fields. Several tributaries to San Luis Obispo Creek flow through the area and contribute to periodic flooding that affects development potential. While the visual quality and design character of existing industrial and service commercial development is generally not very strong, the openness of the setting results in quite dramatic and highly scenic views of the

rural, agricultural lands and distinctive peaks and ridgelines that ring the area.

Land use in the area is characterized by a mixture of open space and urban development. Urban development is generally located in the southeastern and southwestern portions of the Airport Area, near the Broad Street and South Higuera Street corridors. The entire central portion of the Airport Area is generally undeveloped. The 368-acre Chevron property, which was formerly the site of a petroleum tank farm, comprises the majority of this central area. In addition to the San Luis Obispo County Regional Airport, uses in the developed areas include a variety of existing industrial, light industrial and service uses. While roughly three quarters of the parcels in the planning area have some development on them, many are only partially developed, in part due to infrastructure restrictions. Rough calculations indicate that the planning area currently has approximately two million square feet of building floor area, and, floor area ratios are generally quite low.

3.0 CONSERVATION AND RESOURCE MANAGEMENT

In addition to providing for new development, a key goal of the Plan is to preserve, enhance, and manage the planning area's open space lands and natural resources for the long-term benefit of planning area businesses, the San Luis Obispo community, visitors to the area, and the environment itself. Development and resource conservation within the Airport area are not seen as separate and contradictory concepts, but as inter-related strategies for maintaining a sustainable, high quality life for the San Luis Obispo community. The Plan is predicated on the belief that, over the long term, practicing conservation and protecting the area's open space will make life more enjoyable for those living and working in the area, and will also enhance economic vitality.

Even though much of the Airport Area is already developed, significant natural and open space resources still remain. Part of the reason for this is that portions of the planning area are constrained for development by either natural and/or man-made



The Airport Area includes numerous wetland areas that provide important natural habitat.

factors, including flooding, petroleum contamination, and aircraft operations. While improvements proposed under the plan will reduce some of these constraints, the intent of the Specific Plan is to ensure that valuable resources continue to be preserved and enhanced as the planning area builds out.

The principal natural resources to be protected include habitat areas such as creeks, wetlands and remnants of native grasslands. While some of these areas are in good condition, others have been degraded by past land use practices. Thus, the planning area affords opportunities to restore and enhance natural habitat, while also achieving other objectives. In addition to sensitive habitat areas, other open space resources include the rural character and sense of openness provided by undeveloped lands, and the scenic views permitted of the surrounding rural lands and distinctive landforms.

The Plan designates 23% of the planning area, practically the entire central portion of the planning area, as open space in order to adequately protect and enhance valuable wetland and

grassland habitat areas. In addition to this central open space, the plan also designates all of the major creek corridors as open space to allow for the protection and enhancement of the creek system that flows through the area. The land use plan is structured to ensure that these resources are part of an integrated open space system that is directly linked to adjoining areas.

The specific plan will result in the preservation and enhancement of natural resources. For example, after the construction of overflow flood channels, all of the major watercourses that flow through the planning area will be re-vegetated with native species to enhance habitat values. In addition, the Plan recommends that the open space portion of the Chevron property be set aside as a permanent ecological preserve, dedicated not only to the preservation of existing resources, but also to the education of the community about the interrelationship between the environment and man's use of it. Chevron will be responsible for preparing a resource management plan for the preserve, and identifying a funding mechanism for its long-term enhancement, maintenance and monitoring.

4.0 LAND USE

The land use program for the Airport Area allows for the development of up to 1073 acres (72% of the planning area) with a mixture of Services and Manufacturing, Business Park, Government Facilities, and public facilities that may be developed with recreation or public services. Residential development of a total of up to 75 acres are allowed, consisting of 68 acres within the Avila Ranch area, and an existing mobile home park (7.0 acres) that will be retained. The balance of the area is to be preserved as Open Space and Agriculture (348 acres).

The land use concept for the Airport Area builds on existing land uses to meet multiple City objectives. While the primary impetus for the plan is to provide the necessary infrastructure and urban services to the Airport Area that will allow for the development of new employment-generating uses, the land use plan has been crafted to balance the opportunities for new development with

other equally important community goals, such as the provision of housing, including affordable housing.

The land use concept calls for urban development to be located primarily in the eastern and western portions of the planning area near existing development and circulation corridors. The Airport Area is planned adjacent to residential neighborhoods, to minimize the distance traveled between jobs and homes. Rather than allowing development of the entire land area out to the Urban Reserve Line, the land use concept lets the "greenbelt" penetrate into the center of the urban area. The continuous open space area that extends from the South Street Hills to the Edna Valley will help relieve the perceived intensity of development and preserve the connection to the rural landscape for more than just the properties at the periphery of the community. The Plan also provides a mechanism to permanently preserve open space on properties south of the Airport Area, and establish a permanent urban edge for the City.

The County Airport is a key determinant of land use in the planning area. It affects the types of land uses that locate in the area by serving as a catalyst for economic development, and by restricting uses to those that are compatible with the operational characteristics of a general aviation airport. The land use plan has been developed to ensure compatibility with airport operations. Uses that have high concentrations of people or are sensitive to airport noise (e.g., residential, schools, hospitals, etc.) are not included in the in the most restrictive airport safety zones (RPZ, S-1A). The designated land use patterns also specifically respond to the flight patterns and land use criteria associated with the airport safety zones in the County's Airport Land Use Plan (ALUP).

The centrally located Chevron Tank Farm site is the largest single property in the Airport Area. Thus, the future of this area will shape the ultimate character of the planning area as a whole. The site contains developed land, environmentally sensitive habitats, soil contamination related to the previous oil storage use of the site, and areas falling under highly restricted airport safety zones. In some areas, all of these conditions are present. In addition, the

area's central location and its open character make it easily visible from surrounding properties and public roadways, and allow for views out to the surrounding landscape. The area is thus both a visual resource and amenity for the planning area as a whole.

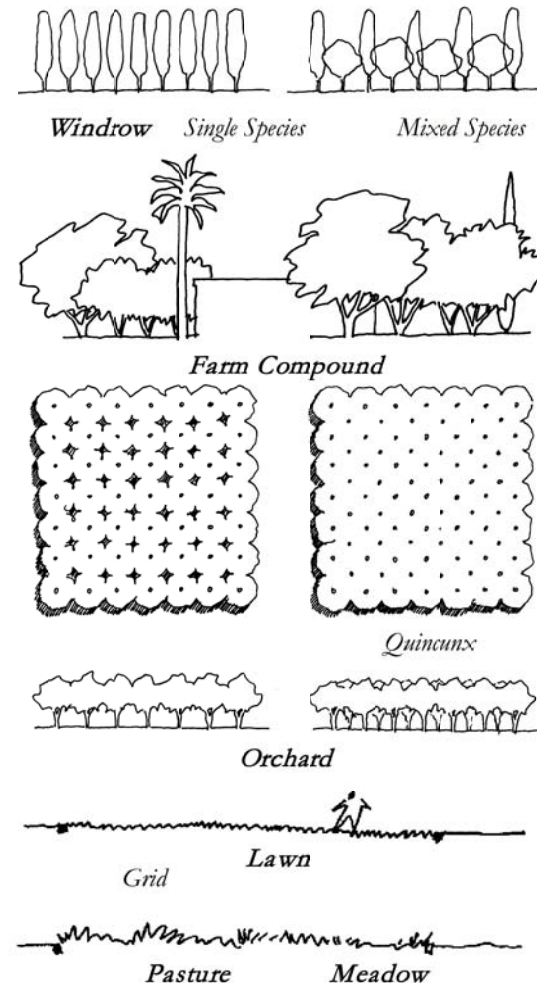
Due to the number of constraints and the value of the natural resources on the site, the Plan designates the majority of the Chevron site for open space, with limited development consistent with requirements for public health and safety. The redevelopment and habitat enhancement of the site called for by the Plan represents an opportunity to ensure the wise, long-term management of the site's resources and hazards, while significantly enhancing the character of the planning area through the actions of a single property owner.

5.0 COMMUNITY DESIGN

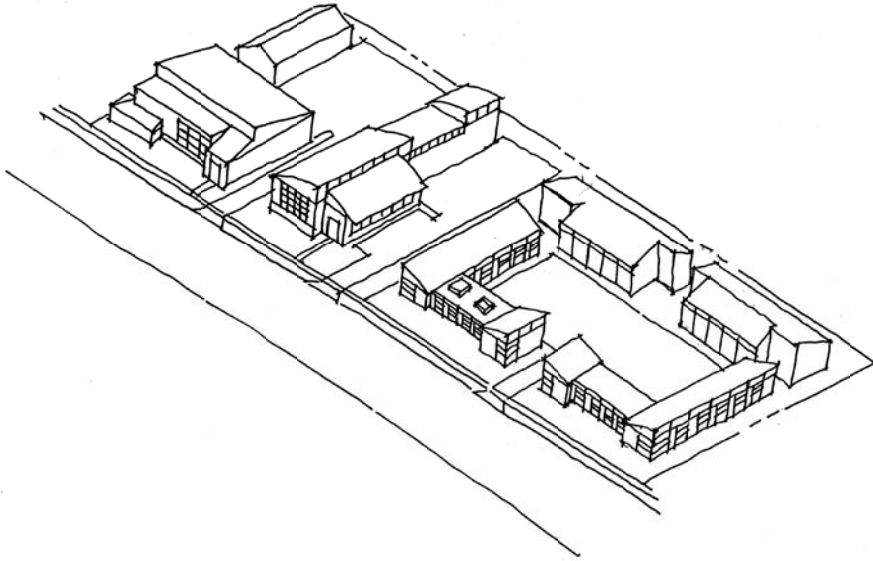
The intent of the Specific Plan is to ensure that new development in the Airport Area is well-designed and contributes to the creation of a built environment that enhances San Luis Obispo's unique sense of place. In other words, new development should enhance and respond to San Luis Obispo's specific physical and aesthetic context, and not be typical industrial tract type development. In order to achieve a built environment in the Airport Area that is a positive physical expression of its setting, the Plan's design guidelines and development standards have been based on the following five qualities and elements that contribute to the area's unique identity.

Openness. From its location on the periphery of the City, the greater landscape of hills, valleys, cultivated fields and pastureland easily dominates the manmade elements such as industrial buildings, airport facilities, roadways, utility lines, and scattered homes. By reinforcing these features as dominant site design elements, the Airport Area can remain visually 'open', affording sweeping views of the scenic rural and agricultural open space and distinctive peaks and ridgelines that ring the area. Preserving this sense of openness should be pursued in all new Airport Area development. The land use plan preserves this sense of openness by designating most of the former tank farm site at

the heart of the planning area for natural open space, and by preserving wide, naturally vegetated open space corridors along planning area creeks. This framework ties into the open space system of the Margarita Area and the South Street Hills, the citywide creek system, and the citywide greenbelt, resulting in an extensive open space framework that will allow new development to occur while still maintaining much of the setting's existing open quality.



Example of Design Guidelines – Use of basic landscape patterns to evoke agricultural heritage.



Example of Design Guidelines – Variety in building form, height, massing, and façade treatment will add interest to new development.

Connectivity. If the Airport Area is to be perceived as part of the City and contribute to the overall character of the community, it is essential to make evident its connection to the rest of the community. The location of the South Street Hills between the planning area and the central portion of the City acts as a barrier that lessens the apparent physical link between the two areas. In addition, the difference in land use (i.e., predominantly industrial) and the current lower development standards in the planning area weaken the perceived aesthetic and cultural connections that might bind the Airport Area to the larger community. The Specific Plan, through its land use plan, development standards and design guidelines, presents strategies to strengthen both the physical and perceptual connections.

Three key elements physically link the City and the Airport Area: 1) the South Higuera and Broad Street corridors, 2) the creeks that flow from the City through the area; and 3) the open space and hills that encompass the City. By enhancing these elements, the physical connections can be strengthened. By raising the

design and development standards in the area to be more consistent with the rest of the City, the perceived connection (i.e., the sense of belonging) between the Airport Area to the rest of the City can also be enhanced. While the community design concept strives to enhance the connections between the planning area and the urban core of the City, it also attempts to preserve a positive relationship with the surrounding rural, agricultural landscape, including preservation of visual connections between the developed areas and rural open space areas.

Transition. From a community design standpoint, the annexation and development of the Airport Area is intended to provide a permanent yet gradual transition from the urbanized core of the City to the surrounding rural countryside, and vice versa. The Airport Area is not just the outer ring of the urbanized area, but is conceived as part of a continuum between two increasingly dynamic activity centers: Downtown San Luis Obispo and the Edna Valley wine region. The Airport Area is also the gateway to the City from the Edna Valley. The role the planning area plays as a transition between urban and rural is key to conceiving the future development character of the area. The Specific Plan recognizes the Airport Area as a physical part of this landscape continuum, and attempts to strengthen connections and clarify transitions in pattern and scale from City to Airport Area to agriculture. New development should fit into the existing patterns instead of substituting new patterns, and the scale of the new development should facilitate the transition from the town grid to the agrarian grid.

Ruralness. The sense of the community's rural, agricultural heritage is still strong in the planning area vicinity. The design guidelines and development standards strive to maintain a connection to this tradition, and not allow the area to become just another anonymous corporate business park or industrial center. The guidelines identify a number of ways in which references can be made to this heritage through site planning, landscape design, and architecture. The intent is not to dictate agriculturally or historically themed architecture, but to encourage development that recognizes and references the area's rural, agricultural

heritage as a significant cultural element that contributes to the special identity of the planning area.

Diversity. The development character of San Luis Obispo is characterized by a pleasant diversity of styles that portray the community's growth over time. The Plan calls for this diversity to be continued in the development of the Airport Area. The repetitive quality or 'sameness' that seems to characterize development in many industrial and business park areas is to be avoided. As in the rest of the community, the unifying element will be the concern for quality, rather than style. Incorporation of the preceding four community design principles in the design of new development should provide a sound foundation that allows for diversity in the design of individual developments without sacrificing quality. Diversity should be obtained within a framework of cohesiveness. Architectural forms that respond to the area's rural heritage, when incorporated into new structures and remodeled existing structures, will create a cohesive framework that will impart an image to the area as a whole. Diversity within this framework is encouraged.

6.0 CIRCULATION AND TRANSPORTATION

The transportation and circulation system for the Airport Area is designed to utilize the existing roadway system as much as possible, with the addition of arterials, collectors, and local streets as needed to serve individual development areas. The proposed vehicular system has been designed to safely accommodate increased vehicle trips associated with buildout of the Specific Plan and General Plan. In addition to identifying improvements such as road widenings and intersection improvements that will be needed on existing roads, the Plan also calls for extensions of key roadways, such as Santa Fe Road and Prado Road.

The transportation and circulation system in the Airport Area is intended to provide safe and convenient mobility and access for all modes of transportation. Thus, the plan connects streets, transit routes, bicycle and pedestrian facilities, and open space recreational areas without gaps or barriers. Despite the

services/manufacturing and business park orientation of the land use plan, and the large geographic area of the Airport Area, the transportation system encourages the use of, and provides facilities for, alternatives to the single-occupant vehicle while recognizing the need to serve regional and citywide traffic and freight on its streets.

The Specific Plan includes an extensive pedestrian and bicycle circulation system that complements and augments the planning area's vehicular road system. The concept is to create a system of pedestrian and bicycle facilities that not only connects the planning area internally, but also contributes to the creation of an integrated regional multi-use trail system that will link the planning area to the city and to major destination points in the unincorporated areas. The pedestrian and bicycle system is structured around two centrally-located north-south corridors of Class I trails associated with the area's creeks. East-west access is then provided from these two corridors via Class I, II and III bikeways, trails and sidewalks to individual properties throughout the area. The system is designed to enhance its use by minimizing conflicts with vehicular circulation as much as possible.

7.0 UTILITIES & SERVICES

One of the ways the plan enhances the ability of planning area landowners to realize more productive use of both their land and buildings is to provide urban infrastructure and services to the area. The Specific Plan provides for full urban services to the planning area by addressing utilities such as sewer, water, storm drainage, gas, electricity, telecommunications and high-speed data access. Providing City water and wastewater service to the area will enhance the landowners' ability to accommodate higher intensity development, and remove the need for on-site wells and leachfields which will improve storm drainage.

Infrastructure and facility needs of the Specific Plan have been evaluated against existing services and infrastructure to ensure that existing City services will not be compromised by the project. The Plan identifies sewer and water infrastructure improvements

needed to accommodate proposed development, including on- and off-site improvements to water storage reservoirs, pump stations, and sewer and water mains.

8.0 FINANCING

In order to assure that the infrastructure necessary to serve Specific Plan development can be feasibly financed, the Specific Plan Financing chapter provides an analysis of the financial feasibility of the Plan and a set of policies, financing mechanisms, and strategies for implementation. The Plan also includes a mechanism for open space funding. The Financing chapter establishes a framework of policies and procedures that will allow the phasing of development and the choice of financing mechanism(s) to be determined according to property owners' needs and requirements.

9.0 IMPLEMENTATION

The Implementation chapter sets forth a variety of implementing steps and regulatory procedures that will be followed to implement the Specific Plan, including City-initiated steps such as zoning and annexation of the planning area. The chapter also identifies the basic steps that developers will have to follow to obtain project approvals, in addition to typical development review process.

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1.0 INTRODUCTION

INTENT

The Airport Area Specific Plan provides a comprehensive land use program for the planning area along with goals, policies, programs, guidelines and development standards to guide future public and private actions. These actions relate to the area's physical development, as well as the conservation of open space and natural resources. In addition, the Plan includes detailed information on necessary infrastructure improvements, and a strategy for insuring the Plan's implementation. The Plan also provides a mechanism to insure that development proposed by planning area landowners will be coordinated and occur in an orderly manner.

LEGAL CONTEXT

AUTHORITY TO PREPARE

A "specific plan" is a planning and regulatory tool made available to local governments by the State of California. By law, specific plans are intended to implement a city or county's general plan through the development of policies, programs and regulations which provide an intermediate level of detail between the general plan and individual development projects. As vehicles for the implementation of the goals and policies of a community's general plan, State law stipulates that specific plans can be adopted or

amended only if they are consistent with the jurisdiction's adopted general plan.

The authority to prepare and adopt specific plans and the requirements for its contents are set forth in the California Government Code, Sections 65450 through 65457. The law requires that a specific plan include text and diagrams specifying:

- the distribution, location, and intensity of land uses, including open space, within the plan area;
- the distribution, location, and capacity of infrastructure, including transportation, water, storm drainage, solid waste, and energy systems;
- design standards and criteria for development and use of natural resources; and
- an implementation program, including capital improvements plans, regulation and financing strategies.

The standards contained in the Specific Plan have been adopted by ordinance and are enforceable to the same extent as standards contained in the Zoning Regulations and other City Codes.

RELATIONSHIP TO GENERAL PLAN

Together, the City's General Plan and the Airport Area Specific Plan provide a framework to guide future land use and development decisions in the 1,500-acre planning area. The Specific Plan is consistent with, and serves as an extension of, the San Luis Obispo General Plan, and can be used as both a policy and a regulatory document. When private development proposals within the planning area are brought before the City, the planning staff, Planning Commission, City Council and advisory bodies will use the Specific Plan as a guide for project review. Projects will be evaluated for consistency with the AASP's policies and for conformance with development standards and design guidelines. For projects within the Specific Plan area, policies and standards in the Airport Area Specific Plan will take precedence over more general policies and standards applied throughout the rest of the city. In situations where policies or standards relating to a particular subject have not been provided in the Specific Plan, the

existing policies and standards of the City's General Plan and Zoning Ordinance will continue to apply.

ENVIRONMENTAL REVIEW

The Airport Area Specific Plan constitutes a "project" under the California Environmental Quality Act (CEQA), and has been evaluated for its potential to create adverse effects on the environment. To meet CEQA requirements, an Environmental Impact Report (EIR) was prepared to assess the potential direct and indirect environmental effects associated with the urban development proposed for the area when the plan was originally adopted in 2005. Because the Airport Area Specific Plan has been prepared in conjunction with master plans for water, wastewater and storm drainage, and coordinated with the Margarita Area Specific Plan, the EIR also analyzed the environmental consequences of these associated projects. The preparation of a joint EIR for the two Specific Plans and associated infrastructure master plans provides a comprehensive and integrated programmatic analysis of cumulative impacts associated with proposed changes in the Airport and Margarita areas.

In 2013, a new EIR was developed to analyze a project proposal from Chevron to remediate the tank farm property and amend the land use and circulation network for the area. This Project EIR was developed in response to a Remedial Action Plan and the development plan proposed by Chevron, and tiered from the programmatic analysis in the 2005 Program EIR. "Tiering" under CEQA refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR solely on the issues specific to the later project.

A Program EIR was prepared for the City's Land Use and Circulation Element (LUCE) Update in 2014. The LUCE EIR evaluated the broad impacts associated with buildout of the City, including the Airport Area Specific Plan area.

In 2015, an additional new EIR was developed to evaluate the proposed Avila Ranch Project, which consisted of amendments to the land use and circulation network for the southwestern portion of the area and a Development Plan. The EIR for the Avila Ranch Project was prepared at a project level of detail and tiered from the programmatic analysis in the LUCE EIR, incorporating relevant information by reference and focusing on issues specific to the area. The results of these EIRs and plan amendments are incorporated into this document to the greatest extent practical.

Although the original environmental analysis for this document the Chevron EIR, the LUCE Update EIR, and the Avila Ranch EIR, are separate documents, it is important to note that the environmental review process has been an integral component of the planning process from the very beginning to ensure the Plan's sensitivity to critical environmental concerns. Policy-related mitigation measures adopted in each of the Final EIR's are incorporated into the Plan's policies, programs and standards. Appendix A includes a list of all of the additional mitigation measures from the Final EIR that apply to development in the Airport Area. For additional information, refer to the Final Program Environmental Impact Report: Airport Area and Margarita Area Specific Plans and Related Facilities Master Plans (City of San Luis Obispo and Jones & Stokes Associates, September 2003), the Chevron Remediation and Development Project EIR, 2013 (City and County of San Luis Obispo/Marine Research Specialists) and the Avila Ranch EIR (City of San Luis Obispo and AMEC Foster Wheeler, Inc.). Copies of each of the EIR's are available for review at the City of San Luis Obispo Community Development Department or on the City's website.

PLANNING CONTEXT

APPROACH TO PLANNING

The "Design With Nature" approach to planning pioneered by Wallace, Roberts & Todd, LLC. and Ian McHarg, one of the firm's founding partners, was the conceptual framework used to create this specific plan. The premise for this approach is that a

systematic understanding of the environmental setting, including natural, cultural, social, and economic factors, is essential to the creation of truly sustainable human environments. Using this approach, planning is a cumulative process in which layers of information on individual factors are combined to create a more comprehensive and complex understanding of the whole. While the existing natural environment is the foundation for all subsequent decisions regarding uses and development potential, no layer works in isolation. Each layer informs and influences the other layers, resulting in a synthesis of natural and cultural patterns that is the basis for the plan.

The Airport Area is not a blank canvas. Natural conditions, such as topography, vegetation and hydrology provide the basic setting. The natural context is influenced in turn by human activities associated with over a hundred years of habitation, including structures and other alterations related to agriculture, petroleum exploration, industry and aviation. City and County general plan policies also form part of the setting, expressing the community's aspirations and expectations for the area. Finally, economic conditions, particularly as they relate to financing and implementation, represent the final layer that needs to be incorporated into the plan to ensure that the plan's vision is a practical reality.

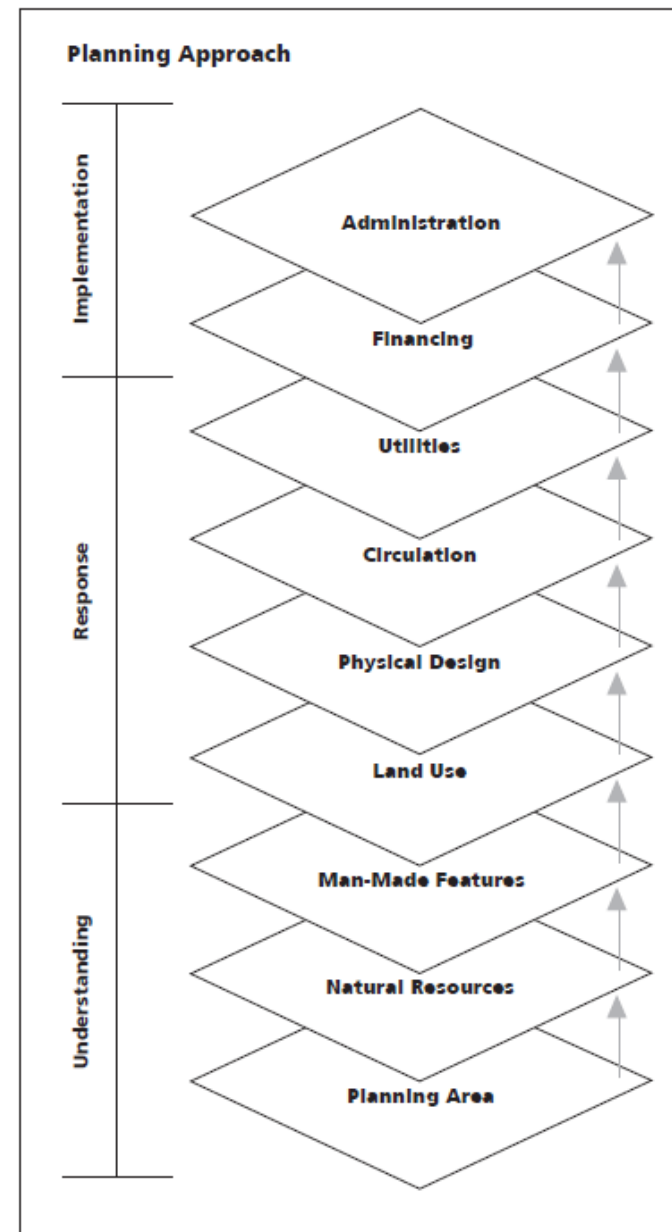
THE BACKGROUND TO THE PLAN

Historically, the planning area was used for grazing land and the cultivation of field crops. In the early part of the century, petroleum storage and distribution became a major planning area use. The County airport, which was built in the 1930's, has grown from a small general aviation field to the principal commercial airport for the county, and a major planning area feature with influences beyond the airport property. Uses such as the mobile home park, a concrete-products plant, warehousing, building contractors and supplies, and auto salvage have long existed in the area. Over the years, available land has attracted many urban type uses to the area, at first those needing a lot of space but minimal services,

and recently more intensive uses such as light manufacturing, service, and retail business.

The City first proposed annexation of nearly all of the planning area in the early 1970's. That proposal was ultimately abandoned because, at the time, there was a lack of support by a majority of the property owners in the area. Annexation of the planning area has been envisioned, in various forms and for various reasons, by the City and County for more than 30 years.

During the 1970's, City and County policy regarding type and intensity of land use in the Area diverged. The County had zoned most of the area for industrial use. Under County jurisdiction, some development occurred at intensities for which municipal water and sewer service and police and fire protection are seen as necessary or desirable. (The airport facilities themselves receive City utility service per an agreement between the two agencies that pre-dated the current requirement for annexation.)



Each "layer" of understanding informs the planning response.

Beginning in 1980, the City, County, and an association of property owners jointly began work on a specific plan for the area. The intent of the planning effort was to guide future development in a manner that would be more consistent with City and County goals, regardless of which agency had jurisdiction. Providing adequate utilities, drainage, roads, and design standards were key issues. Although that planning process did not result in the preparation or adoption of a specific plan, the initial work resulted in a conceptual land use plan that was the basis for the land use map adopted by the City when it updated its General Plan Land Use Element in 1994.

When the City updated its General Plan Land Use Element in 1994, landowner interest in receiving urban services had changed enough that City policy was revised to support annexation of the area. The revised 1994 Land Use Element designated much of the area as Services and Manufacturing, and Business Park. Due to concerns with flooding, airport compatibility, soil contamination, and stimulating excessive housing demand, much of the Chevron land was designated for Recreation, with the intent that most of the area would have only low-intensity outdoor use.

Subsequent to the City's adoption of its revised Land Use Element, the County also adopted a similar revision to its land use element in 1996. However, while supporting similar land use policies for the area and its ultimate annexation to the City, the County Land Use Element also moved the urban growth boundary outward and designated more land for urban uses than the City's plan.

In 1994, the City General Plan directed that before all or part of the Airport Area was to be annexed, a specific plan must be adopted. Since adoption of the Airport Area Specific Plan ("Specific Plan"), the City has actively pursued annexation of properties within the airport area, and areas were annexed in 2008 as part of the first annexation phase. Properties within the airport area may be annexed if proposals for development, provision of services, and infrastructure improvements are found to be consistent with this specific plan.

THE PLANNING PROCESS

In September 1997, the City selected a multi-disciplinary team of consultants to prepare a specific plan, facility master plans (water, wastewater and storm drainage) and an environmental impact report for the 1,500-acre Airport planning area. The consultants were charged to work with City staff and the community to prepare a plan for the area that is environmentally sound, financially feasible, and advances the City's, County's and planning area landowners' common goals for the Airport Area.

In order to provide a sound basis for the Specific Plan, an environmental baseline study was prepared. Data was collected and evaluated for eleven categories: geology, hydrology, biological resources, air quality, noise, visual resources, cultural resources, hazardous materials contamination, land use, infrastructure and transportation. To the degree possible, information related to each of these factors was mapped. Each factor was then evaluated for its implications for future uses and rated according to its environmental sensitivity. Ultimately, the maps for the key environmental factors were overlaid to create a composite map that identified areas of environmental sensitivity (i.e., most constrained for use or modification). This synthesis of environmental sensitivities provided the foundation for formulating the land use plan and appropriate responses to infrastructure and circulation needs.

While these technical studies were being prepared the consultants worked with the staff and interested public in a series of public meetings to make more explicit the Plan's goals, objectives, and assumptions. In particular, the consultants held a series of urban design workshops to explore with staff, landowners and the City Architectural Review Commission ("ARC") those characteristics of the local landscape that make the Airport Area distinctive, and identify possible implications for development patterns and built form in the area. This process resulted in a set of Airport Area "development principles" that have guided the formulation of design and site planning standards for the proposed development. City staff also held a number of Focus Group meetings with key

landowners and interested parties to address planning assumptions regarding issues such as appropriate land use mix and development intensities. In addition, numerous meetings were held and presentations were made to interested groups and concerned citizens such as the Association of Manufacturers and Distributors, County Staff, Environmental Center of San Luis Obispo County, environmental leaders, Farm Bureau, Pilots Association, San Luis Obispo Chamber of Commerce, and Chevron representatives.

Using the General Plan Land Use Element's recommendations for land use and development intensity, along with input from the environmental analyses and the Focus Groups, the consultants prepared a series of alternative development scenarios for the [Specific Plan](#) area. Each alternative explored different approaches to achieving City, County and landowner objectives for the area. In conjunction with these land use scenarios, the consultant team also prepared a series of infrastructure scenarios to determine how to most efficiently and effectively accommodate the alternative development scenarios.

The City Council reviewed the Airport Area Specific Plan ("[AASP](#)") during three public hearings on June 14, July 26, and August 23, 2005. During those public hearings the Council chose to adopt Land Use Alternative Three from the Final EIR. This alternative expanded the Plan's boundaries south and east to match the Urban Services Line adopted by the County in the SLO Area Plan. The purpose of this boundary change was to insure that all development proposed on the southern boundary of the City would have access to urban services. In combination with the City's efforts to secure open space land in the area south of Buckley Road, the change provides for a defined boundary between urban development and the City's greenbelt.

Beginning in 2008, Chevron began working with the City and County of San Luis Obispo towards a plan to remediate and develop portions of their 332 acre property. The remediation portion of their project addresses soil and groundwater contamination identified as potential human health or ecological

risks as agreed upon by the resources agencies (Fish & Wildlife, Regional Water Board, County Environmental Health, City Natural Resources) participating in the Surface Evaluation, Remediation, and Restoration Team (SERRT) process and reviewing the proposed remedial actions for the Project Site.

With the resource evaluations completed for the Chevron tank farm property as part of the EIR process completed in 2013, new information about sensitive habitat and remediation activities drove the need to amend the land use and circulation network. Land uses and proposed roads have now been adjusted to preserve sensitive habitat while preserving open space and allowing for some development on areas that were formerly contaminated as a result of the 1926 tank farm disaster.

[Initial consideration of changes to the Avila Ranch portion of the property began with the adoption of the 2010 City Housing Element when the City identified the Avila Ranch property, along with a number of other properties, as candidates for "...General Plan amendments to rezone commercial, manufacturing or public facility zoned areas for higher-density, infill or mixed use housing where land development patterns are suitable and where impact to Low-Density Residential areas is minimal." When the City's LUCE update process was initiated in 2011, the Avila Ranch property was specifically identified as a candidate for re-designation to mixed use and/or residential uses as part of the LUCE. The planning process for the Avila Ranch Project was initiated in 2012 by Avila Ranch, LLC of San Luis Obispo and the Avila Family on the Avila Santa Fe Ranch. The approximately 156-acre site was annexed to the City in 2008. At that time, it was pre-zoned Business Park \(BP-SP\) per the Specific Plan.](#)

[The City's Land Use and Circulation Element \(LUCE\) Update, completed in 2014, identified three new Specific Plan areas in the City, including the Avila Ranch subarea of the Airport Area Specific Plan. Through the LUCE Update process, a substantial supply of business park and other non-residential property within the City and its surroundings was identified, as well as a need to provide additional opportunities for housing, including affordable](#)

housing. The LUCE established special planning and development objectives for the Avila Ranch site that are to be addressed in the Avila Ranch subarea. The LUCE objectives are intended to ensure that the site is developed as primarily a residential neighborhood development with supporting neighborhood commercial, business park and recreation facilities, and provision of on-site and off-site open space/resource protection. In 2017, the AASP was updated to implement the LUCE policies and programs for Avila Ranch.

Constraints analysis identifies areas of environmental sensitivity.



Urban design workshops contributed valuable input to the Specific Plan process.

ORGANIZATION OF THE SPECIFIC PLAN

This Specific Plan is organized to provide a step-by-step understanding of the Plan's components and the rationale behind its policy recommendations, design concepts, and implementation measures. The first three chapters are primarily descriptive of the plan, the planning context, and the existing setting. The goals, policies, standards, guidelines, and implementation measures that will regulate future development in the Airport Area are presented in subsequent chapters. This format complies with General Plan policy 8.1.2 for the content of specific plans in the city.

Chapters in the Specific Plan include:

- 1.0 Introduction** - establishes the broad purpose of the Specific Plan, describes the legislative authority under which specific plans exist, summarizes the general conditions and sequence of events leading up to the Plan's preparation, and outlines the organization of the Plan.
- 2.0 The Planning Area** - describes the location and general character of the planning area, and identifies ownership patterns and key environmental factors that influence the Plan's form and policies.
- 3.0 Conservation and Resource Management** - describes the planning area's natural and cultural resources, including vegetation, wildlife, hydrology, agriculture, historic features and open space resources, and associated policies, including those relating to resource protection and public use.
- 4.0 Land Use** - identifies land use goals and policies, and describes the land use patterns and associated development concepts. This section includes the elements required for the Land Use Framework of the Specific Plan.
- 5.0 Community Design** - sets forth design concepts, policies and objectives, and translates them into standards and guidelines for streets, yards, open space, grading, siting, landscaping, buildings and other physical features. This section includes the elements and issues required for the Design Framework of the specific plan, as required by General Plan policies.
- 6.0 Circulation and Transportation** - describes the circulation network and identifies the components and design standards required to accommodate efficient access and movement of vehicles, pedestrians, and

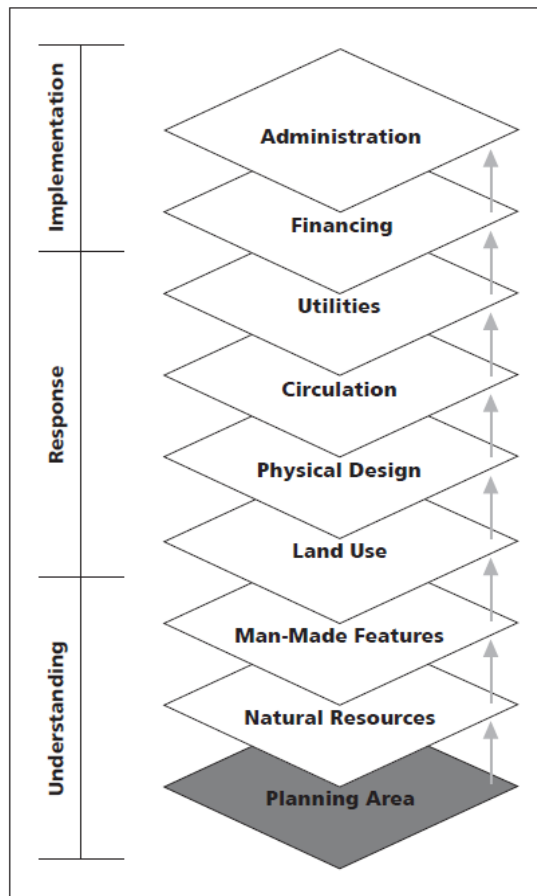
bicyclists in and around the Airport Area. This section includes the items required for the Circulation Framework required by Land Use Policy 8.1.2.

- 7.0 Utilities** - describes infrastructure improvements and costs necessary to provide adequate sewer, water, and storm drainage to proposed development in the area, and identifies service agency policies and plans. This section includes the items required for the Infrastructure / Public Facilities Framework specified in the General Plan.
- 8.0 Financing** - identifies the major infrastructure costs associated with the Specific Plan, and identifies how these costs will be financed.
- 9.0 Implementation** - describes policies, regulations and ordinances that must be adopted or amended to implement the plan, and identifies development approval procedures, capital improvements, financing programs, and development phasing recommendations.

The Specific Plan includes special development and design standards for the Chevron and Avila Ranch properties that are contained in Appendices to the body of the AASP. These specific regulations provide additional design and development requirements for these properties, where applicable.

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2.0 THE PLANNING AREA



Each 'layer' of understanding informs the planning response.

PROJECT LOCATION

The Airport Area (or "[Planning Area](#)") is located approximately 2.5 miles south of downtown San Luis Obispo, within the City's Urban Reserve. As shown in Figure 2-1, the Margarita Area and the South Street Hills open space area bound the [Planning Area](#) to the north, while urban development in the incorporated areas along South Higuera Street and Broad Street borders the Area to the west and east respectively. The agricultural lands of the Edna Valley border the area to the south and southeast, and the Davenport Hills and Irish Hills are located to the south and southwest.

U.S. Highway 101, which lies approximately a half mile to the west and generally parallel to the [Planning Area](#), provides regional access. The Union Pacific Railroad corridor lies parallel to and approximately the same distance to the east of the planning area. Broad Street and South Higuera Street both carry north-south traffic to and from the area. Tank Farm Road and Buckley Road both provide local east-west access through the [area](#).

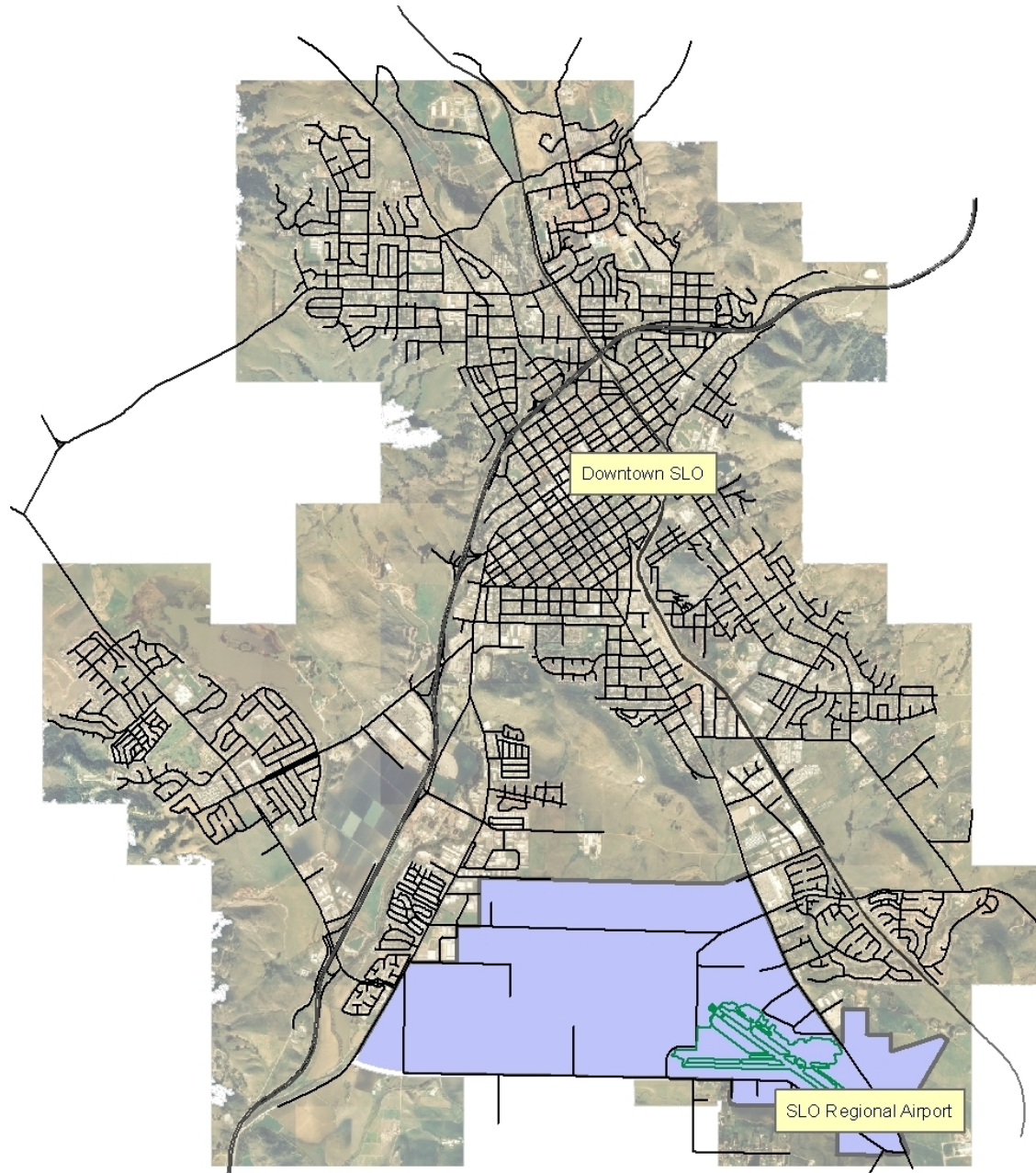


Figure 2-1 Project Location

PLANNING AREA CHARACTER

THE NATURAL SETTING

The Airport Area, which includes approximately 1,500 acres, is located on the floor of the Los Osos Valley, within the San Luis Obispo Creek alluvial plain. The area has a relatively level topography that slopes gradually to the southwest. Site vegetation consists primarily of grasslands and agricultural fields. The few trees in the Planning Area are limited to isolated riparian areas and development areas. Tributaries to San Luis Obispo Creek, including Acacia, Orcutt, Tank Farm and East Branch creeks, flow through the area. Some of these creeks have periodic flooding that affects development potential, but flooding is most common, and widespread, in the western portion of the planning area along Tank Farm Creek. The combination of creeks, flooding and relatively flat topography has resulted in substantial areas of freshwater marsh, seasonal wetlands and riparian woodland and scrub being established in the low-lying areas of the site, particularly within the Chevron property. All three habitat types are considered sensitive biological communities that need protection. Patches of another sensitive biological community, Valley Needlegrass Grassland, also known as Serpentine Bunch Grassland (Chevron EIR, 2013), have been identified on the Chevron property north of Tank Farm Road.

While the visual quality and design character of the airport and existing industrial and service commercial development is generally not very strong, the Planning Area's visual setting is quite dramatic and highly scenic. The Planning Area's location on an alluvial plain with few visually significant topographic, vegetative, or man-made features within its boundaries contributes to a very open visual character. This openness allows for sweeping views of the scenic rural and agricultural open space and the distinctive peaks and ridgelines that ring the area.



View of Margarita and Airport areas from South Street Hills. Davenport Hills form the background.

THE LAND USE SETTING

Development Patterns

Planning Area land use is characterized by a mixture of open space and urban development. Although unevenly dispersed throughout the area, urban development is generally located in the southeastern and southwestern portions of the Airport Area, near the Broad Street and South Higuera Street corridors. Concentrations of development occur in the Suburban Road and Vachell Lane area on the west side of the planning area, and in the vicinity of the County airport in the east side of the area.

While roughly three quarters of the parcels in the planning area have some development on them, many are only partially developed (i.e., major portions of a parcel are unused or underutilized), in part due to infrastructure restrictions. Approximately one third of the area appears to be developed and fully utilized (i.e., more than three quarters of its land area is developed for urban uses), one third is partially developed, and one third is currently undeveloped. Rough calculations indicate

that the **P**lanning **A**rea currently has approximately two million square feet of building floor area. **A**s would be expected, given the number of storage yards and other low density uses in the area, floor area ratios are generally quite low. The average FAR for the developed parcels appears to be less than 0.20.



Multi-tenant developments such as this one on Fiero Lane reflect recent trends in business park development.

While undeveloped parcels exist throughout the **P**lanning **A**rea, the entire central portion of the Airport Area is generally undeveloped. The 332-acre Chevron property comprises the majority of this central area. The Chevron property was originally owned by Union Oil, which reorganized as Unocal in the 1980s and was purchased by Chevron in 2005. In the early part of this century, the Chevron property was developed as a petroleum tank farm with a number of below-grade reservoirs and above-grade tanks for storing and distributing crude oil. However, the use of the site declined beginning in 1926 when a lightning strike ignited a major fire, resulting in the spilling of large amounts of oil and tar across much of the site. Although re-built and used into the early 1990's, most of the site is now decommissioned and the majority

of the tanks have been dismantled, but the circular berms that once enclosed the storage tanks remain as evidence of the former use.

Land Use Patterns

In addition to the San Luis Obispo County Regional Airport, uses in the developed areas include a variety of primarily industrial, light industrial and service uses. Other than a couple of scattered individual residences, the only concentration of residential development is the 8 acre mobile home park located north of Tank Farm Road, along the east side of Acacia Creek.

While the uses in both the eastern and western portions of the **P**lanning **A**rea consist of a mixture of manufacturing, warehousing, wholesaling, storage, and commercial service uses, the character of the two areas is different. The development in the western planning area (along Suburban Road, Vachell Lane, and Tank Farm Road) generally tends to be older and more typically industrial in character, with lower development intensities and less emphasis on non-essential improvements or amenities (e.g., street improvements, architectural character, landscaping, coordinated signage, etc.). The area is characterized by larger manufacturing facilities interspersed with multi-tenant complexes, distribution centers and a number of large construction and storage yards. While there are some larger employers in the area (e.g., **MindBody**, Spice Hunter, and Trust Automation), the number of employees per acre is relatively low, with land-extensive businesses like **CalPortland**, Alamo Self Storage, and San Luis Paper Company having few employees working on-site.

The San Luis Obispo County Regional Airport has a strong influence on the eastside of the **P**lanning **A**rea. Surrounding the Airport are businesses that serve and rely on proximity to aviation. These businesses tend to be more industrial in character. While having some open storage yards and warehousing facilities, the eastside of the **P**lanning **A**rea seems to be building out in a denser more capital-intensive fashion with more attention to development character. The eastside also seems to have fewer traditional

industrial uses and more emphasis on research and development uses and the high technology industry. The development of multi-tenant complexes such as those on Fiero Lane, and large single tenant businesses such as Howard Strasbaugh, Inc. result in much higher employment densities than exist in the western planning area.

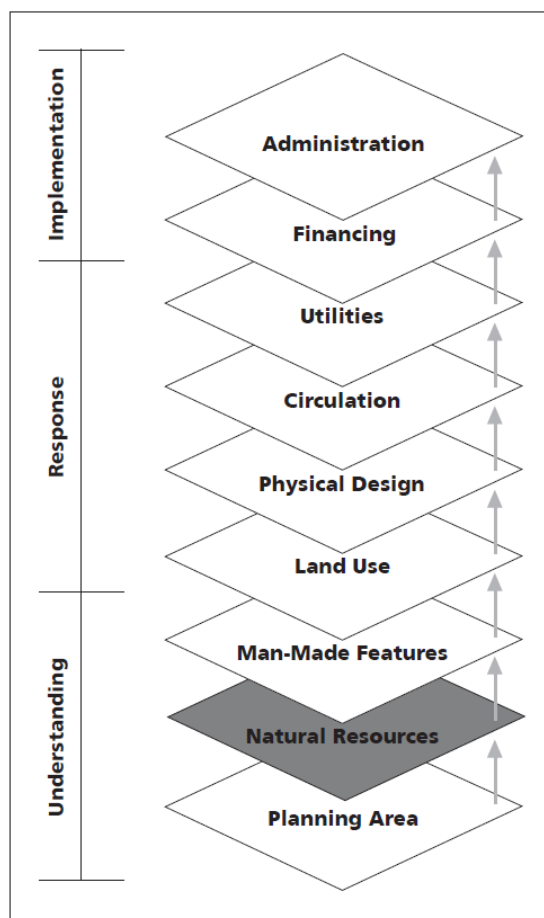
As mentioned above, the large open space area that occupies the central portion of the planning area is not actively used at this point. Instead, it is characterized by fenced grazing land and is scarred by the massive berms and empty reservoirs of the former oil storage tank farm. In addition to surface and subsurface soil contamination that remain in the area from the explosion and fire at the Tank Farm, former uses have also altered the area's topography, leaving the tank farm berms and the quarry excavations.

Chevron plans to remediate the site by removing some of the remaining surface contaminated soil and grading and covering some of the former tank basins. Plans include extensive restoration of creeks, grassland habitat and wetlands, reserving areas outside of sensitive habitat zones for future development. Chevron's plans are likely to result in extensive aesthetic changes to the Tank Farm Road corridor as infrastructure is reconstructed, habitat is improved, chain link fences are removed, and portions of the former tank farm is converted to public open space.

Similarly, the Avila Ranch portion of the planning area is vacant and characterized by croplands and open space. Future urban development in the area is proposed to avoid and restore sensitive creek and wetland habitat.

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3.0 CONSERVATION & RESOURCE MANAGEMENT



Each 'layer' of understanding informs the planning response.

INTENT

A major objective of the AASP is the preservation and enhancement of important natural resources and open space. Physical development and resource conservation within the Airport Area are seen as inter-related strategies for maintaining a sustainable, high-quality environment for the San Luis Obispo community.

The General Plan says that open space and natural resources within the City's planning area need to be managed for long-term public benefit. The intent of this chapter is to interpret and implement City General Plan policy regarding open space and resource conservation as it applies to the Airport Area. Specific resources addressed in the plan include vegetation, wildlife, creeks, wetlands, and scenic and historic features. In the context of the Airport Area, open space lands are predominantly rural, undeveloped, and, in limited instances, natural in character. Some of these lands contain sensitive natural resources, while others have been clearly degraded and transformed by past uses. As used in the Plan, "conservation" refers to the protection, enhancement and sustainable use of the area's natural and open space resources.

The Plan is predicated on the belief that, over the long term, practicing conservation and protecting the area's open space will make life more enjoyable for those living and working in the area. Numerous economic and intangible benefits are to be gained

through the conservation of the area's open space and natural resources.

CONSERVATION AND RESOURCE MANAGEMENT BACKGROUND

Although much of it is not currently developed, the Planning Area has a rich history of use. During the Spanish Mission period, the planning area was an expanse of grassland with patches of brush, meandering, willow-lined streams, and marshes and seasonal ponds. The 1800's brought grazing to the eastern part of the area, and row crops on the nearly level, alluvial soils in the western part. These uses dominated the area until establishment of the Union Oil Company petroleum storage complex, known as the "tank farm," in the central portion of the area during the early 1900's. The explosion and fire in 1926 resulted in significant quantities of oil soaking into the ground.



1926 Tank Farm Disaster



Thriving wetlands have developed in area's that have been severely impacted by past oil company practices.

The combination of this catastrophic event with various leaks during operation of the facility has resulted in contamination of the soil throughout much of the central area, most of it not obvious from the ground surface. As part of Chevron's plan for remediation, this central area would be restored and enhanced as habitat area.

The airport, which was originally developed as a private, grass-field facility in 1931, was acquired by the County in 1940. Paving, lights, and navigational aids were first introduced to the facility during the 1940's as part of the war effort. Also at that time, storage and manufacturing uses began to be developed in the area. It was not until the 1980's, however, that the majority of the airport facilities and other existing businesses were developed. At this point in time, approximately one third of the planning area appears to be fully developed. Another third is partially developed, and the remaining third has no development on it.

Existing open space resources in the planning area consist of land that either has not been developed, or, in the case of the Chevron property, on land that was previously developed. Most of the tank farm facilities were removed from the Chevron property in the 1990's, thus much of the area has reverted to open space. Portions of the property have been leased for cattle grazing, and wetlands and grasslands are re-emerging on previously developed parts of the Chevron property. In addition to those parcels that simply have not been developed, or have been only partially developed, a significant component of the area's open space is the numerous creek corridors and wetlands that extend through the area.

In the larger context, the planning area is a transitional area between urban development and rural open space. The southern edge of the Airport Area is also the southern boundary of the City's urban reserve and is intended to be the ultimate urban boundary for the City. Land to the south of the area is primarily in agricultural and rural uses. In accordance with General Plan policies, the City is working to establish a greenbelt along its southern boundary as a means of preventing urban sprawl into the Edna Valley, protecting natural resources and agricultural productivity, and preserving the City's rural setting. In addition to the agricultural open space to the south, the South Street Hills and various creek corridors are significant open space resources to the north of the planning area.

OPEN SPACE RESOURCES

The principal natural resources to be protected include habitat areas such as creeks, wetlands and remnants of native grasslands. While some of these areas are in good condition, others have been degraded by past land use practices. Thus, the planning area affords opportunities to restore and enhance natural habitat, while also achieving other objectives. In addition to sensitive habitat areas, other open space resources include the rural character and sense of openness provided by undeveloped lands, and the scenic views of the surrounding rural lands and distinctive landforms.

CREEKS

As in the rest of the San Luis Obispo community, creeks are an important open space resource because they collect and carry stormwater, support riparian vegetation, provide wildlife habitat, and add visual interest to the landscape. As shown in Figure 3-1, the Airport Area is bisected by two distinct clusters of creeks and their tributaries that flow south/southwest through the area. Both creek clusters are, in fact, tributaries to the East Branch of San Luis Obispo Creek, and they all converge at a point just south of the Buckley Road/Vachell Lane intersection. The east side of the planning area is traversed by Acacia Creek, Orcutt Creek, and East Branch of San Luis Obispo Creek. The west side is traversed by a previously unnamed creek, referred to in this document as Tank Farm Creek.

Creeks also present constraints to development due to flooding both on-site and downstream. The intent of the Specific Plan is to preserve and enhance the creeks' positive attributes while minimizing the development constraints that result from periodic flooding. Upstream of the Planning Area, improvements in the Margarita Specific Plan Area have moderated flooding impacts associated with runoff from the South Hills through the development of a settling/"mitigation" pond, and a 5.5-acre storm drainage pond which serves the "Western Enclave" Margarita Specific Plan properties. Additional storm drainage detention facilities consistent with the approved Chevron project will, when fully implemented, control flood flows that currently travel through the Airport Area. Prior to implementation of these additional storm drainage detention facilities for the approved Chevron project, the Avila Ranch Project would be required to develop and implement a Master Drainage Plan to address cumulative regional drainage and flooding impacts on Avila Ranch and set forth measures to coordinate Avila Ranch drainage with Chevron Tank Farm remediation and drainage improvements.

The City's General Plan includes policies that address the protection and enhancement of the City's creeks and riparian corridors. These policies include Land Use Element Creeks,

Wetlands and Flooding Policies 6.6, Creek and Flooding Programs 6.7, and SP-4 Avila Ranch Specific Plan Policy 8.1.6, and Conservation and Open Space Element Policy 7.3.3 and 7.7.9. These policies are incorporated into this Specific Plan by reference in order to emphasize the importance placed on the planning area creeks as valuable resources. In addition, City Zoning Ordinance 17.16.025 provides required development standards for creek setbacks for all creeks defined in the Open Space Element and shown on that element's Creek Map.

East Branch of San Luis Obispo Creek

This important local waterway varies considerably in condition and habitat quality as it passes through the planning area. There is evidence that the reach below (i.e., west of) Santa Fe Road was realigned many years ago. However, vegetation in this section has since recovered and is in generally good condition. Most of this reach is bounded by a tall, patchy canopy of sycamores, willows, and cottonwoods, although vegetation in the southernmost section appears to have been adversely affected by adjacent agricultural activities. The creek channel contains several pools and areas with open sunny banks. As recently as 1998, southern steelhead were observed in the pools, and the banks provided sunning areas for a large number of southwestern pond turtles.

The reach upstream of Santa Fe Road (i.e., between Santa Fe and Broad Street) has been realigned and/or partially cleared more recently and is not fully recovered. The vegetation in this reach includes several large sycamores and at least two very large oaks, along with clumps of willows. The vegetation is denser and more mature on the south bank; the north bank appears to have been the bank that was most disturbed. This section of the creek corridor has also had large pieces of debris such as asphalt, concrete, and metal dumped along the bank in an effort to stabilize it. This material is unsightly, and may contribute to local turbulence and other flow problems. Whereas the reach of East Branch Creek downstream of Santa Fe Road is bounded by open space, development in the area upstream of Santa Fe Road is

situated fairly close to the creek, approaching the top of bank in some cases.

Acacia Creek

Acacia Creek enters the planning area from the Damon-Garcia Sportsfield Complex in the southeast corner of the Margarita Area. From there it flows south along the west side of the mobile home park, under Tank Farm Road, and then along the west side of Santa Fe Road to its confluence with East Branch of San Luis Obispo Creek. The Margarita Area Specific Plan calls for the Acacia Creek corridor to be a generously wide (not less than 120 feet) corridor to accommodate wildlife movement. Although there is little woody riparian cover on the reach immediately north of the planning area, there is a mature cover of willows and exotic vegetation, chiefly eucalyptus, along the reach within the planning area. Acacia Creek offers significant opportunities for enhancement both in terms of habitat and as an open space trail corridor linking the planning area to the Margarita Area, Damon-Garcia Park and other areas to the north.

Orcutt Creek

Orcutt Creek also enters the Planning Area from the northeast at Broad Street adjacent to the Damon-Garcia Sports Fields, approximately 300 feet east of Acacia Creek. Orcutt Creek carries stormwater that overflows from Acacia Creek. The Orcutt Creek channel extends south under Tank Farm Road, and then along the east side of Santa Fe Road to its confluence with Acacia Creek just above the point where the latter joins East Branch of San Luis Obispo Creek. Habitat value along the creek corridor is low to very low; in many areas the creek is little more than a ditch. Some riparian vegetation exists along Orcutt Creek near its confluence with Acacia Creek.

Tank Farm Creek

Tank Farm Creek is the name applied to the cluster of drainages that traverse the western portion of the Chevron property, and which continue through the Avila Ranch property and south of Buckley Road. The creek, which enters the planning area from the north as three small tributaries, converges into a single channel on the Chevron property, just south of Suburban Road. The flows from Tank Farm Creek are essential to the health of large areas of seasonal wetland and freshwater marsh located on the Chevron property. This drainage also accommodates runoff from the Suburban Road commercial and industrial area. The creek runs northeast to southwest across the Avila Ranch site and leaves the Planning Area at the southwest corner, connecting with the East Fork of San Luis Obispo Creek about 450 feet downstream. The channel is highly modified, particularly the West Fork and the southernmost reach of the combined channel.

WETLAND RESOURCES

The Airport Area contains a number of wetland resources in addition to the creeks that flow through the area, including seasonal wetlands and areas of freshwater marsh. These wetland areas provide critical habitat for both plants and animals, including several rare or threatened species, and are considered sensitive biological communities. Wetlands also play an important role in the hydrologic system, retaining floodwaters and enhancing groundwater recharge.

The largest concentration of wetlands in the planning area occurs on the Chevron site. In fact, much of the Chevron property can be characterized as a wetland complex. Recent mapping of the Chevron property as part of the Chevron EIR, recorded 71.79 acres of wetland communities. The gradual slopes, low elevations, clay soils and former tank containment and other man-made impervious surfaces allow winter rains to create substantial ponds, which are attractive to waterfowl and support several plant and animal species of concern. Some ponds and wetlands have long existed in low-lying parts of the property, while others have formed

within modified drainage channels and within the berms that encircle former oil-storage tank sites.

One of the unique aspects of the Chevron property is the degree to which significant natural resources have established themselves in a landscape that has been extensively modified by man. Most of the wetland areas in the Chevron property are located in swales and depressions created by past excavation for the former oil storage facilities, and it appears that the large freshwater marsh north of Tank Farm Road is at least partially the result of the damming effect of the roadway. The combination of topography, soils, and the relative lack of recent human activity has allowed the most disturbed portions of the planning area to now include some of the highest value natural resources. The wetland areas on the Chevron property vary considerably in their diversity and habitat value, with the highest quality areas generally south of Tank Farm Road and around the large wetland area north of Tank Farm Road. Some of the latter areas may be lost to site development and road widening.

Wetland habitats also occur in the Avila Ranch area, in several actively farmed areas beyond Tank Farm Creek. Within this area, only the northeast tributary to Tank Farm Creek contains substantial wetland vegetation (sedges and rushes). The other wetlands contain limited wetland indicator plants or hydric soil indicators.

City wetlands policy supports the preservation of wetland areas as open space, mitigation for lost wetland areas, the restoration of degraded wetland resources, and public use of these resources consistent with sound resource management.

NATIVE GRASSLANDS

Native bunch grasses supported many of the small and large herbivores and their predators, who were members of the wildlife and human communities of the Central Coast until the late 1700's. These deep-rooted and drought-tolerant grasses were once common throughout the valleys of central and southern California.

They have since been nearly eliminated from the Central Coast because of cattle grazing, introduction of European grasses, cultivation, and urban development. Native grasslands are considered sensitive habitats by the California Department of Fish and Wildlife and by the City of San Luis Obispo.

Approximately 11.5 acres in the northeastern and southerly parts of the Chevron property supports grassland with a significant component of the native perennial bunchgrass, purple needlegrass (*Nassella pulchra*). This area, which consists of a former quarry area, is known for its sparse vegetation and rocky, serpentine soils. However, it sustains one of the only sizable, native-dominated grassland in the Airport Area. As part of the Chevron remediation project the area known as the “flower mound” which comprises part of the grassland area in the northeast of the property is proposed to be graded and utilized for infrastructure and private development improvements. However,

the restoration component of the project proposes to restore (create) equal areas of these and other habitat areas on other portions of the site.

RARE SPECIES HABITAT

Open space resources in the Airport Area are critical to many wildlife species, including several rare species. The greatest threat to many rare species is loss of habitat. Habitat includes the places that species need to find food, to take shelter from predators and extremes of weather, to find mates, and to raise young or leave them where sufficient numbers can survive. The Airport Area is known to host special-status wildlife and plant species. Some of the species of special concern that are known to occur in the planning area include:

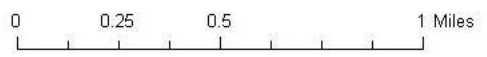


Figure 3-1 Planning Area

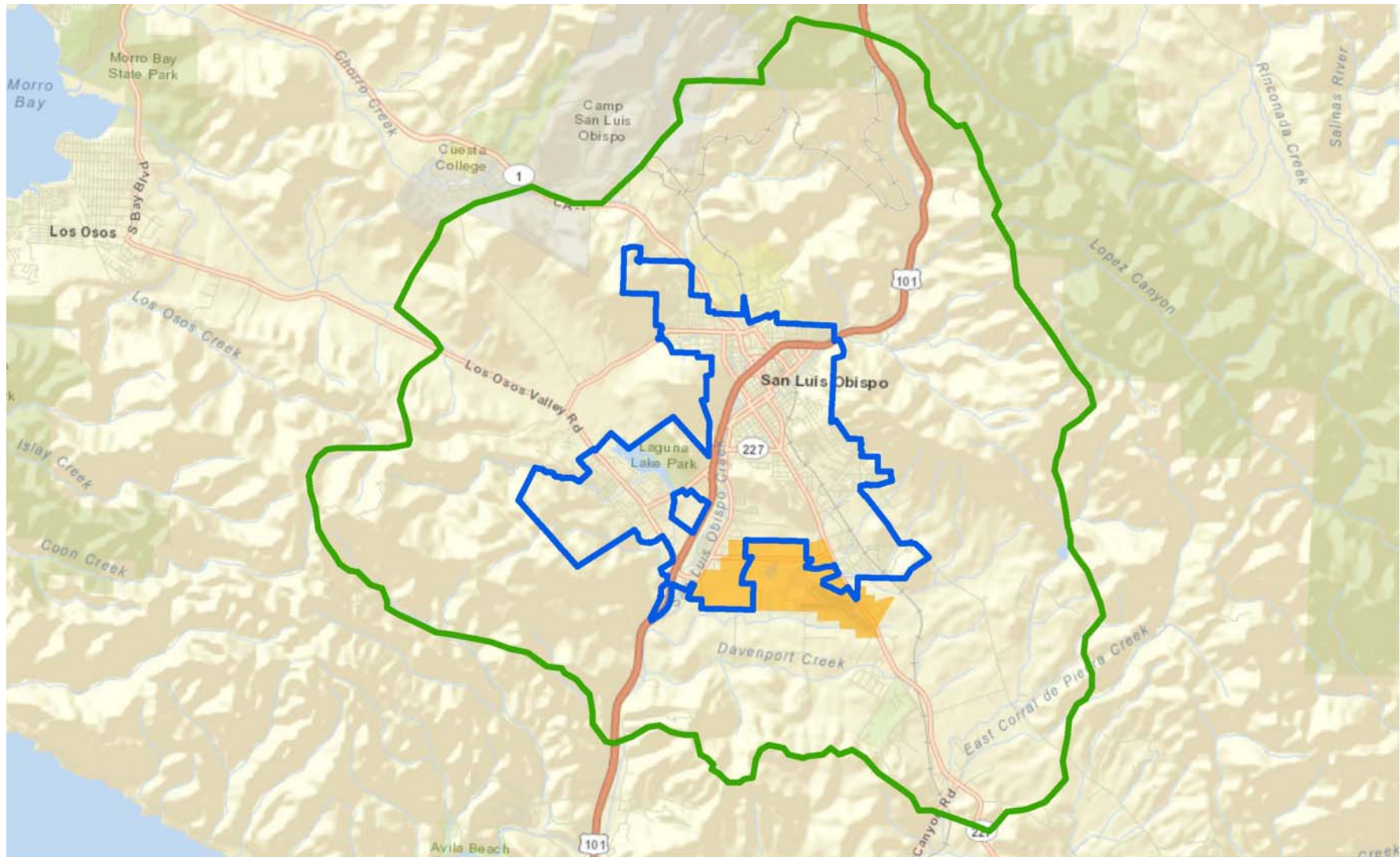
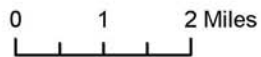


Figure 3-2 Greenbelt



- Southwestern pond turtle
- Southern steelhead
- Red-legged frog
- Monarch butterfly
- Golden Eagle
- Northern Harrier
- Cooper's Hawk
- Ferruginous Hawk
- Sharp-shinned hawk
- White-tailed kite
- American peregrine falcon
- Burrowing Owl
- California horned lark
- Loggerhead shrike
- Congdon's tarplant (spikeweed)
- Vernal Pool Fairy Shrimp

The resources described in the preceding sections, and the policies and programs to protect and enhance them, are the foundation for habitat conservation in the Airport Area. As would be expected, the greatest potential for special status species is within the Chevron property, where the largest concentration of sensitive biological communities is located. Consequently, the Specific Plan (and the current remediation and development plans for this property) calls for the majority of the Chevron property to be maintained as an ecological preserve that will help provide for the long-term survival of rare and endangered species and the health of sensitive habitat areas that support them.

In addition to protecting sensitive habitat areas, it is critical that habitat areas be connected into a contiguous, integrated system of open space. Provision of continuous open space corridors, of sufficient width to avoid disruptions by human activity along their edges, is particularly important for protecting wildlife. These corridors allow for the day-to-day movements necessary for individuals of a species to survive, and for the long-term movement that accommodates the genetic mixing necessary to maintain the vitality of a species. The planning area creek system

provides the connecting corridors that will allow wildlife movement to and from the planning area.



The area's wetlands attract a variety of wildlife.

AGRICULTURAL OPEN SPACE AND THE CITY GREENBELT

Agriculture is an important part of the countywide economy and rural environment. The City's General Plan favors protection of prime and productive agricultural lands, but also recognizes that urban development has reduced, and will continue to reduce, the agricultural potential of the Airport Area. While the Airport Area has a history of agricultural use, and continues to include limited grazing and cultivation, years of commercial and industrial development have eliminated some of the most productive lands. Over the long term, the Airport Area is not planned for agriculture. Existing City and County General Plans designate the area for urban uses.



Freshwater marsh north of Tank Farm Road.

The City's General Plan calls for establishment of a permanent open space buffer or greenbelt around the City that will prevent continued expansion of the urban area onto valuable agricultural and open space resources (Figure 3-2). The greenbelt will also help retain the community's rural surroundings and maintain the separate identity of San Luis Obispo. Several efforts are underway to secure the greenbelt as a whole, including purchase of land or development rights from willing sellers, advocacy of continued agricultural and rural zoning, and development approvals tied to substantial open space dedications. The mechanism instituted in the Specific Plan for furthering the greenbelt objective will be through exactions on new planning area development. These exactions will be in the form of either mandatory dedication of open space lands or payment of fees in lieu of dedication. The primary target of these exactions will be to protect open space and agricultural lands south of the Airport Area and outside the City's urban reserve line and in conservation areas that promote airport compatibility.

To mitigate the loss of productive agricultural land, future development in the Planning Area will help secure a permanent urban development boundary and prevent urbanization of lands to the south. Some owners of lands to the south of the planning area have already made long-term investments in agricultural uses, such as vineyards. The intent of the Specific Plan is to give added stability to agriculture in this area by implementing preservation policies consistent with the current URL location.

SCENIC RESOURCES

While the planning area generally lacks dramatic scenic resources within its boundaries, the relatively flat topography and absence of substantial tree cover allow for highly scenic views out from the site. The combination of pastoral agricultural lands in the foreground and distinctive peaks and ranges in the background are valuable scenic features that contribute to the unique character of the Airport Area. The South Street Hills, Islay Hill, the Davenport Hills, and the Santa Lucia Mountains and foothills are not in the Airport Area, but they are important features in establishing the character of the Airport Area. Although less dramatic, planning area features such as creeks and marsh areas also contribute to the visual character of the area. Specific Plan policy supports preservation of scenic resources and enhancement of the public's access to these resources. The Community Design chapter (Chapter 5) includes additional discussion of the area's visual character and design guidelines for protecting and enhancing the scenic resources.

ARCHAEOLOGICAL AND HISTORIC RESOURCES

Prehistoric occupants almost certainly hunted and gathered in the meadows and along the streams of what is now the Airport Area. They probably took time to play and appreciate the setting, just as people do today. They also probably left clues to their habitation of the region, thought to have lasted as much as 10,000 years. In order to deepen our understanding of these original inhabitants, it is important that these clues, often in the form of artifacts, be

analyzed and recorded as they are found. However, in deference to their descendants, who still live in the region, it is equally important to respect any artifacts or remains that are found.

Likewise, there is a rich history in the region of early ranchers, farmers, merchants, builders and others, whose origins were in Europe, Mexico and Asia. While written history covers many of the major events and characters, artifacts also provide interest and insights into the everyday lives of those who are not named in the books. These, too, deserve recognition.

Finally, there is the lesson of the oil company tank farm. It also is part of San Luis Obispo's history. After being struck by lightning, the storage tanks burned and boiled over for several days in 1926. This was a major ecological disaster and is known as one of the most significant industrial disasters of its time in California history. Remnants of the old tanks can serve as reminders of both the vulnerability of our constructions and of nature's capacity to recover through natural processes and with human aid.

HAZARDS RELATED TO OPEN SPACE LANDS

The history and character of the planning area's open space is inextricably tied to three potential hazards: flooding, petroleum contamination, and aircraft operations. The future conservation and use of the open space resource acknowledges the influences of these three hazards.

FLOODING

The relatively flat topography, the confluence of several drainage ways, and its location downstream from urban development have combined to create conditions in which large portions of the planning area flood during storm events. Historically, this flooding has restricted the amount of development that could occur in the area, but it has also been beneficial in the establishment of the planning area's wetland resources.

Waterways and facilities immediately downstream from Airport Area development may need to be modified for adequate capacity. Some properties within the Airport Area along the tributaries of San Luis Obispo Creek fall within a Special Floodplain Management Zone, as defined by the San Luis Obispo Creek Waterway Management Plan, and require special design considerations. These design criteria are listed in the City's Drainage Design Manual.

Overall, it is the intent of the specific plan to limit storm water runoff from the Airport Area to pre-development levels, consistent with the requirement of the City's Waterways Management Plan. As described in detail in Chapter 7, each proposed development will be required to insure compliance with this water quality and flood control plan.

PETROLEUM CONTAMINATION

From 1910 until the early 1980s, the Chevron property was utilized for the storage of crude oil transported from the San Joaquin Valley via pipeline. Storage facilities at the Project Site included six large earthen reservoirs, ranging in capacity between 775,000 and 1,350,000 barrels, and 21 steel aboveground storage tanks, each with a capacity of 55,000 barrels. The reservoirs were constructed by excavating a circular depression, which was then lined with concrete walls. The storage tanks were constructed of heavy plate steel secured with rivets. The roofs of both the reservoirs and aboveground storage tanks were made of wood.

On April 7, 1926, a lightning strike ignited a fire at the [tank farm facility](#). Despite suppression efforts by the facility staff, over the next four days the fire spread to the other reservoirs and to 12 of the then 15 existing steel aboveground storage tanks with a combination of burning embers and boil-overs; the heated oil flowed out of the reservoirs and onto the ground surrounding the tanks. By April 11, 1926, all but a few thousand barrels of oil had been released. Some of this oil burnt to coke and spread across the [Chevron property](#). The burning of the heavy oil during the fire

had a similar effect to the refining cracking process, creating the coke. This release is considered responsible for most of the numerous surface occurrences of highly weathered and burned petroleum that cover the ground in topographically low areas.

The most widespread contamination is relatively immobile and appears to have minimal impact on water quality. Much of the open land with the highest existing and potential wildlife habitat value is underlain by this type of contamination.

Depending on the severity of contamination and the prospects for successful decontamination, a site can be classified as a “brownfield” site by the Federal Environmental Protection Agency, and ultimately redeveloped if the contamination is removed or adequately contained. The Specific Plan allows for some development of the former tank farm site as long as necessary approvals by all regulatory agencies, including the City, can be obtained. However, the majority of the [Chevron](#) property has been designated as open space because of the high quality of its surface natural resources and because of the airport runway protection zone which prohibits the development of structures. Petroleum contamination of the soil and the groundwater must be dealt with for both development and conservation areas as required by the policies and standards of the Regional Water Quality Control Board, the City and other agencies with jurisdiction.

Beginning in 2004, a Human Health Risk Assessment (HHRA) was prepared for the Chevron property. The HHRA was later amended in 2012 and 2013. The purpose of the HHRA was to create a baseline for the establishment of a Remedial Action Plan (RAP). Working with multiple agencies, Chevron assisted with the San Luis Obispo Tank Farm Surface Evaluation, Restoration, and Remediation Team (SERRT). This team helped to scope, review, and ratify the HHRA. In December 2007, Chevron prepared the RAP with a focus of removing the human and biological exposure paths to remaining hydrocarbon contaminants on the property. In 2013, the Regional Water Quality Control Board conditionally approved the RAP and the RAP was utilized to prepare the EIR

that would allow the remediation and future development of portions of the Chevron tank farm property.

AIRCRAFT OPERATIONS

The County-operated airport is a key component of the Airport Area, serving both private and commercial aircraft. Even with ongoing improvements in technology and operating practices, aircraft operations will produce noise and safety concerns that affect land use in the planning area, including the open space areas. Exposure to high noise levels is not only a nuisance, but can also be harmful to health and productivity. With the many overflights of the area, risks to life and property due to accidents cannot be entirely avoided.

As provided in State law, the area in the vicinity of the airport is subject to [the](#) Airport Land Use Plan (ALUP), which is intended to minimize conflicts between airport operations and the use of nearby land. The ALUP is prepared under the direction of, and is adopted by, the [San Luis Obispo County](#) Airport Land Use Commission ([ALUC](#)). The Airport Land Use Plan identifies aviation safety areas based on flight paths and exposure to crash risks. Those areas with the most exposure to hazards are the most restricted in terms of compatible uses. Generally, the higher the exposure, the lower the intensity of use and concentration of population that is allowed.



Active agriculture occupies the land just south of the planning area.

The Specific Plan is consistent with the SLO County Regional Airport Land Use Plan, designating the majority of land in the two most restrictive safety areas as Open Space. Maintaining open space uses under the airport approach and climb-out paths is intended to avoid exposure to noise and crash risk, even where the Airport Land Use Plan allows some types of development. The fact that these zones also correspond to areas with some of the highest habitat value and soil contamination reinforces the appropriateness of the designation.

3.1 CONSERVATION AND RESOURCE MANAGEMENT GOALS

Goal 3.1.1: Open Space Resources

Preserve and enhance open space resources in the Airport Area in conjunction with urban development.

Goal 3.1.2: Habitat Quality

Preserve and enhance the habitat quality, visual attractiveness, and recreational value of creeks in the planning area.

Goal 3.1.3: Airport Area Wetlands

Preserve and enhance Airport Area wetlands.

Goal 3.1.4: Native Grasslands

Preserve and enhance native grasslands in the Airport Area.

Goal 3.1.5: Rare, Endangered and Threatened Species

Protect rare, endangered and threatened plant and wildlife species that occur within the Airport Area.

Goal 3.1.6: Greenbelt

Secure the greenbelt in the vicinity of the Airport Area.

Goal 3.1.7: Rural Character

Work with the County of San Luis Obispo and area landowners to secure permanent protection of the rural character in the area south of the Airport.

Goal 3.1.8: Views

Preserve significant views of and view corridors to surrounding features that contribute to Airport Area's unique sense of place.

Goal 3.1.9: Archeological and Historical Resources

Protect archaeological and historic resources.

Goal 3.1.10: Exposure to Contamination

Prevent exposure of humans or wildlife to unacceptable levels of contamination.

Goal 3.1.11: Surface Resources

To the greatest extent feasible, avoid damage to surface resource values in addressing contamination issues.



Views from the south reveal the planning area's open space context.

3.2 CONSERVATION AND RESOURCE MANAGEMENT POLICIES

Policy 3.2.1: Riparian Vegetation

Establish healthy, continuous riparian vegetation along (1) East Branch of San Luis Obispo Creek from Broad Street to Santa Fe Road, (2) Acacia Creek from the northern planning area boundary to the confluence with the East Branch of San Luis Obispo Creek, (3) Orcutt Creek from the planning area northern boundary to its confluence with Acacia Creek, and (4) Tank Farm Creek from the planning area's northern boundary to its southern boundary.

Policy 3.2.2: East Branch SLO Creek Riparian Corridor

For the reach of East Branch of San Luis Obispo Creek downstream of Santa Fe Road, protect the riparian corridor from human and agricultural activity, with an adequate buffer to protect pond turtles and steelhead along this reach, and maintain the natural character of the riparian corridor.

Policy 3.2.3: Realignment of Orcutt Creek

Given the limited habitat value of Orcutt Creek from the planning area's northern boundary to Tank Farm Road, realignment of the northern-most segment may be acceptable in exchange for establishment of a healthy riparian corridor along the full length of the creek from the Margarita Area to the confluence with Acacia Creek.

Policy 3.2.4: Wetlands and Buffer Areas

Designate for open space use wetlands and their associated buffer areas.

Policy 3.2.5: Restoring Marginal or Degraded Wetlands

When reviewing plans to restore marginal or degraded wetlands, require (1) techniques for isolation, stabilizing or removing petroleum contamination of soil and groundwater that minimize disturbance of existing wetland and other surface resource values, (2) configuration of the ground surface to retain wetland characteristics, (3) removal of invasive, non-native plants, (4) introduction of native plants, (5) methods approved by the Regional Water Quality Control Board, and the City of San Luis Obispo Fire Department and (6) will not create a significant attraction for large birds in consideration of airport safety.

A: The contiguous state wetland in the southeast portion of the Avila Ranch site (identified as wetland 1.4) will be protected from development and preserved as a contiguous habitat area to enhance the open space value of this part of the project.

B: The Tank Farm Creek corridor on the Avila Ranch site may be widened to enhance the viability of the wetland and to mitigate wetland and riparian losses elsewhere on the project to create contiguous habitat rather than the existing fragmented ruderal system.

Policy 3.2.6: Expansion of Wetlands

Where suitable buffers can be provided, expand wetlands into areas that are conducive to wetlands, but that do not initially meet the definition of wetlands. However, any expansion or changes to wetlands must take into account the potential increase in airport safety hazards as a result of bird strikes.

Policy 3.2.7: Mitigation of Wetland Losses

Utilize suitable portions of the Chevron property for on-site mitigation of wetland losses on the Chevron property. On the Avila Ranch property, loss of Federal wetlands shall be mitigated at a ratio of at least 2.53 acres to 1 acre of lost wetland; for, state wetlands the mitigation ratio shall be at least 1.5 acres to :1 acre of lost wetland. Final wetland mitigation ratios will be determined in consultation with the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife.

Policy 3.2.8: Professional Direction of Wetland Work

Assure that all wetlands restoration, enhancement and creation will be under the direction of qualified professionals. Seek the cooperation of trustee agencies, such as the California Department of Fish and Wildlife, and obtain necessary approvals from these agencies.



Islay Hill and the Santa Lucia Mountains provide a dramatic visual backdrop for the airport.



Swales and bermed enclosures on Chevron property now capture floodwaters.

Policy 3.2.9: Design of Detention Areas

Design on-site drainage detention areas within the Airport Area but outside of the Runway Protection Zone (RPZ) and outside of airport safety zones S-1A and S-1B to support wetlands characteristics, so they will be visually attractive elements of the

landscape and components in a system of wildlife habitat, in addition to flood control facilities.

Policy 3.2.10: Recreational Use of Wetlands Complex

Recreational use of the wetlands complex and buffer areas should be limited to non-intrusive observation and study. The type and extent of public access should be restricted in order to maintain high-quality wildlife habitat. The state wetland south of the Neighborhood Park in the Avila Ranch area should be for interpretative viewing only and shall not be used for active recreational purposes

Policy 3.2.11: Impacts from Run-Off

Minimize the water-quality impacts associated with run-off from rooftops and paved areas, due to contaminants, temperature changes, velocity changes, and sediment by providing dispersed surface drainage across areas with suitable soil and vegetation whenever feasible, instead of piped or other concentrated drainage from roofs and paved areas directly to creeks. Projects will also comply with the Water Board's Post Construction Stormwater Regulations and Low Impact Development (LID) standards, including use of pervious hardscape where possible, and the use of bio-detention or bio-retention cells to improve the quality of runoff from urban development.

Policy 3.2.13: Native Bunchgrass

If development or remediation includes disturbance of the native bunchgrass (purple needlegrass) on the northeast corner of the Chevron property appropriate bunchgrass communities shall be reestablished on site with a replacement ratio, consistent with mitigation adopted with the Chevron EIR.

Policy 3.2.14: Chevron Property Open Space Lands

Designate open space lands on the Chevron property as a permanent ecological preserve dedicated to the preservation and

enhancement of the area's natural resources, and public environmental education.

Policy 3.2.15: Continuous Open Space Corridors

Provide continuous open space corridors that link open space resources within the Airport Area to resources outside of the Airport Area.

Policy 3.2.16: Continuous Wetlands

Development in the Airport Area should not isolate or further fragment wetlands, uplands or their associated habitat areas.

Policy 3.2.17: Interrupt Flow of Contaminants

At every opportunity, interrupt the pathways that allow petroleum contamination (road hydrocarbons, etc.) to enter the biological food chain. Techniques used to interrupt the flow of contaminants should be those that are least disruptive to habitat at the ground and water surface. This may be accomplished by installation of bio-retention and bio-detention cells in conformance with State Water Resources Control Board regulations, and through other approved methods.

Policy 3.2.18: Mitigate Loss of Agricultural and Open Space Land

To mitigate the loss of agricultural and open land in the Airport Area, development shall help protect agricultural and open space lands to the south and east by securing conservation easements for protected areas at least equal to the area of new development, where on-site protection is not available. Potential areas for conservation easements can be located in areas that also serve to implement the City's Airport Compatible Open Space Plan (ACOS), and other policies in support of the Airport Land Use Plan (ALUP).

Policy 3.2.19: Protection for On-Site Resources

Airport Area properties shall secure protection for any on-site resources identified in the General Plan. These properties, to help maintain the greenbelt, shall also secure open space protection for any contiguous, commonly owned land outside the Urban Reserve Line (URL). If it is not feasible to directly obtain protection for such land, fees in lieu of dedication shall be paid when the property is developed, to help secure the greenbelt in the area south of the City's southerly URL.

Policy 3.2.20: Acquire Land South of Airport

Accept dedications associated with mitigation requirements, or utilize locally-generated acquisition funding, and outside grant support, to acquire fee or easement interest in lands south of the Airport in the following order of priority:



The 1926 fire burned so hot that parts of the concrete storage tank foundation turned to glass.

A Buckley Road Area. Agricultural lands on either side of Buckley Road between Vachell Lane and Broad Street should receive the highest priority in conservation funding. There is ongoing, incremental conversion of lands from agriculture to other uses, as well as ongoing small-scale subdivision of rural properties. There are relatively few large properties in this area. Easements to secure development rights and maintain scenic character would be the primary focus of this effort, and easement acquisition is the preferred strategy.

B Upper Edna Valley. The agricultural lands between Broad Street and the base of the hills to the east of San Luis Obispo are in intensive agricultural production, chiefly vineyards. This process creates a relatively secure greenbelt in this area; however, easement acquisition may be an important component of retaining a “critical mass” of vineyard land and preventing inappropriate development within the area that could threaten the continued viability of agriculture.

C Other Lands. Ranches and woodland areas south of the Airport may also be targeted for fee or easement acquisition; however, these areas are not considered as vulnerable to land use changes as the aforementioned areas.

Policy 3.2.21: Maintain Views of Open Space Resources

The location and form of private development and of public amenities (e.g., street trees) will retain views of open space resources, such as mountains and wetlands, sufficient to provide a sense of place within the natural setting.

Policy 3.2.22: Archeological and Historic Resources

Treat archaeological and historic resources consistent with the Community Heritage policies of the General Plan. Conduct

archeological investigations and monitoring in accordance with the City's Archaeological Resource Preservation Program Guidelines, Historic Preservation Program Guidelines, and Historic Preservation Ordinance.

Policy 3.2.23: Designation of Contaminated Land

Following completion of a remediation project, designate as open space undeveloped land that has significant open space and habitat values.

Policy 3.2.24: City Consideration of “Changed Conditions” on the Chevron Property following remediation and restoration

It is acknowledged that Chevron has prepared a remediation plan for its property addressing the contaminated areas on the site. The remediation plan has been reviewed by multiple agencies (including: Army Corps of Engineers, California Department of Fish and Wildlife, Regional Water Quality Control Board) as part of the EIR prepared for the Chevron Tank Farm Remediation and Development project.

The Chevron EIR found that the remediation project will impact wetlands and other terrestrial habitat on the site. The EIR requires mitigation measures that provide for the replacement and restoration of wetland and terrestrial habitat on-site following the remediation project. After completion of the restoration component of the project ongoing monitoring and maintenance of restoration activities will be required (per EIR mitigation) to ensure compliance. The restored wetlands and terrestrial habitat areas shall be included within a permanent open space easement.



Dense vegetation lines the banks of East Branch of San Luis Obispo Creek between Santa Fe Road and Broad Street.

3.3 CONSERVATION AND RESOURCE MANAGEMENT PROGRAMS

Program 3.3.1: Management Programs Required

For the East Branch of San Luis Obispo Creek, Acacia Creek, Orcutt Creek and Tank Farm Creek, require a management program to enhance the creek, preserve existing native vegetation, protect streamside properties from storm flows and

restore a more natural character to the banks when development is proposed. A minimum creek setback will be required consistent with the Citywide Creek Setback Ordinance (SLO Municipal Code Section 17.16025).

Program 3.3.2: Limited Access

A continuous public trail access will be provided between Broad Street and the intersection of Tank Farm Road and Santa Fe Road via the Damon Garcia sportsfields. Where feasible, the trail access will avoid creeks, wetlands and habitat areas and will be adjacent to existing and future development. A continuous public trail will be provided from Tank Farm Road from Santa Fe Road to the Buckley Road and Vachell Lane intersection, with a continuation to the Bob Jones Trail trailhead at the Octagon Barn.

Program 3.3.3: 50-Foot Wetland Setback

Implement a building and improvement setback of 50 feet (as measured from the edge of the delineated Federal or State wetland) for buildings through subdivision and development approvals.

Program 3.3.4: Risk Assessment Program

The City worked with Chevron, other affected landowners, the Regional Water Quality Control Board, and other concerned parties to implement a risk-assessment program and develop preservation actions appropriate to the natural resource characteristics of each site and the level of risk at that site, with a goal of preserving the existing natural resource values to the greatest extent possible.

Program 3.3.5: Establish Mitigation Bank

The City will work with The California Department of Fish and Wildlife, responsible Federal officials, and administration of the County Airport, to establish a “mitigation bank” within the Chevron

property to serve the mitigation needs of the Airport and Margarita Areas, consistent with the operating needs of the County Airport.

Program 3.3.6: Public Access

The City will work with the property owner and local conservation organizations to ensure that public access to the Chevron property and Avila Ranch property is made available subject to compatibility with habitat values in the area. Pedestrian and Bicycle trails and low, rural style fencing may be appropriate in specific locations to allow habitat viewing combined with area wide linkages consistent with the bicycle transportation plan.



Navigational aids mark the flight path over the Chevron property.

Program 3.3.7: Creek Restoration Standards

The City will work with the California Department of Fish and Wildlife and responsible Federal agencies to establish standards for grading, stabilization, and revegetation of all creek channels in the Airport Area. The standards will cover plant species, plant densities, and long-term maintenance requirements and responsibilities.

Program 3.3.8: Open Space Connections

The City will ensure that development north and east of the Chevron property retains an open space corridor connection to the Margarita Area's planned athletic fields and Acacia Creek, and on to the South Street Hills. This corridor may include recreational facilities but will be designed to allow movement of wildlife through it.

Program 3.3.9: Wildlife Movement Corridors

The City will maintain wildlife movement corridors south from the Airport Area, particularly from the Chevron wetlands, toward the Indian Knob area and the Davenport Hills by employing greenbelt efforts and by encouraging the County to implement these features in proposed development that occurs outside the City's jurisdiction. Tank Farm Creek may be realigned through the Avila Ranch property along its original course so that it provides intact connectivity to the Chevron open space.

Program 3.3.10: Wetland Connections

The City will enlarge the connection between wetlands immediately north and immediately south of Tank Farm Road to facilitate wildlife movements between the two areas.

Program 3.3.11: City to Manage Open Space Lands

The City will manage any open space land that it acquires to protect habitat values in accordance with the City of San Luis Obispo 2015 Open Space Maintenance Plan, which may be amended or superseded from time to time.

Program 3.3.12: Privately Owned Open Space

For any extensive open space lands that the City does not acquire, the City will pursue memoranda of understanding concerning management for wildlife habitat values, beyond the minimum requirements of regulatory agencies. The City will

cooperate with property owner-driven requests for the establishment of financing methods such as Community Facilities Districts to address funding needs for ongoing open space and habitat maintenance within privately owned open space areas.

Program 3.3.13: Greenbelt Dedications

The City will require new development in the Airport Area to dedicate land or easements in the greenbelt. Highest priority will be given to securing lands adjacent to the City's edge, and those which promote airport compatibility. Priority shall be given to projects according to Policy 3.2.20.

Program 3.3.14: Greenbelt In-Lieu Fee

Where dedication is not feasible, an in-lieu fee will be assessed on the acreage of development, equivalent to the cost of acquisition of a conservation easement on an equivalent acreage of open space land or easements in the greenbelt south of the Airport Area.



Willows shade the East Branch of San Luis Obispo Creek downstream of Santa Fe Road.

Program 3.3.15: Urban Reserve Expansion

Any projects involving minor expansions of the Urban Reserve Line shall secure open space or agricultural land adjoining but outside the Urban Reserve Line location. The open space or agricultural land secured shall be large enough to effectively discourage additional urban development beyond the urban reserve line. It shall be secured by easement or fee ownership by the City or a qualified land conservation organization.

Program 3.3.16: Historical Resources

The City will work with the County Historical Society, landowners and others to provide appropriate access opportunities and interpretive information to further understanding of historical resources, such as the oil tank remnants. Mitigation from the Chevron EIR that requires access and installation of interpretive signs shall be implemented in beginning phases of any development projects.

Program 3.3.17: Activities on Open Space Lands

The City will work with appropriate regulatory agencies and with County Airport administrators to ensure that the location and nature of resource management activities on open space lands within the Airport Area remain compatible with airport operations.

In accordance with the Conservation and Open Space Element of the General Plan, passive recreation activities are permitted in designated open space areas where appropriate and compatible with the primary purpose of natural resource protection.

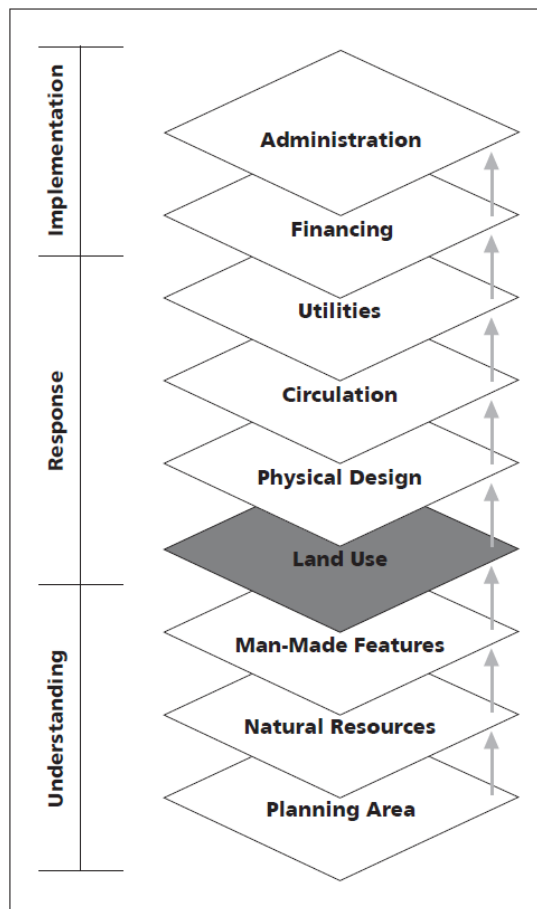
Program 3.3.18: Expanding Wetlands

Any expansion of wetlands shall be evaluated for the potential to impact aircraft safety as a result of increased wildlife and bird activity and the potential for increased bird strikes. Wetlands shall only be expanded when relocated or restored as part of an area wide restoration or remediation activity.



Grazing cattle have prevented the growth of riparian vegetation along Acacia Creek.

4.0 LAND USE



Each 'layer' of understanding informs the planning response.

INTENT

The Land Use chapter sets the overall framework for the development and conservation of the Airport Area. The chapter sets forth specific land use goals, policies and standards applicable to the Airport Area, and describes the overall development program, including the types and intensities of uses for land and buildings, and the overall forms that are desired for development sites and buildings.

The Land Use chapter is to be used in conjunction with the other chapters of this Specific Plan. More detailed discussion of open space and resource management issues is included in Chapter 3, community design issues are addressed in Chapter 5, information on the circulation system is contained in Chapter 6, and details relating to public utilities are contained in Chapter 7.

The Land Use Map in this chapter (Figure 4-1) illustrates the physical pattern of development planned in the Specific Plan Area. Figure 4-4 shows the planning area zoning. Table 4.3 provides a description of the types of uses permitted for each of the zoning designations.

LAND USE BACKGROUND

The Airport Area, under the County's jurisdiction, has been urbanizing in ways that differ from the City's development

standards. The land use concept for the Airport Area Specific Plan is intended to meet multiple City objectives as the area continues to develop. While the primary impetus for the plan is to provide the necessary infrastructure and urban services that will allow the Airport Area to develop to City standards, the land use plan has been crafted to balance the opportunities for new development with other equally important community goals.

The land use plan concentrates development patterns in an effort to protect rural open space areas and create a sense of place. The land use concept calls for urban development to be located primarily in the eastern and western portions of the planning area near existing development and circulation corridors. The intent of the plan is to maintain a compact development pattern by encouraging infill of undeveloped lots and redevelopment of currently developed, but underutilized properties, rather than expanding onto lands that are currently in agriculture or open space.

As shown in the Land Use Map (Figure 4-1), the entire central portion of the planning area has been designated for open space. Rather than allowing development of the entire land area within the urban reserve line, the land use concept has the City “greenbelt” penetrate into the urban area, which preserves the connection to the rural landscape for more than just the properties at the periphery of the community and improves safety by maintaining open land in the immediate vicinity of the airport. In addition, Airport Area land use policy encourages the selective removal of the remnants of past industrial uses on the Chevron tank farm property as a means of re-establishing the rural character of this open space and enhancing the contrast with designated urban areas.

The land use plan was developed to ensure compatibility with airport operations. Uses that have high concentrations of people or are sensitive to airport noise (e.g., low density residential, schools, hospitals, etc.) are not included in the planning area. The designated land uses (Figure 4-1) respond to the flight patterns and land use criteria associated with the airport safety areas in the

San Luis Obispo County Regional Airport Land Use Plan (ALUP). Generally, the critical areas in line with the runways will be maintained as open space. Lower intensity warehousing, manufacturing, service and business park uses are designated for the less sensitive zones to the sides of the runways, and further out from the ends of the runways.

As discussed above, the land use concept emphasizes the development and redevelopment of areas that already are committed to urban uses. One of the ways the plan will enhance the ability of these areas to support more productive use of both the land and the buildings will be the introduction of urban infrastructure and services.

Market trends in the region and development trends in the Airport Area suggest greater and greater demand for facilities to accommodate high tech and clean industries, in addition to the manufacturing and warehouse uses that have historically occupied the area. These uses have come to dominate land use along the west side of Broad Street. The Business Park designation is intended to generate jobs that will match the skills and interest of the available workforce, and jobs that could pay employees enough to cover the generally high cost of housing in the region.

By preserving the central portion of the planning area as open space, the land use plan provides a framework for development that preserves the sense of openness and ruralness that makes the Airport Area distinctive. This not only creates a rural foreground setting for new development, but also preserves view corridors to the distinctive peaks and mountain ranges that characterize the landscape. In addition, by designating lands along the Broad Street and Tank Farm Road corridor as Business Park, the plan is encouraging higher quality development that is in keeping with this important entry to the City from the Edna Valley.

One of the other principal reasons for designating the central portion of the planning area as Open Space is to be able to adequately protect and enhance valuable wetland and grassland

habitat areas that exist on the Chevron property (see Chapter 3, Conservation and Resource Management for more detailed discussion). The land use plan is structured to ensure that these resources are part of an integrated open space system that is directly linked to adjoining open space resources. Specific Plan policies require preservation of these natural resources through the dedication of easements or fee simple ownership, along with enhancement in certain instances. As part of the Chevron Tank Farm Remediation and Development project, a habitat restoration plan has been proposed. Following completion of remediation, the restoration plan will be implemented. (see Policy 4.3.6: Tank Farm Site).

In order to enhance the area's sense of place, the Community Design chapter of this plan includes design guidelines that encourage the development of buildings and facilities that are responsive to the specific landscape and climatic characteristics of the area, as well as the historic development patterns and character of San Luis Obispo (see Chapter 5).

The City's Land Use and Circulation Element (LUCE) Update, completed in 2014, was prepared to respond to any changed conditions in San Luis Obispo, incorporate sustainable practices and policies, respond to new State planning requirements, including climate change, and engage the community in a reaffirmation of the community's vision and goals for the city's future. The LUCE identified three new Specific Plan areas in the City, including the Avila Ranch subarea of the Airport Area Specific Plan.

Through the LUCE Update process, an abundant supply of business park and other non-residential property within the City and its surroundings was identified, as well as a need to provide addition opportunities for housing, including affordable housing. The LUCE established special planning and development objectives for the Avila Ranch site that are to be addressed in the Avila Ranch subarea. The LUCE objectives are intended to ensure that the site is developed as primarily a residential neighborhood development with supporting neighborhood

commercial, and recreation facilities, and provision of on-site and off-site open space/resource protection. Updates to this specific plan, and the Avila Ranch Development Plan, were prepared consistent with these planning and development objectives.

LAND USE PROGRAM

The land use program for the Airport Area allows for the development of up to 1073 acres (72% of the planning area) with a mixture of Services and Manufacturing, Business Park, Government Facilities, and public facilities that may be developed with recreation or public services. Residential development of a total of up to 75 acres are allowed, consisting of 68 acres within the Avila Ranch area and an existing mobile home park (7.0 acres) that will be retained. The balance of the area is to be preserved as Open Space and Agriculture (348 acres). Table 4.1 shows the amount of land within each land-use designation, as well as the estimated development potential at full development of the specific plan area.

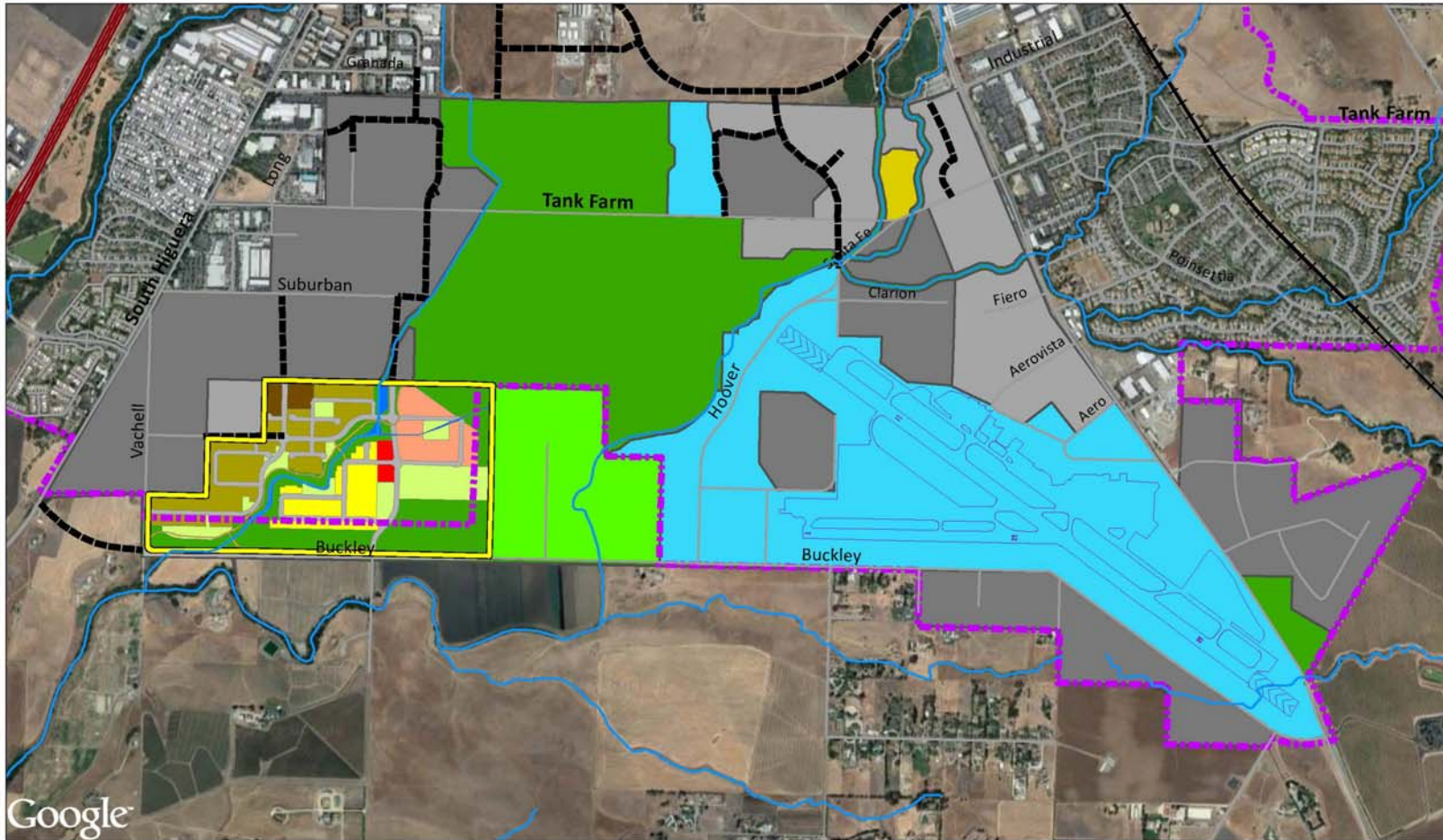
Land Use Designation	Land Area			Floor Area at Buildout
	Acre	%	Units	Square Feet
R-1 Low Density	12.8	1%	101	n/a
R-2 Medium Density	34	3%	332	n/a
R-3 Medium Density	10.8	1%	197	n/a
R-4 High Density	4.4	0%	125	n/a
Neighborhood Retail	8.29	1%	n/a	15,000
Open Space	250.41	21%	n/a	n/a
Agriculture	76	6%	n/a	n/a
Business Park	117.61	10%	n/a	1,771,715
Service Commercial	183.73	16%	n/a	1,993,902
Manufacturing	187.38	16%	n/a	1,424,626
Government	282	24%	n/a	n/a
Recreation	16	1%	n/a	n/a
Total	1183.42	100%	755	5,205,243

While roughly three quarters of the parcels in the planning area have some development on them, many are only partially developed (i.e., major portions of a parcel are unused or underutilized). Based on review of aerial photos, more than three quarters of its land area is developed for urban uses.

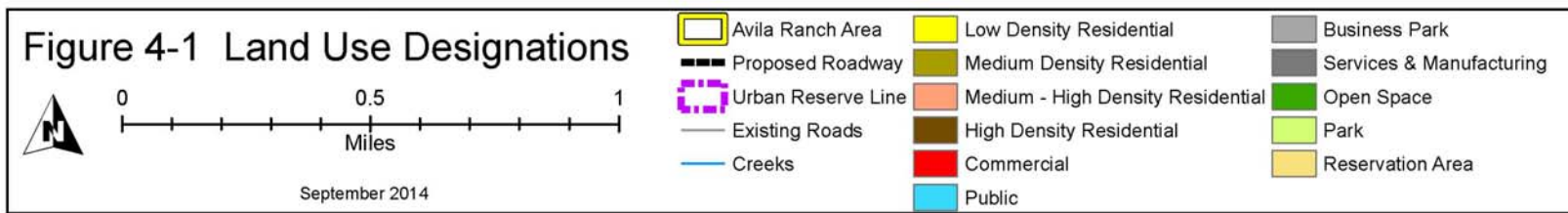
As would be expected given the number of storage yards and other low-density uses in the area, floor area ratios are generally quite low, ranging from less than 0.01 to 0.46. The existing uses alone do not represent the highest and best use of the area as envisioned in the General Plan and are not intensive enough to support urban services.

In accordance with the LUCE objectives and the ALUP, residential development in the Airport Area will be comprised of a range of residential densities, from R-1 to R-4, and clustered to preserve

open space, riparian resources, and to avoid sensitive wetlands, where possible.



*Note: Exact map boundaries and roads are subject to refinement with final subdivision maps.



RELATIONSHIP TO THE GENERAL PLAN

The Airport Area Specific Plan is a refinement of the citywide land use plan prepared for the 1994 General Plan Land Use Element update. The AASP has been amended as needed to maintain consistency with the General Plan, as with the inclusion of the Avila Ranch residential neighborhood, per the 2014 General Plan Land Use and Circulation Element (LUCE) Update. The specific plan analysis goes into greater detail than do the citywide land use planning documents. Meetings with area property and business owners were a part of the specific plan process. These meetings elicited insight and understanding that led to two significant refinements to the General Plan land use pattern.

The first involved d increasing the area of Business Park. The focus group advising staff on land use suggested that the General Plan did not provide enough land designated for business parks to stimulate creation of a business park district. It was also noted that in exchange for the additional investment in quality, developers and property owners will want more frontage exposure. The second land use refinement involved the Chevron Tank Farm property. Detailed site analysis led to more accurate mapping of sensitive plant and habitat area protected under City policy. The land use boundaries for the Chevron property in this specific plan create a contiguous open space corridor from the South Hills to open space south of the City's urban reserve boundary. The division of land use on the Chevron property continues to provide for urban uses where sensitive resources, hazardous materials and airport safety allow it.

Subsequent to the preparation of the 2005 Airport Area Specific Plan, the City completed the LUCE Update in 2014. The LUCE process identified an abundant supply of Business Park designated lands within and near the City, and identified a need for additional housing development in the City. Accordingly, the LUCE identified planning and development objectives for the Avila Ranch area that emphasized residential neighborhood development, with supporting neighborhood commercial, business park and recreation facilities. The 2017 amendment to the Airport

Area Specific Plan for the Avila Ranch Project incorporates the vision for the Avila Ranch site identified in the LUCE Update.

Table 4.2 shows the relationships between General Plan land use designations, Specific Plan land use categories, and the zoning that is to be applied upon annexation. Figure 4-4 shows the proposed planning area zoning.

HAZARDOUS MATERIALS

Uses involving quantities of hazardous materials can pose a significant health and safety risk to persons, property, and the environment. In addition, certain land within the planning area is known to have been contaminated by past uses (Figure 4-2). The land use plan has been developed with careful consideration given to these areas. Such materials are regulated by standards enforced by the City Fire Department, City Utilities Department, RWQCB, and Department of Toxic Substance Control. These agencies should be contacted for requirements related to development adjacent to contaminated areas as well as the use, storage, handling and permitting of hazardous materials in new development.

SPECIAL AREAS

McChesney Field – San Luis Obispo County Regional Airport

The County Airport is a key determinant of land use in the planning area. The airport is a transportation hub that makes it possible to move goods and people to and from the Airport Area (and the region) quickly and over long distances. It affects the types of land uses that locate in the area by serving as a catalyst for economic development, and by restricting uses to those that are compatible with the operational characteristics of a general aviation airport.

The airport plays a prominent role in the economic development goals of the City and County. The types of uses the City seeks to attract to the area, identified in the General Plan Land Use Element and the Targeted Industry Clusters study (computer software/multimedia, light manufacturing, and business/customer service) benefit from proximity to an airport. The City General Plan envisions business parks with campus-like settings and clean industry in the Airport Area. Many of these industries will involve regular movement in and out of the area of knowledge workers, specialists, sales and marketing professionals, and valuable small components suitable for air shipping. Land uses in the airport vicinity must be regulated in order to minimize the potential for conflicts between these uses and airport operations. The primary instrument for maintaining compatibility and safety is the Airport Land Use Plan (ALUP) prepared and maintained by the San Luis Obispo County Airport Land Use Commission. Specific Plan land uses have been planned with thorough consideration given to the ALUP. Specifically, urban uses are not proposed in areas where incompatible levels of noise can be expected, or where there is an unacceptable risk that an accident could occur.

Former Tank Farm Site

The Tank Farm site presents several significant opportunities and challenges. The site contains developed land, environmentally sensitive habitats, hazardous materials and soil contamination related to the previous oil storage use of the site, and highly restricted airport safety areas. In some areas, all of these conditions are present. Wise management of the resources and hazards is necessary to realize the opportunities this site can offer.

At 332 acres, the Tank Farm site is the largest single property in the Airport Area and it is centrally located. Because of its central location, the site is easily visible from a large number of surrounding properties. Open space land at the site can therefore become a visual resource and can contribute to airport safety, serving as an amenity for the area as a whole. Redevelopment and habitat enhancement of the site represents an opportunity to

significantly affect the character of the area through the actions of a single property owner.

Existing development at the Tank Farm site is of generally poor appearance and should be upgraded to contribute to the higher standard of visual quality desired for San Luis Obispo. Some parts of the site not currently developed and not affected by airport safety zones, or environmentally sensitive habitat can be developed. Some of these areas, however, are known to contain contaminated soils. Examples of successful redevelopment of similarly contaminated areas in other parts of the State and country support this concept.

General Plan Designation	Specific Plan Designation	Zone
Open Space	Open Space	C/OS-SP
Public Facility	Airport Facility	PF-SP
Business Park	Business Park	BP-SP
Services & Manufacturing	Service Commercial or Manufacturing	C-S-SP or M-SP
<u>Low-Density Residential</u>	<u>Low-Density Residential</u>	<u>R-1-SP</u>
Medium-Density Residential	Medium-Density Residential	R-2-SP
<u>Medium-High-Density Residential</u>	<u>Medium-High-Density Residential</u>	<u>R-3-SP</u>
<u>High-Density Residential</u>	<u>High-Density Residential</u>	<u>R-4-SP</u>
Agriculture	Agriculture	AG-SP

In exchange for redevelopment and selective new development at the Tank Farm Site, the appearance of this visually prominent site can be improved and large areas can be enhanced to become environmental, aesthetic and safety resources for the whole Airport Area. The Chevron EIR evaluated remediation and development options for contaminated areas and found that development can be accommodated following implementation of remediation actions. Areas of known contamination are shown on

the map in Figure 4-2. Areas within sensitive biological resources are shown on the map in Figure 4-3.

Avila Ranch Site

The Avila Ranch site, comprised of approximately 156 acres located in the southwestern portion of the planning area, has historically been undeveloped and in agricultural use. The City's Sphere of Influence is adjacent with the southern boundary of the site, and the site is bordered to the south by agricultural and open space uses within San Luis Obispo County. The site is diagonally bisected by a drainage that is colloquially referred to as "Tank Farm Creek" which conveys on and offsite stormwater to San Luis Creek.

The City's Land Use and Circulation Element (LUCE) Update in 2014 identified the site as a Special Focus Area and identified special planning and development objectives for the site. The LUCE objectives are intended to ensure the site is developed primarily as a residential neighborhood with supporting commercial, business park and recreation facilities, and provisions for onsite and offsite open space/resource protection. Within the project, the emphasis is on providing a complete range of housing types and affordability. The LUCE objectives also require development setbacks from surrounding service and manufacturing land uses, agricultural lands, and sensitive natural resources such as Tank Farm Creek. Open space/agriculture equivalent to 50 percent of the site area is to be provided.

Portions of the Avila Ranch site are located within an airport safety zone. Accordingly, the LUCE objectives require development in this area to conform to safety and noise parameters related to the [ALUP](#).

4.0 LAND USE FRAMEWORK

Figure 4-1 shows the Land Use and Zoning Plan for the AASP. Table 4.1 shows the land use summary and capacities associated with the land use plan.

4.1 LAND USE GOALS

A goal is a general direction-setter. It is an ideal future end related to the public health, safety, or general welfare. A goal is a general expression of community values and, therefore, may be abstract in nature. Consequently, a goal is generally not quantifiable or time-dependent.

Goal 4.1.1: Urbanization and Resource Protection

Urbanization of the Airport Area in a manner consistent with City goals for resource protection.

Goal 4.1.2: Job Creation

Further the City's goals for growth management, economic development, and community character by designating land uses which facilitate and encourage the creation of high quality base-level and support-level jobs in the Airport Area.

Goal 4.1.3: Compact Urban Form

A compact urban form that minimizes sprawl onto surrounding agricultural and rural lands.

Goal 4.1.4: Existing Buildings

More productive use of existing buildings and lands that are already committed to urban uses so that existing City businesses can expand and/or relocate to more suitable locations.

Goal 4.1.5: Employment Opportunities

Employment opportunities appropriate for area residents' desires and skills.

Goal 4.1.6: Land Use Compatibility

Compatibility with existing and proposed uses both inside and outside the Airport Area.

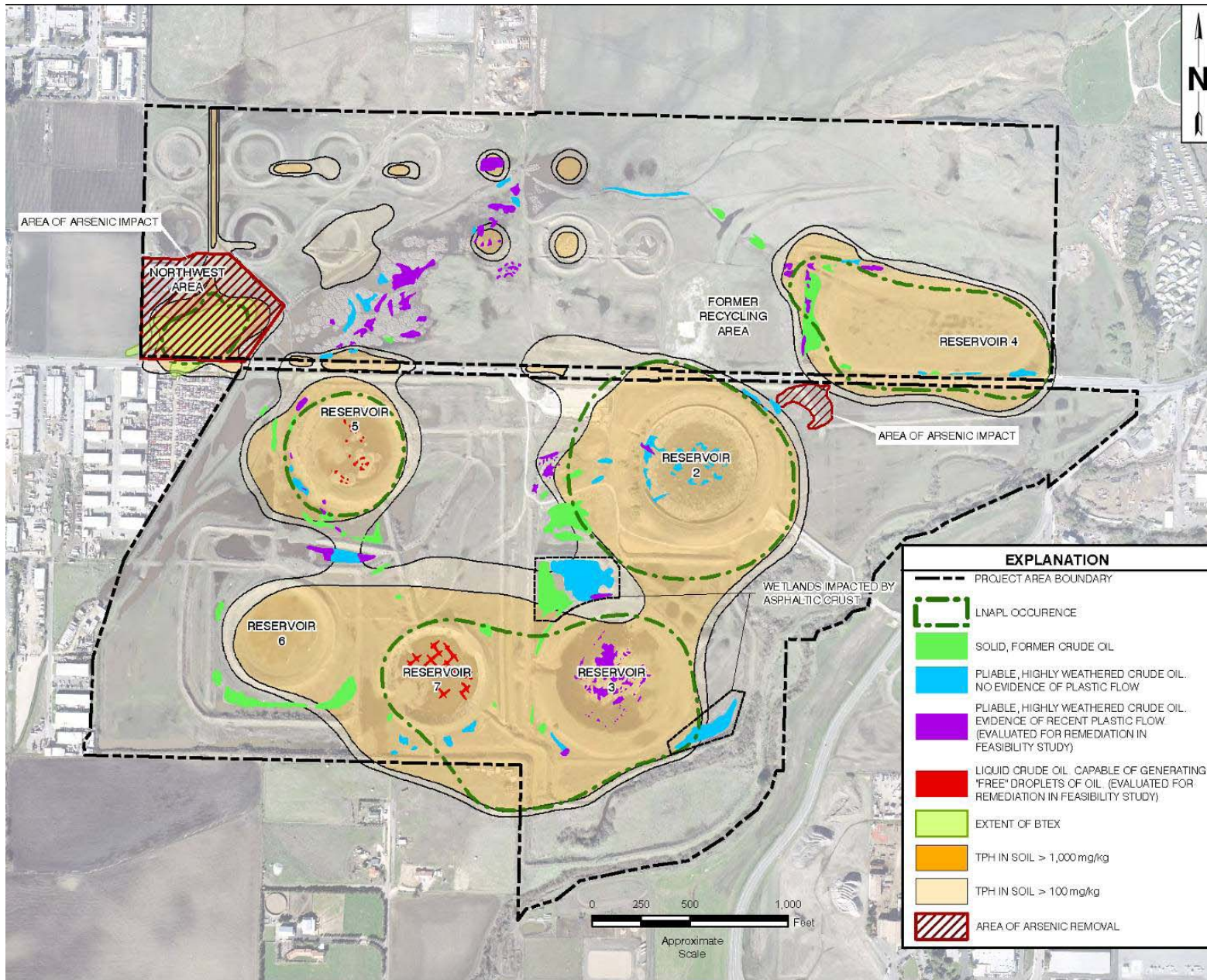


Figure 4-2 Areas of Soil Contamination on Unocal Property



Figure 4-3a Sensitive Biological Resources on Unocal Property

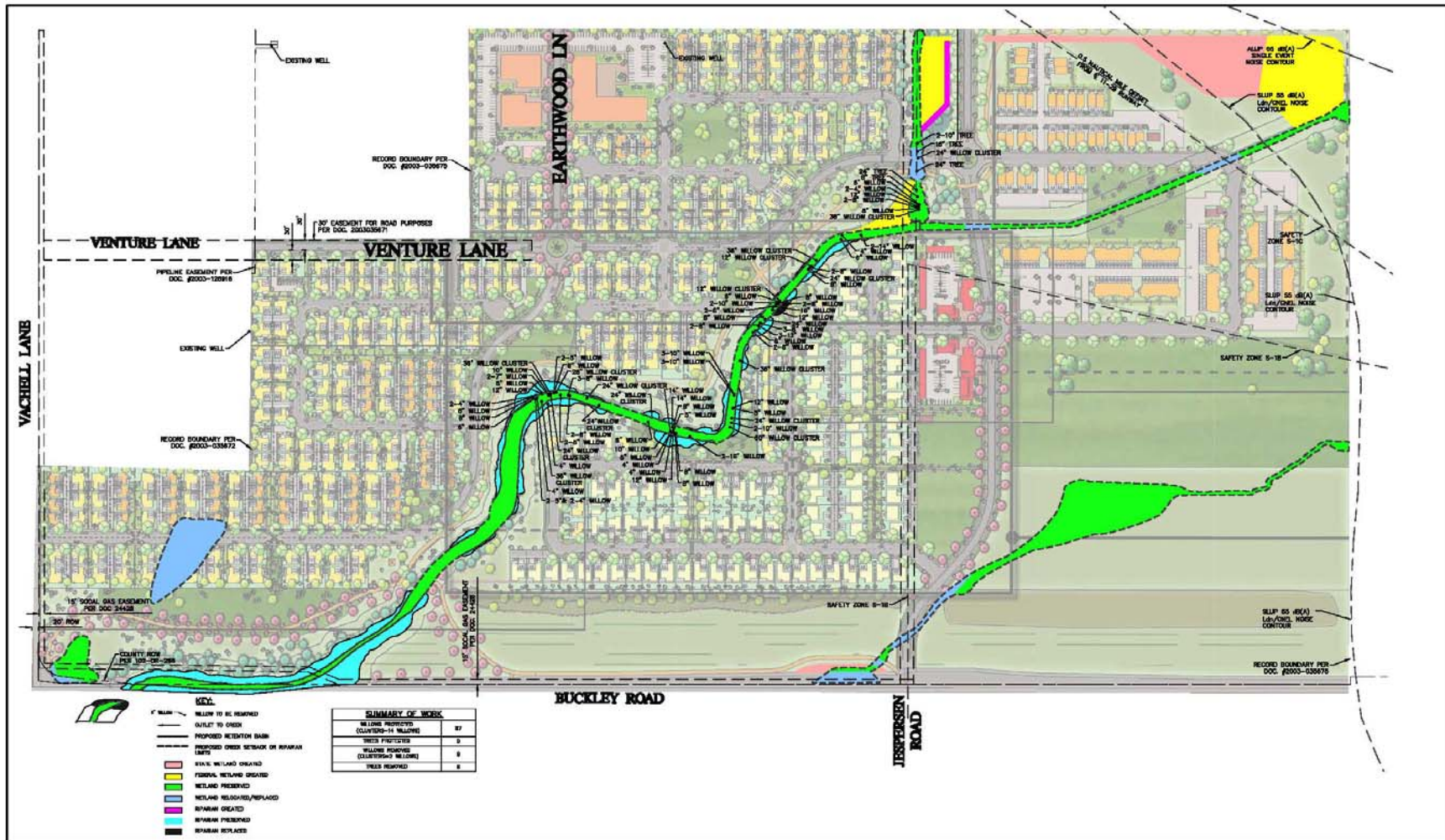


Figure 4-3b Sensitive Biological Resources in Avila Ranch Area

Goal 4.1.7: Sense of Place

New development that contributes to a sense of place. This includes arranging the improvements around central nodes or linear features such as riparian open space corridors, and by creating mini-parks or facilities as focal points for neighborhoods.

Goal 4.1.8: Protect and Enhance Natural Features

Protection and enhancement of natural features such as creeks, wetlands, and grasslands, within a system of permanent open space.

Goal 4.1.9: Airport Operations

Airport Area land uses and development, including Airport Compatible Open Space, compatible with the long-term operation of the airport, and enhancing the viability of the airport as a regional transportation facility.

Goal 4.1.10: Balance of Conservation and Development

A balanced conservation and development program that enhances public safety, community character and natural resource values while remedying long-standing environmental and aesthetic problems.

Goal 4.1.11: Agricultural Buffers

Preservation of agricultural land and open space for on-going agricultural uses. This is accomplished through the provision of buffers so land use conflicts between urban and agricultural uses are minimized.

4.2 LAND USE DESIGNATIONS AND ZONING

The following sections describe the intent for each of the Specific Plan land use categories. Figure 4-1 establishes the land use designations for property within the Specific Plan area. Figure 4-4 establishes the zoning and Table 4.3 provides a list of uses and

permit requirements, if any. The proposed land use designations and hierarchy reflect the diverse nature of the AASP area. The AASP area is comprised of four principal subareas: 1) Chevron property which includes a major additional planned development for Business Park uses, and the remediation of the Tank Farm property; 2) the Avila Ranch property which includes planned development of residential and neighborhood commercial uses; 3) other business park, service commercial and industrial properties; and, 4) the County Regional Airport. Specific subarea plans have been developed for the Chevron and Avila Ranch properties, and the policies, standards, guidelines and program associated with those properties represent the bulk of the AASP's development regulations.

4.2.1 Business Park

Areas designated Business Park are primarily for research and development, light manufacturing, and business services that are compatible with each other and with airport operations. Activities that are supportive of, or accessory to, the primary activities may be allowed as well.

The City recognizes that businesses locating in areas designated Business Park often combine product development, promotion, manufacturing and distribution at a single facility. The Business Park designation is intended to accommodate such combinations, with the lowest level of review by the City that is consistent with maintaining community character and assuring a desirable setting for the types of businesses that are the primary reason for Business Parks.

The Business Park designation is generally intended for well-designed, master-planned, campus-type developments that will contribute to community character and the City's objective of attracting jobs that can support households in San Luis Obispo. Because of the higher quality design associated with uses in this category, Business Park uses are generally located in areas of higher visibility to the public, such as along highways and major arterials (Tank Farm Road).

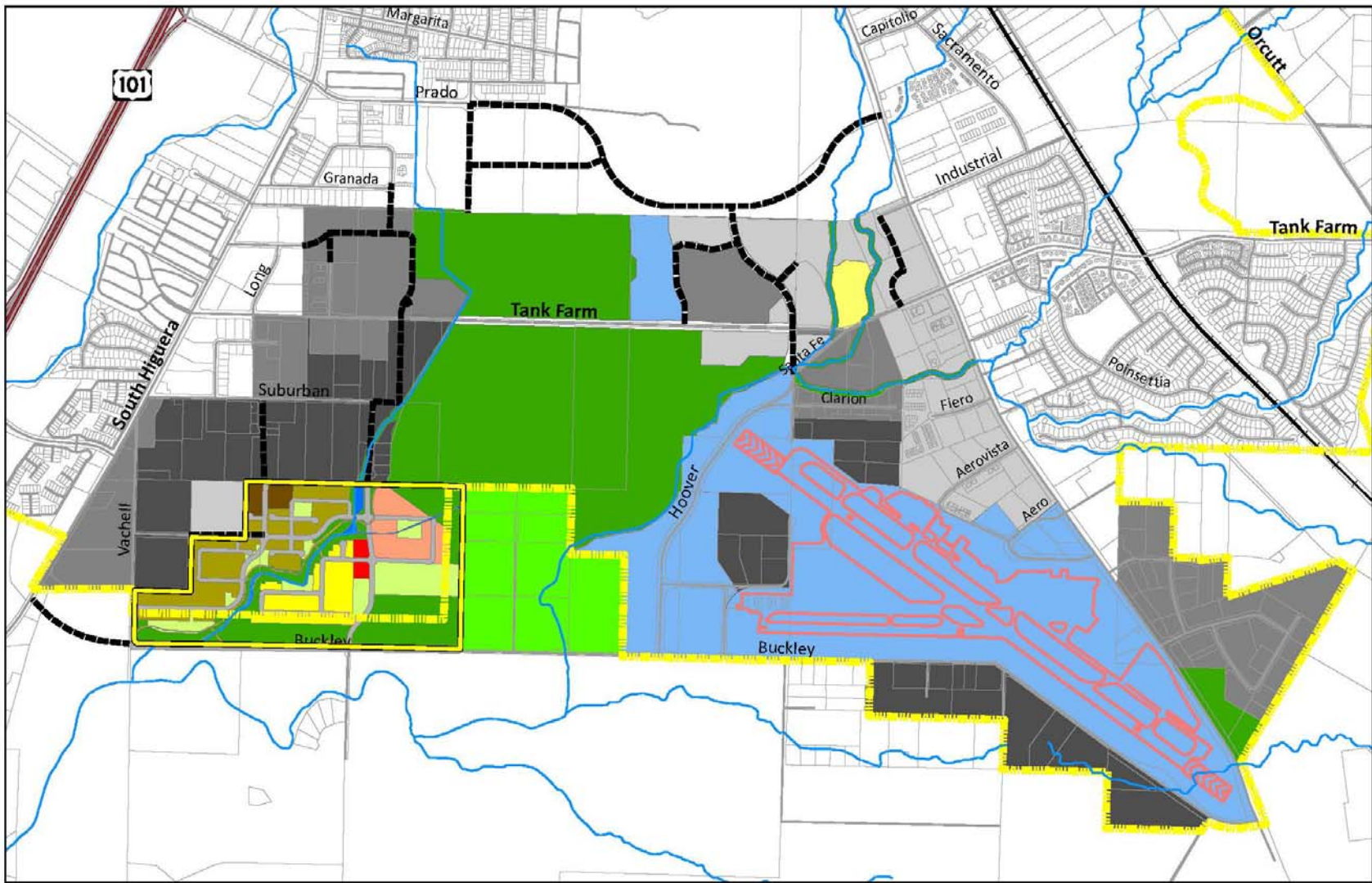


Figure 4-4 Zoning Designations



0 0.25 0.5 Miles

Zoning			
	Avila Ranch Area		Park
	Creeks		Low Density Residential
	Existing Roads		Medium Density Residential
	Urban Reserve Line		Medium-High Density Residential
	Proposed Roadway		High Density Residential
	Agriculture		Commercial
	Business Park		Reservation Area
	Service Commercial		
	Conservation/Open Space		
	Manufacturing		
	Public Facility		

Refer to Table 4.3 for specific uses permitted in the Business Park designation.

4.2.2 Service Commercial

Areas designated Service Commercial are generally for storage, transportation, and wholesaling type uses, as well as certain retail sales and business services that may be less appropriate in other commercial designations. Refer to Table 4.3 for specific uses permitted on land designated Service Commercial.

4.2.3 Manufacturing

Areas designated Manufacturing are generally for assembly, fabrication, storage and distribution, and sales and service type uses that have little or no direct trade with local consumers. Refer to Table 4.3 for specific uses permitted in the Manufacturing designation.

4.2.4 Public Facility

The Public Facility designation is assigned to the County-owned property associated with the San Luis Obispo County Regional Airport and portions of the former Chevron tank farm property. In addition to the airport runways, terminal, and parking operated by the County, there are several private businesses providing airport-related services that occupy lease sites from the County. Public Facility zoned land on the former Chevron Tank Farm property may be utilized for a range of land uses that can be found compatible within the airport safety zones. The Chevron EIR considered the PF zone for the possible location of a future fire station and for the potential location of sports fields.

4.2.5 Low Density Residential (R-1)

The Low Density Residential designation is for new single family residential development in the Avila Ranch subarea. It is expected that there will be 100-110 Low Density Residential dwelling units

on 12.8 acres including a range of lot sizes from 5,000 SF to 10,000 SF units with front garages and drive approaches. Maximum density would be up to seven units per net acres in conformance with the Avila Ranch Development plan and Chapter 17.26 of the SLO Zoning Code.

4.2.6 Medium Density Residential (R-2)

The Medium-Density Residential designation is for the mobile home park that was established before preparation of this specific plan, and the new housing in Avila Ranch. Development of R-2 units in the Avila Ranch area will be primarily 4-pack, 6-pack and cluster units that will create small lot detached single family units. Total R-2 development in the Avila Ranch area is projected to be approximately 300 to 310 dwelling units on 34 acres, with maximum potential development of 12 units per net acre pursuant to SLO Zoning Code Chapter 17.26. The R-2 units may be in several different configurations, and development shall comply with the design standards in the Avila Ranch Development Plan. The R-2 portions of the project will be oriented to provide small-lot housing with housing sizes and corresponding initial sales prices aimed at those families with incomes equal to 120 percent to 160 percent of City Median Household income. See Policy 4.2.12.

The mobile home park may be retained as a conforming use, however, further development of the site is not permitted by the Airport Land Use Plan. On-site buildings may be replaced with similar residential development and the property can be subdivided to allow resident ownership as long as residential density is not increased.

4.2.7 Medium High Density Residential (R-3)

The Medium-High Density Residential land use is located at the Avila Ranch subarea. This land use designation is for a combination of stacked flats apartments, townhomes and condominiums arranged around a central amenity or open space. The Avila Ranch R-3 area is located in airport safety zones S-2 and S-1B. Up to seven of the R-3 dwelling units may be provided

in the S-1B Safety Zone (with clustering in the R-3 development). Airport safety zone S-1C borders this land use on the north. Consequently, while dwelling units in the R-3 land use area are not considered to be subject to excessive noise or safety issues or impacts, the sleeping and living portions of the dwelling units are to be oriented away from the S-1B and S-1C airport safety areas because they have greater restriction on residential development. Carports, garages, drives and non-living or non-sleeping areas may be located in the S-1C and S-1B airport safety zones and up to seven residential units may be located in the airport safety zone S-1B (with clustering in the R-3 development). The R-3 portion of the Avila Ranch project is expected to yield 180-190 dwelling units on eleven acres, but may include up to 20 density units per acre in accordance with Chapters 17.16.010 and 17.27 of the SLO Zoning Code. Development concepts for this land use shall be in conformance with the Avila Ranch Development Plan. A portion of the R-3 development will be used for the required onsite inclusionary housing requirement for 70 moderate income housing units.

4.2.8 High Density Residential (R-4)

The High Density Residential land use is located at the Avila Ranch subarea. This land use designation is for stacked flat apartments, arranged around or associated with a central amenity or open space. The Avila Ranch R-4 land use area is in the northwest corner of the project, adjacent to existing and future Business Park and Service Commercial developments. While dwelling units in the R-4 land use area are not considered to be subject to excessive stationary noise impacts (based on the noise study prepared for the project), the sleeping and living portions of the dwelling units are to be oriented away from the eastern and northern project boundaries and carports, garages, and drives are to be located along these boundaries. The R-4 portion of the Avila Ranch project is expected to yield between 120-130 dwelling units on the 4.4 acres, but may include up to 24 density units per acre in accordance with Chapters 17.16.010 and 17.30 of the SLO Zoning Code. Development concepts for this land use shall be in conformance with the Avila Ranch Development Plan.

4.2.9 Open Space

The Open Space designation is intended to preserve undeveloped or minimally developed land for preservation of natural resources and public safety. The Specific Plan designates the following specific areas for open space:

- A. Planning area creeks: to protect and enhance habitat and recreational values;
- B. Portions of the Chevron site: to provide for the creation of an ecological preserve and storm-water detention area, with controlled public access for non-intrusive recreation;
- C. Portions of the Avila Ranch site: Provide an agricultural buffer along the Buckley Road frontage, associated with a Reservation Space in conformance with the ALUP; preservation of the Tank Farm Creek corridor as a linear park, bikeway and passive recreation area; and, preservation of open space to the eastern side of the project for a buffer to agricultural uses outside the URL and in conformity with the ALUP;
- D. Airport clear zones: to limit uses in the most restrictive airport safety zones to the siting of navigational aids and related equipment, and limited agricultural uses (e.g., hay-cropping, pasturage, and cultivation);

Refer to Chapter 3 for more detailed discussion of Open Space issues.

4.2.10 Agriculture

Areas designated Agriculture are intended to encourage conservation of agricultural lands and continuation of agricultural uses and keeping of livestock where compatible with urban development. The sites designated as Agriculture in the Airport Area have historically been used for agricultural uses and are

bordered by agricultural buffers on the parcels being developed with urban uses to insure compatibility between the uses.

Agricultural uses should conform to the requirements of the City's Airport Compatible Open Space and the Airport Land Use Plan with any agricultural uses in the RPZ, S-1A and S-1C and any Reservation Spaces shall be free of trees, stakes, and significant structures. Where feasible, furrows and planted rows should run parallel to the extended runway centerline of the nearest runway. Onsite agricultural uses along the Buckley Road corridor and the eastern project boundary totals approximately 35 acres, leaving an agricultural mitigation requirement of 50 acres for the Avila Ranch project. As part of the project entitlements a qualifying agricultural conservation easement or fee title will be acquired on property that is within the Planning Area and designated open space areas of value to the City. This land will be of at least equal agricultural value to that on site, meaning that it will have an agricultural productivity Classification of 3 or better. Prime farmlands (Class I) may be acquired as well and will be offered at a 2:1 beneficial ratio. That is, one acre of Class 1 farm-land will count as 2 acres of Class 3 farmland toward agricultural mitigation.

4.2.11 Neighborhood Commercial

Neighborhood Commercial uses shall be used as a focal point for the Town Square area of the Avila Ranch property. Because of the nearby retail shopping center on South Higuera, this neighborhood center will focus on small-scale convenience items, and possibly provide some office space. Development will be for 15,000 SF of building area, in conformance with the Avila Ranch Development Plan and Chapter 17.38 of the SLO Zoning Code.

4.2.12 Affordable Housing

The City of San Luis Obispo has adopted an inclusionary housing program that requires all new development projects to include affordable housing units, dedicate real property for affordable housing, or pay an in-lieu fee to increase affordable housing opportunities Citywide. In residential annexation areas like the

AASP Area, at least five percent of the new housing must be rented or sold at prices affordable to low income households. Another ten percent of the new housing must be available for moderate income households.

New housing in San Luis Obispo must address the community's urgent need for affordable housing. For housing to qualify as "affordable," the housing developer must guarantee that the housing units will be developed and maintained in a manner consistent with the City's Affordable Housing Standards, which are updated annually with maximum sales prices, maximum rents, and income limits for potential purchasers or renters of affordable homes. There is also an urgent need for market-rate and moderate income housing that is affordable by design (small lots, small units and lower maintenance costs).

As laid out in the following policies and programs, all of the required affordable housing will be constructed within the AASP Area. The affordable housing requirement will be met by dedicating land in the new subdivisions to the Housing Authority of San Luis Obispo, or other City recognized affordable housing developer, or by building affordable units as part of the project. When land is dedicated in-lieu of providing the affordable housing units, all frontage improvements and off-site improvements required to serve the affordable housing development shall be installed by the market-rate housing developer. Any dedicated land must be able to accommodate the inclusionary requirement of the project as well as space to accommodate a density bonus of up to thirty-five percent.

4.2.12.1 Avila Ranch Affordable Housing

Multiple housing types of varying costs that attract a variety of homeowners and renters, with incomes ranging from very-low to high will be provided. Special attention will be paid to address the need for housing affordable to those making 121-160 percent of the City's Median Household Income, moderate income housing, as well as the City's inclusionary housing requirement.

4.2.12.2 Avila Ranch Inclusionary Housing

The City's inclusionary housing requirements shall be met by building the affordable units within the Avila Ranch R-3 and R-4 land use areas. This will allow flexibility to dedicate land and have an affordable housing provider construct and operate these units in a contiguous area, as well as having them constructed as part of an overall market rate development. The minimum ten percent of moderate income affordable dwelling units (70 dwelling units) shall be constructed in the R-3 areas and the five percent low income dwelling units (35 units) shall be constructed in the R-4 land use area. The inclusionary housing units may be constructed along with the market rate units, or property may be dedicated to affordable housing providers (HASLO, Peoples Self Help, etc.) consistent with Housing Element Policy 4.3.

4.2.12.3 Land In Lieu of Housing Production

Land may be dedicated to the Housing Authority, or other City recognized low-income housing developer, in-lieu of constructing the required affordable housing units. The dedicated land must be of sufficient size to construct at least the number of affordable low and/or moderate income units required by the Inclusionary Housing Ordinance for the project, plus 35 percent to accommodate the allowed density bonus. When land is provided to meet the affordable housing requirement, all frontage improvements and required off-site improvements shall be installed by the market-rate housing developer.

4.2.12.4 Affordable by Design

The Avila Ranch project will encourage housing types and designs to provide housing affordable to a range of incomes. As a performance objective, the R-2 small-lot single family portions of the site shall include at least one third of the dwelling units in sizes, configurations and features that will result in an initial sales price that is affordable to those with incomes equal to 121 percent to 160 percent of City Median Household Income. For the purposes of determining affordability, units which have sales

prices that are 7.00 times the City Median Household Income shall be considered to be affordable to families in this income range.

The Avila Ranch project will also encourage long term housing affordability by including design and development strategies that serve to provide lower cost housing, including the following:

- A. Providing a range of dwelling unit sizes in each residential zone. R-2 units will range in size from approximately 1,350 square feet to 2,000 square feet, with an average size of approximately 1,675 square feet. R-3 units will range in size from 600 square feet to 1,500 square feet with an average of approximately 1,200 square feet.
- B. Maintenance expenses, to the extent feasible, shall be included in a Community Facilities District to reduce the necessity for Homeowners Associations.
- C. Landscaping shall be designed to reduce the monthly costs of maintenance.
- D. Utilize passive and active solar energy strategies to reduce monthly energy costs.

4.3 LAND USE POLICIES

Policy 4.3.1: Support for Airport Service

The City will support the Airport's continued service to the region.

Policy 4.3.2: Airport Master Plan

The City will support the County's implementation of the Airport Master Plan.

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. In determining the location of safety zones and the consistency of the land uses with the Airport Land Use Plan, the ALUP policies and the most recent Airport Land Use Commission determinations shall be used.

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. After revision of the AASP, the ACOS shall be amended to include the open space on Avila Ranch and the Reservation Space.

Policy 4.3.5: Transit Service

The City shall encourage public transit agencies to serve the County Airport as soon as practical. Transit Route 2 should be extended to Avila Ranch. The first phase will extend the route to Venture Lane with a return along Earthwood Lane. The second phase should include an extension of the route through the Avila Ranch project and westerly along Buckley Road to South Higuera Street to serve the Caltrans Maintenance and Headquarters facilities, when constructed.

Policy 4.3.6: Tank Farm Site

The Chevron Remediation and Development project and its accompanying EIR provides for a comprehensive development and conservation plan for the entire property. This development plan includes mitigation measures adopted with the Chevron Tank Farm Remediation and Development Project EIR and must meet with the approval of federal, state and local agencies with jurisdiction over the hazards and natural resources present, and includes:

A. A detailed resource management plan to protect and enhance natural resources found on the Tank Farm Site,

including sensitive species and their habitats (e.g., wetlands, riparian corridors, and native grasslands).

- B. Conservation easements for the permanent protection of natural resources dedicated to an appropriate trustee agency such as the City, County, RWQCB or SLO Land Trust.
- C. A detailed, site-specific plan for remediation of contaminated areas associated with developing areas designated for development and habitat restoration consistent with the Remedial Action Plan evaluated with the Chevron Tank Farm EIR (2013-2014).
- D. An implementation plan that links development entitlements to completion of specific remediation and habitat-improvement actions.
- E. A mechanism, such as an endowment, for implementing the long-term monitoring, enhancement and maintenance included in the plan.

Policy 4.3.7: Tank Farm Road Improvements

Prior to development of the Tank Farm site, Chevron, or its successor in interest, must provide a tentative map with preliminary design plans for improvements to Tank Farm Road adjacent to its property. The design plans will address roadway design standards provided in Chapter 6, including the roadway design, median and parkway landscaping, re-grading of the berms, re-location and replacement of chain link fencing with a more visually compatible solution, and alignment and design of on-street and off-street pedestrian and bicycle connections as shown in the circulation section, chapter 6.

Policy 4.3.8: Approach and Climb-Out Paths

Retain undeveloped and open space areas of land under the approach and climb-out paths for all active runways in

conformance with the Cluster Development Zone regulations in areas where the expected, regular and frequent air traffic operates below 500 feet above ground level (AGL).

Policy 4.3.9: East Airport Area Clear Zones

The City and the County will work to obtain land or development rights in the Airport Area to limit development in the Runway Protection Zone and Safety Zone S-1A.

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 and the Advisory Circular 150/5300A-Change 1 unless the development or land use is specifically approved in coordination with the FAA.

Policy 4.3.11: Uses Not Listed

The Community Development Director is authorized to 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.

Policy 4.3.12: Zoning Regulations

Zoning Regulations standards shall apply to the Airport Area where no equivalent standard is provided in this Specific Plan. Where there are duplicate regulations, the more restrictive one shall apply.

Table 4.3 – Allowed Uses

Key: A = Allowed D = Director's Use Permit approval required PC = Planning Commission Use Permit approval required H = Home Occupation Permit required Footnotes (see end of table)

Land Use	Zoning District							
	PF	C-S	M	BP	<u>R1</u>	<u>R2</u>	<u>R3</u>	<u>R4</u>

AGRICULTURE

Crop production	A	D	D					
Community gardens	D				D	D	D	D

INDUSTRY, MANUFACTURING & PROCESSING, WHOLESALING

<u>Bakery, wholesale</u>	-	<u>A</u>	<u>A</u>	<u>PC</u>	-	-	-	-
<u>Furniture and fixtures manufacturing, cabinet shop</u>	-	<u>D</u>	<u>A</u>	-	-	-	-	-
<u>Industrial research and development</u>	-	<u>PC</u>	<u>D</u>	<u>D</u>	-	-	-	-
<u>Laboratory - Medical, analytical, research, testing</u>	-	<u>A</u>	<u>A</u>	<u>A</u>	-	-	-	-
<u>Laundry, dry cleaning plant</u>	-	<u>A</u>	<u>A</u>	-	-	-	-	-
<u>Manufacturing - Heavy</u>	-	-	<u>PC</u>	<u>PC</u>	-	-	-	-
<u>Manufacturing - Light</u>	-	<u>D</u>	<u>A</u>	<u>A</u>	-	-	-	-
<u>Petroleum product storage and distribution</u>	-	-	<u>D</u>	-	-	-	-	-
<u>Photo and film processing lab</u>	-	<u>A</u>	<u>A</u>	-	-	-	-	-
<u>Printing and publishing</u>	-	<u>A</u>	<u>A</u>	<u>A</u>	-	-	-	-
<u>Recycling facilities - Collection and processing facility</u>	-	-	<u>D</u>	-	-	-	-	-
<u>Recycling facilities - Scrap and dismantling yard</u>	-	-	<u>D</u>	-	-	-	-	-
<u>Recycling facilities - Small collection facility</u>	-	<u>D</u>	<u>A</u>	-	-	-	-	-
<u>Storage - personal storage facility</u>	-	<u>A</u>	<u>A</u>	-	-	-	-	-
<u>Storage yard</u>	-	<u>D</u>	<u>A</u>	-	-	-	-	-
<u>Warehousing, indoor storage</u>	-	<u>A</u>	<u>A</u>	<u>PC</u>	-	-	-	-
<u>Wholesaling and distribution</u>	-	<u>A</u>	<u>A</u>	<u>PC</u>	-	-	-	-

Key: A = Allowed D = Director's Use Permit approval required PC = Planning Commission Use Permit approval required H = Home Occupation Permit required Footnotes (see end of table)

Land Use	Zoning District							
	PF	C-S	M	BP	R1	R2	R3	R4

LODGING

<u>Bed and breakfast inn</u>	-	-	-	-	-	-	<u>PC</u>	<u>PC</u>
<u>Homeless shelter</u>	<u>A</u>	<u>PC</u>	<u>PC</u>	-	-	-	<u>PC</u>	<u>PC</u>
<u>Hostel</u>	-	-	-	-	-	-	<u>PC</u>	<u>PC</u>
<u>Hotel, motel</u>	-	-	-	<u>PC</u>	-	-	-	-

RECREATION, EDUCATION, & PUBLIC ASSEMBLY USES

Bar/tavern		D	D					
Club, lodge, private meeting hall		D					D	D
Commercial recreation facility - Indoor	PC	D(12)	PC	D				
Commercial recreation facility – Outdoor	PC	PC						
Educational conferences							D	D
Fitness/health facility		A	A	D				
Golf course	PC							
Library, museum	PC							
Night club		D	D					
Park, playground	D				A	A	A	A
Public assembly facility	PC	PC						
Religious facility	D	D(7)	D(7)		PC	D	D	D
School - Boarding school, elementary, middle, secondary							PC	PC
School - College university campus	PC							
School - Elementary, middle, secondary	PC				PC	PC	D	D
School – Specialized education/training		A	A					
Special Event	D	D	D					
Sports and active recreation facility	PC	PC	PC					
Sports and entertainment assembly facility	PC		PC					

Key: A = Allowed D = Director's Use Permit approval required PC = Planning Commission Use Permit approval required H = Home Occupation Permit required Footnotes (see end of table)

Land Use	Zoning District							
	PF	C-S	M	BP	R1	R2	R3	R4
Studio - Art, dance, martial arts, music, etc.	D	A						
Theater	PC(8)			D				
Theater - Drive-in		PC	PC					

RESIDENTIAL USES

<u>Boarding/rooming house, dormitory</u>	-	-	-	-	-	-	<u>PC</u>	<u>D</u>
<u>Caretaker quarters</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>D</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>
<u>Convents and monasteries</u>	-	-	-	-	-	<u>PC</u>	<u>A</u>	<u>A</u>
<u>Fraternity, sorority</u>	-	-	-	-	-	-	<u>PC</u>	<u>PC</u>
<u>High occupancy residential unit</u>	-	-	-	-	<u>D</u>	<u>D</u>	-	-
<u>Home occupation</u>	-	<u>H</u>	<u>H</u>	-	<u>H</u>	<u>H</u>	<u>H</u>	<u>H</u>
<u>Live/work units</u>	-	<u>A</u>	<u>A</u>	-	-	-	-	-
<u>Mixed-use project</u>	-	<u>PC</u>	<u>PC</u>	-	-	-	-	-
<u>Mobile home as temporary residence at building site</u>	-	-	-	-	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>
<u>Mobile home park</u>	-	-	-	-	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>
<u>Multi-family dwellings</u>	-	-	-	-	-	<u>A</u>	<u>A</u>	<u>A</u>
<u>Residential care facilities - 6 or fewer residents</u>	-	-	-	-	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>
<u>Residential care facilities - 7 or more residents</u>	-	-	-	-	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>
<u>Residential hospice facility</u>	<u>PC</u>	-	-	-	-	<u>PC</u>	<u>PC</u>	<u>D</u>
<u>Rest home</u>	-	-	-	-	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>
<u>Single-family dwellings</u>	-	-	-	-	<u>A(2)</u>	<u>A</u>	<u>A</u>	<u>A</u>
<u>Secondary dwelling units</u>	-	-	-	-	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>
<u>Work/live units</u>	-	<u>D</u>	<u>D</u>	-	-	-	-	-

Key: A = Allowed D = Director's Use Permit approval required PC = Planning Commission Use Permit approval required H = Home Occupation Permit required Footnotes (see end of table)

Land Use	Zoning District							
	PF	C-S	M	BP	<u>R1</u>	<u>R2</u>	<u>R3</u>	<u>R4</u>

RETAIL SALES

<u>Auto and vehicle sales and rental</u>	-	<u>A</u>	<u>PC</u>	-	-	-	-	-
<u>Auto parts sales, with installation</u>	-	<u>A</u>	<u>A</u>	-	-	-	-	-
<u>Auto parts sales, without installation</u>	-	<u>A</u>	<u>A</u>	-	-	-	-	-
<u>Bakery, retail</u>	-	<u>D</u>	<u>D</u>	-	-	-	-	-
<u>Building and landscape materials sales, indoor</u>	-	<u>A</u>	<u>A</u>	-	-	-	-	-
<u>Building and landscape materials sales, outdoor</u>	-	<u>A</u>	<u>A</u>	-	-	-	-	-
<u>Construction and heavy equipment sales and rentals</u>	-	<u>D</u>	<u>D</u>	-	-	-	-	-
<u>Convenience store</u>	-	<u>D</u>	<u>D</u>	<u>D</u>	-	<u>D</u>	<u>D</u>	<u>D</u>
<u>Extended hour retail</u>	-	<u>D</u>	<u>D</u>	-	-	-	-	-
<u>Farm supply and feed store</u>	-	<u>A</u>	<u>A</u>	-	-	-	-	-
<u>Fuel dealer (propane, etc.)</u>	-	<u>D</u>	<u>A</u>	-	-	-	-	-
<u>Furniture, furnishings, and appliance stores</u>	-	<u>A</u>	-	-	-	-	-	-
<u>Mobile home, RV, and boat sales</u>	-	<u>A</u>	<u>PC</u>	-	-	-	-	-
<u>Office-supporting retail, 2,000 sf or less</u>	-	-	-	<u>D</u>	-	-	-	-
<u>Office-supporting retail, More than 2,000 up to 5,000 sf</u>	-	-	-	<u>D</u>	-	-	-	-
<u>Produce stand</u>	-	<u>A</u>	-	-	-	-	-	-
<u>Restaurant</u>	-	<u>D</u>	<u>D</u>	-	-	-	-	-
<u>Restaurant with late hour alcohol service</u>	-	<u>D</u>	<u>D</u>	-	-	-	-	-
<u>Outdoor BBQ/Grill, accessory to restaurant</u>	-	<u>D</u>	<u>D</u>	-	-	-	-	-
<u>Service station (see also "vehicle services")</u>	-	<u>A</u>	-	-	-	-	-	-
<u>Warehouse stress – 45,000 sf or less gfa</u>	-	<u>D</u>	-	-	-	-	-	-
<u>Warehouse stores – more than 45,000 sf gfa</u>	-	<u>PC</u>	-	-	-	-	-	-
<u>Wine tasting room - off site</u>	-	<u>D</u>	<u>D</u>	<u>D</u>	-	-	-	-

Key: A = Allowed D = Director's Use Permit approval required PC = Planning Commission Use Permit approval required H = Home Occupation Permit required Footnotes (see end of table)

Land Use	Zoning District							
	PF	C-S	M	BP	R1	R2	R3	R4

SERVICES – BUSINESS, FINANCIAL & PROFESSIONAL

<u>ATMs</u>	-	<u>A</u>	<u>A</u>	<u>A</u>	-	-	-	-
<u>Banks and financial services</u>	-	<u>D(4)</u>	<u>D(4)</u>	<u>D</u>	-	-	-	-
<u>Business support services</u>	-	<u>A</u>	<u>A</u>	<u>A</u>	-	-	-	-
<u>Convalescent hospital</u>	<u>PC</u>	-	-	-	-	-	-	-
<u>Medical Service – Doctor Office</u>	-	<u>D(11)</u>	-	<u>D(11)</u>	-	-	-	-
<u>Medical Service – Clinic, laboratory, urgent care</u>	-	<u>D(11)</u>	-	<u>D(11)</u>	-	-	-	-
<u>Medical Service - Extended Care</u>	<u>PC</u>	-	-	-	-	<u>PC</u>	<u>PC</u>	<u>D</u>
<u>Medical Service - Hospital</u>	<u>PC</u>	-	-	-	-	-	-	-
<u>Office - Accessory</u>	-	<u>A</u>	<u>A</u>	-	-	-	-	-
<u>Office – Business and service</u>	-	<u>D(4)</u>	<u>D(4)</u>	<u>D</u>	-	-	-	-
<u>Office – Government</u>	<u>D</u>	-	-	<u>PC</u>	-	-	-	-
<u>Office – Processing</u>	-	<u>D(4)</u>	<u>D(4)</u>	<u>A</u>	-	-	-	-
<u>Office – Production and administrative</u>	-	<u>D(4)</u>	<u>D(4)</u>	<u>A</u>	-	-	-	-
<u>Office – Airport Related Services</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	-	-	-	-
<u>Office – Professional</u>	-	-	-	<u>D</u>	-	-	-	-
<u>Photographer, photographic studio</u>	-	<u>A</u>	-	-	-	-	-	-

Key: A = Allowed D = Director's Use Permit approval required PC = Planning Commission Use Permit approval required H = Home Occupation Permit required Footnotes (see end of table)

Land Use	Zoning District							
	PF	C-S	M	BP	R1	R2	R3	R4

SERVICES - GENERAL

Catering service		A	A					
Cemetery, mausoleum, columbarium	PC	PC	PC		PC	PC	PC	PC
Copying and Quick Printer Service		A	A	A				
Day care - Day care center (child/adult)	D(9)	D(9)	D(9)	D	D(9)	D(9)	D(9)	D(9)
Day care - Family day care home (small/large)					A	A	A	A
Equipment rental		A	A	D				
Food bank/package food distribution center		D	D					
Maintenance service, client site services		A	A	PC				
Mortuary, funeral home	D	D						
Personal services		A		D				

SERVICES - GENERAL

Personal services - Restricted		D						
Public safety facilities	PC			PC				
Public utility facilities	PC	A	A					
Repair service - Equipment, large appliances, etc.		A	A	D				
Social service organization	D	D	D	D				
Vehicle services - Repair and maintenance - Major		A	A	D				
Vehicle services - Repair and maintenance - Minor		A	A	D				
Vehicle services - Carwash		D	D					
Veterinary clinic-hospital, boarding, large animal		D	D					
Veterinary clinic-hospital, boarding, small animal, indoor		A						
Veterinary clinic-hospital, boarding, small animal, outdoor		D						

Key: A = Allowed D = Director's Use Permit approval required PC = Planning Commission Use Permit approval required H = Home Occupation Permit required Footnotes (see end of table)

Land Use	Zoning District							
	PF	C-S	M	BP	R1	R2	R3	R4

TRANSPORTATION & COMMUNICATIONS

Airport	PC	PC	PC	D				
Ambulance, taxi, and/or limousine dispatch facility		A	D	D				
Antennas and telecommunications facilities	D	D	D	D				
Media Production - Broadcast studio		A	A	A				
Media Production - Backlots/outdoor facilities and soundstages		D	D	D				
Heliport		PC	PC					
Parking facility	PC(6)	D(6)	D(6)					
Parking facility - Multi-level	PC(6)	PC(6)	PC(6)					
Parking facility - Temporary	PC	D	D					
Railroad facilities		D	A					
Transit station or terminal	PC	D	A					
Transit stop		A	A					
Truck or freight terminal		A	A	D				
Water and wastewater treatment plants and services	PC			PC				

Numbered Notes to Table 4.3:

1. Ozone - All uses. A Use Permit is required for the conversion of residential structures to non-residential uses. In order to approve a Use Permit, the Director shall first find that:
 - a) The project will be compatible with existing and allowed land uses in the area;
 - b) The project location or access arrangements will not significantly direct traffic to use local or collector streets in residential zones;
 - c) The project will provide adequate mitigation to address potential impacts related to noise, light and glare, and loss of privacy, among others, imposed by commercial activities on nearby residential areas, by using methods such as setbacks, landscaping, berming and fencing;
 - d) The project will not preclude industrial or service commercial uses in areas especially suited for these uses when compared with offices; and
 - e) The project will not create a shortage of C-S- or M-zoned land available for service commercial or industrial development.
2. The location, orientation, height, and mass of new structures will not significantly affect privacy in nearby residential areas; and
3. The project location or access arrangements will not significantly direct traffic to local streets in nearby residential areas; and
4. The project includes landscaping and yards that adequately separate parking and pedestrian circulation areas from sites in nearby residential areas.
5. R-1 zone - Multiple dwellings. Except for condominiums, the construction of more than one dwelling on a parcel in the R-1 zone requires Administrative Use Permit approval. R-1 density standards apply.
6. C-S and M zones - Required findings for offices. The approval of an office facility in the C-S or M zone shall require that the review authority first find that:
 - a) The project will be compatible with existing and allowed land uses in the area;
 - b) The project location or access arrangements will not significantly direct traffic to use local or collector streets in residential zones;
 - c) The project will provide adequate mitigation to address potential impacts related to noise, light and glare, and loss of privacy, among others, imposed by commercial activities on nearby residential areas, by using methods such as setbacks, landscaping, berming and fencing;
 - d) The project will not preclude industrial or service commercial uses in areas especially suited for these uses when compared with offices; and
 - e) The project will not create a shortage of C-S- or M-zoned land available for service commercial or industrial development.
7. Parking as a principal use. Use Permit approval may include deviations to otherwise applicable setback requirements and building height limits. A multi-level parking facility shall require the approval of a Use Permit by the Planning Commission.
8. Religious Facilities
9. C-T and M zone requirements. A religious facility use may be allowed only inside an existing building.

10. PF zone - Theaters. Only non-profit theaters are permitted.
11. Day care centers. Allowed by right where accessory to a church or school, or where and employer provides on-site child care to 14 or fewer children for the exclusive benefit of employees, providing the primary use meets City parking standards.
12. In order to approve a Medical Service use in the C-S or BP zones, the Hearing Officer must make the following findings:
 - a) The proposed medical service is compatible with surrounding land uses.
 - b) The proposed medical service is located along a street designated as an arterial or commercial collector in the Circulation Element and has convenient access to public transportation.
 - c) The proposed medical service will not significantly increase traffic or create parking impacts in residential neighborhoods.
 - d) The proposed medical service is consistent with the Airport Land Use Plan.
 - e) The project will not preclude service commercial uses in areas especially suited for these uses when compared with medical services.
 - f) The project site can accommodate the parking requirements of the proposed medical service and will not result in other lease spaces being under-utilized because of a lack of available parking. 12. C-S zone - Required findings for Indoor Commercial Recreational Facilities. Commercial indoor recreational uses in the C-S zone shall not include less than 10,000 square feet gross floor area per establishment. The approval of an indoor commercial recreational facility in the C-S zone shall require that the review authority first find that:
 - g) The proposed use will serve the community, in whole or in significant part, and the nature of the use requires a larger size in order to function;
 - h) The project will be compatible with existing and allowed land uses in the area;
 - i) The project location or access arrangements will not significantly direct traffic to use local or collector streets in residential zones;
 - j) The project will not preclude industrial or service commercial uses in areas especially suited for these uses when compared with recreational facilities; and
 - k) The project will not create a shortage of C-S -zoned land available for service commercial development
13. Safe Parking. Safe parking is only allowed in the R-1, R-2, R-3 and R-4 zones when accessory to a public assembly use, such as a club, lodge, private meeting hall or religious facility. Safe parking is prohibited as a primary use in the R-1, R-2, R-3 or R-4 zones and in all applicable zoning districts on properties that contain residential uses as the primary use.

4.4 DEVELOPMENT INTENSITY STANDARDS

The following development standards prescribe the intensity of development in the planning area based on criteria such as parcel dimensions, building coverage, floor area ratios, employee concentrations, etc. (also see “Design Guidelines and Development Standards,” Chapter 5). The standards for the R-2 and AG zones are as provided in the City’s Zoning Regulations and as may be provided in the Avila Ranch Development Plan.

4.4.1 Parcel Dimensions

The minimum dimensions for land parcels under each land use designation are shown in Table 4.4. Condominiums are the preferred approach for accommodating small, individually owned business spaces.

4.4.2 Building Intensity and Coverage

Building intensity is measured by “floor area ratio,” which is the ratio of building floor area to parcel area. For example, a one-story building covering one-half of its site would have a floor area ratio of 0.5, while a two-story building covering one-half of its site would have a floor area ratio of 1.0.

Coverage is simply the percentage of the parcel area covered by specified features. In the Zoning Regulations, coverage limits apply only to buildings and other structures. Within this specific plan, some land use designations have coverage limits for additional features. Table 4.5 shows allowable floor ratios and building coverage standards for each land use designation. The Avila Ranch Development Plan prescribes setback and development regulations that shall apply in the Avila Ranch Subarea.

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 assuming a Detailed Area Plan, ACOS, and Cluster Development Zone.

4.4.4 Building Setback Standards

Setbacks are the landscaped spaces between buildings or parking and property lines, whether along streets or between adjacent parcels. Table 4.7 shows setback standards. The Avila Ranch

Development Plan prescribes setback and development regulations that shall apply in the Avila Ranch Subarea.

4.4.5 Parking Requirements

The parking requirements for development in the Specific Plan area are shown in Table 4.8. The table includes minimum and maximum parking rates. The design of parking areas is discussed in detail in Chapter 5. The Avila Ranch Development Plan prescribes parking standards that shall apply in the Avila Ranch Subarea.

Land Use Designation	Minimum Area	Minimum Width	Minimum Depth	Maximum Depth: Width Ratio	Minimum Frontage
Open Space	40 ac	660 ft	660 ft	None	None (b)
Business Park	0.5 ac (a)	100 ft	100 ft	3:1	50 ft
Service Commercial	9,000 sf	60 ft	100 ft	3:1	40 ft
Manufacturing	9,000 sf	60 ft	100 ft	3:1	40 ft
Airport Facility	Subdivision and lease parcels are subject to approval by the County.				
Medium-density Residential	Minimum dimensions are as provided in the Subdivision Regulations. The mobile-home park has been recognized as a long-established use. It may be converted to resident-ownership, but redevelopment of the site at an increased density is not permitted by the Airport Land Use Plan.				

Notes: (a) Guideline: The Business Park zone should include a range of parcel sizes above the minimum.

(b) Each parcel must have access from a public road, or an access easement from a public road acceptable to the City.

(c) Common Interest Subdivisions are permitted, subject to the requirements of the Subdivision Regulations.

Table 4.5
San Luis Obispo Airport Area Specific Plan
BUILDING INTENSITY AND COVERAGE STANDARDS

Also see Table 4.6. Limitations on employee and customer concentrations due to airport safety are more restrictive than the standards provided below in most cases and may reduce maximum potential FAR.

Design Standard	Land-use Designation		
	Business Park	Service Commercial	Manufacturing
Maximum floor area ratio: warehousing, storage, or automated manufacturing uses	1.0	1.0	1.0
Maximum floor area ratio: all other uses	0.6	0.6	0.6
Maximum coverage for buildings, driveways, and parking (a)	80%	90%	90%
Minimum landscaped space (planted areas, water features, and hard surfaces used mainly, by pedestrians) as percentage of site area	20%	10%	10%

Airport Safety Area	Maximum number of Employees, Clients or Customers with Long-term Stays On Each Site*	Maximum Density of Residential Development (d.u./acre)**
Runway Protection Zones	5 per acre	0
Aviation Safety Area S-1a	40 per acre	.2
Aviation Safety Area S-1b	50-75*** per acre	.2
Aviation Safety Area S-1c	120 per acre	.2
Aviation Safety Area 2	Unlimited	Unlimited****

*Additional density adjustments may be attained through the designation of Clustered Development Zones (CDZ). A CDZ may include any part or all of the area encompassed by an Airport Compatible Open Space Plan (ACOS), and the geographic extent of each CDZ will be determined and specified by the responsible local agency. In order to be approved by the ALUC, an Airport-Compatible Open Space Plan which proposes to establish one or more CDZs must provide for the establishment, protection, and maintenance in Perpetuity of the following percentages of each proposed CDZ as Reserve Space:

- a. in Aviation Safety Area S-1c: 35% of the gross area of the CDZ
- b. in Aviation Safety Area S-2: 25% of the gross area of the CDZ

** Refers to the maximum number of dwelling units (as defined by the ALUP) per acre of gross land area allowable on any parcel under the terms of a proposed project or local action.

***Refer to Airport Land Use plan, actual maximum depends on project site distance form runway. Numbers may be averaged over an entire property.

**** Requires that the development be within a CDZ specified by an approved ACOS and controlled by a Detailed Area Plan that has been developed in consultation with the ALUC and has been reviewed by the ALUC and has been determined to be consistent with the ALUP.

Setback Distance Between:	Business Park	Service Commercial	Manufacturing
Buildings and property lines along streets (a)	16 feet	16 feet	16 feet
Parking lots and property lines along streets	10 feet	5 feet	5 feet
Buildings and property lines between adjacent parcels (b)	None	None	None
Parking lots and property lines between adjacent parcels (c)	5 feet	None	None
All Zones – Setbacks from property lines along Buckley Road	All Physical Improvements ñ 15 feet Buildings ñ 32 feet Parking Lots ñ 25 feet		

- Notes:
- (a) Uncovered sitting and eating areas may be located within setbacks, but to noise exposure are discouraged along major roads.
 - (b) The Building Code may require separation, depending on the type of construction.
 - (c) Parking lots covered by a common parking agreement may extend across a

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. The Avila Ranch Development Plan prescribes setback and development regulations that shall apply in the Avila Ranch Subarea.

Table 4.8 <i>San Luis Obispo Airport Specific Plan</i> PARKING STANDARDS				
Type of Land Use	Minimum Parking Rate (1 space/indicated floor area)		Maximum Parking Rate (1 space/indicated floor area)	
		Square feet		Square feet
Business services, research, design, manufacturing		500		300
Retail sales and personal services		300		300
Warehousing, wholesaling		1,500		500
Child or elder care for on-site workers (a)		None		None

Note: (a) The parking for care facilities serving multiple employers will be determined through the required use permit, and may take into consideration loading or short-term stopping lanes on the site as well as any curbside parking spaces in the public right-of-way.

Table 4.9 <i>San Luis Obispo Airport Area Specific Plan</i> MAXIMUM BUILDING HEIGHT STANDARDS				
Building Type	Land Use Category			
	Business Park	Service Commercial	Manufacturing	R-2
Occupied Buildings	45 feet*	36 feet	36 feet	See R-2 zoning
Non-Occupied Architectural Features	52 feet	46 feet	46 feet	See R-2 zoning

*not to exceed 3 stories

Note: Notwithstanding the height restrictions provided in Table 4.9, in no case are building heights to create an “obstruction to air navigation” as defined in the SLO County Regional Airport Land Use Plan.

4.4.7 Amenity Incentives

Projects in the Business Park, Service Commercial, and Manufacturing designations may be granted incentives for amenities that are not required by the Zoning Regulations or by this specific plan. Examples of such amenities are:

- A. Child or elder care facilities
- B. Bicycle or public transportation facilities, integrated with areawide systems, such as improved transit stops or bike paths
- C. Wildlife habitat restoration (beyond what may be required)
- D. Public plaza areas designed to allow use by the general public
- E. Public art (beyond minimum City requirements)
- F. Private recreational facilities (sports and volleyball courts)
- G. Implementation of the drainage policies listed in Section 7.1 beyond that required by the Waterways Management Plan.

Such incentives are limited to the following exceptions to Development Standards, and each is subject to approval by the Planning Commission, Architectural Review Commission or Community Development Director:

- A. Up to 10% increase in floor area ratio (for example, from 0.6 to 0.66)
- B. Up to 20% increase in height
- C. Up to 20% reduction in required street setback
- D. Up to 10% reduction in required parking

4.4.8 Property Condition

- A. All land, structures, and improvements shall be maintained in a condition that does not detract from the health, safety, and appearance of the planning area. In particular, the following conditions are prohibited:
1. Dilapidated or vandalized buildings, parts of buildings, signs, outdoor walls, fences, or landscape features such as benches and fountains.
 2. Accumulation of trash or debris.
 3. Accumulation of scrap materials, except at a contractors' yard or bulk recycling facility approved and screened.
 4. Dead landscape planting.
 5. The proliferation of untended, weedy plants on the part of a site approved for development.
- B. Vehicle and equipment storage shall be regulated so that it does not detract from appearance of the planning area. The following provisions shall apply to any motor vehicle, trailer, camper, camper shell, motorcycle, motor-home, boat, aircraft, or similar conveyance:
1. Off-street parking or storage shall be on a dust-free, all-weather surface.
 2. Modifying, servicing, repairing, restoring, assembling, disassembling, or wrecking shall be conducted within an enclosed building, except where approved and screened as provided in this chapter
 3. Parking, storing, or placing such a conveyance, or any part of such a conveyance, which is disabled, unregistered, or inoperative, shall be within an enclosed building, except where approved and screened.

4.5 DETAILED AREA PLAN FOR COMPATIBILITY WITH AIRPORT OPERATIONS

The Airport Area Specific Plan has been prepared in consultation with the Airport Land Use Commission and its policies are intended to insure on-going compatibility between development in the Airport Area and airport operations.

There is a mutually beneficial relationship between economic development in the Airport Area and the continued operation and expansion of the SLO County Regional Airport. This relationship is balanced by the need to insure the safety of people who live and work in the area as well as aircraft passengers and pilots. To help insure that this balance is maintained, this Specific Plan includes goals, policies and programs to guide decision makers. [Airport Land Use Plan policies determine the conformity or non-conformity of land uses.](#)

Policy 4.5.1 Cluster Development Zone

[Development in the](#) AASP shall meet the open space requirements of the ALUP, 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. [AASP land use areas within the CDZ are shown in Table 4.10.](#)

Policy 4.5.2 Airport Compatible Open Space

Per the requirements of the ALUP, Airport Compatible Open Space (ACOS) consistent with ALUP policies. [Areas included as ACOS include Avila Ranch Open Space and the designated Reservation Space shown in the Avila Ranch Development Plan.](#)

Table 4.10		
<i>San Luis Obispo Airport Area Specific Plan</i>		
CLUSTER DEVELOPMENT ZONE		
<u>Land Use Designation</u>	<u>Acres</u>	<u>%</u>
<u>Open Space and Agriculture</u>	<u>496.3</u>	<u>42.9%</u>
<u>Business Park</u>	<u>83.4</u>	<u>7.2%</u>
<u>Services and Manufacturing</u>	<u>491.4</u>	<u>42.5%</u>
<u>Residential Land</u>	<u>75.2</u>	<u>6.5%</u>
<u>Neighborhood Commercial</u>	<u>3.3</u>	<u>0.3%</u>
<u>Major Roadways</u>	<u>7</u>	<u>0.6%</u>
<u>Total</u>	<u>1156.6</u>	<u>100%</u>

A. Policy 4.5.3 Noise Complaint Management

B. The ALUP contains regulations to address accidents, safety, noise, overflight and airspace intrusion. These issues are addressed in the ALUP, State Aeronautics Act, FAA regulations, and the City's Airport Overlay. Nevertheless, noise complaints emanate from neighborhoods that are not, at least statistically, impacted by excessive airport noise and the airport administrative staff spends considerable time handling such complaints. It is expected that additional residential development within the vicinity of the airport will result in an increase in noise complaints. In order to address the issue, development of the Avila Ranch project shall include the following:

C. Usage of construction techniques which will result in the reduction of the interior 10 second peak noise level over a 24 hour period to no more than 45 dB. That represents an approximate 20 dB reduction in current peak noise levels.

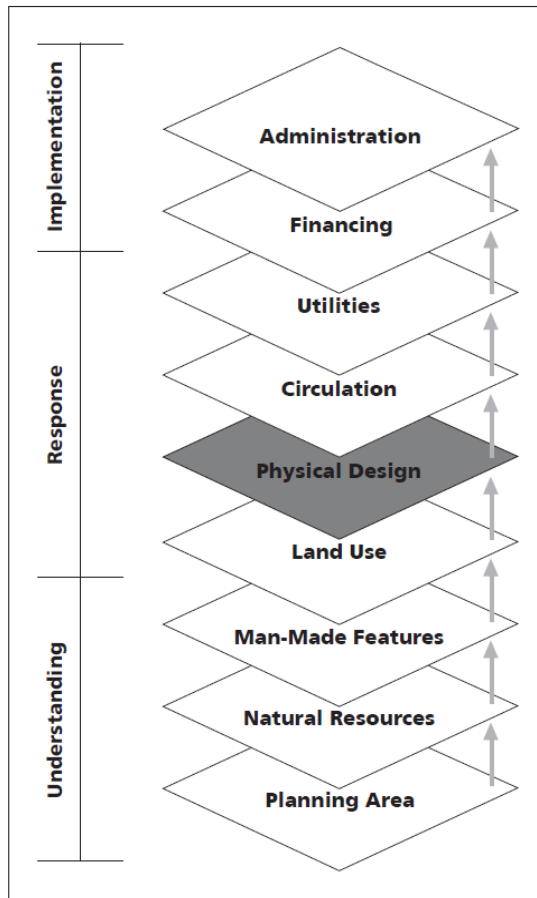
D. Offer of a noise management agreement with the County Airport Administration staff to establish an information and outreach program to inform residents of airport activities, change in airport operations, and related strategies.

E. Establishment of a funding mechanism such as a Community Facilities District to fund the noise management program, if necessary.

F. Establishment of an augmented airport hazards disclosure to more actively inform buyers about airport operations prior to purchase of property in Avila Ranch.

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5.0 COMMUNITY DESIGN



Each 'layer' of understanding informs the planning response.

INTENT

SENSE OF PLACE

The intent of the Community Design Chapter is to ensure that new development in the Airport Area is well-designed and contributes to the creation of a built environment that enhances San Luis Obispo's unique sense of place. A second objective is to provide for new development whose physical character will enhance and respond to San Luis Obispo's and the Airport Area's specific physical and aesthetic context. In other words, new development should reflect the area's unique character and tradition, and not be typical industrial tract type development.

PHYSICAL IDENTITY

The physical identity of the Airport Area is a product of several diverse elements, including natural factors such as topography, vegetation and drainage, and human factors such as land use, development patterns and architectural character. In order to achieve a built environment in the Airport Area that is a positive physical expression of its setting, it is important to understand the qualities and elements that contribute to its identity. Observation of the landscape and community input highlight a number of qualities that contribute to the positive identity of the area. These



Views of Santa Lucia Range are an important component of the planning area's character.



Removal of remnants of former oil tank farm will enhance the area's visual quality and sense of openness.

qualities are the basis for a series of design principles that have informed the creation of the design guidelines and development standards in this Chapter, and the Plan as a whole:

- Openness
- Connectivity
- Transition
- Ruralness
- Diversity

The following is a brief discussion about how these qualities are present in the landscape, and how, as guiding principles, they can ensure that new development will be compatible with, and enhance, the identity of the Airport Area.

OPENNESS

Importance of Views

From its location on the periphery of the City, the greater landscape of hills, valleys, cultivated fields and pastureland easily dominates the manmade elements such as industrial buildings, airport facilities, roadways, utility lines, and scattered homes. The area is visually quite 'open', affording sweeping views of the scenic rural and agricultural open space and distinctive peaks and ridgelines that ring the area. In spite of the absence of distinctive visual elements or design features within the area, and the generally low visual quality of much of the existing development, the area leaves a very positive impression due to the views provided to the more scenic surroundings. Preserving this sense of openness should be pursued in all new Airport Area development.

Open Space Framework

The land use plan preserves this sense of openness by designating most of the former tank farm site at the heart of the planning area for natural open space, and by preserving wide,



The mature widow of cypress trees along South Higuera Street unifies the corridor and suggests a visual connection back to the city center.



Planning area creeks provide an opportunity to create open space corridors with bicycle and pedestrian connections to the rest of the community.

naturally vegetated open space corridors along planning area creeks. This framework ties into the open space system of the Margarita Area and the South Street Hills, the citywide creek system, and the citywide greenbelt that encompasses the south edge of the planning area. The result is an extensive open space framework that will allow new development to occur while still maintaining much of the setting's existing open quality. Figure 5-1 illustrates the Open Space Framework envisioned by the Plan.

Open Space Framework Design Guidelines

To build on the open space amenity, the following design guidelines should be implemented:

- When possible, streets and buildings within the Airport Area should be designed to take advantage of views out to the open space areas, agricultural fields, peaks and ridgelines that contribute so much to the area's character, and in to the natural environment of the former tank farm.
- Providing breaks or "windows" in the development pattern should be encouraged to loosen the development fabric and afford views out to the surrounding agricultural environment, and in to the natural environment of the former tank farm.
- Building heights and location should be carefully considered in order to minimize the obstruction of scenic views.
- The use of solid fences and other features that obstruct views and diminish the sense of openness should be discouraged.
- Additional cleanup of the former tank farm site should be undertaken to remove unsightly surface features that obstruct views or detract from the quality of views.
- Consistent with human health and safety, the earth berms and fencing along Tank Farm Road should be removed or reconfigured to improve views and the overall visual quality of the landscape and roadway.