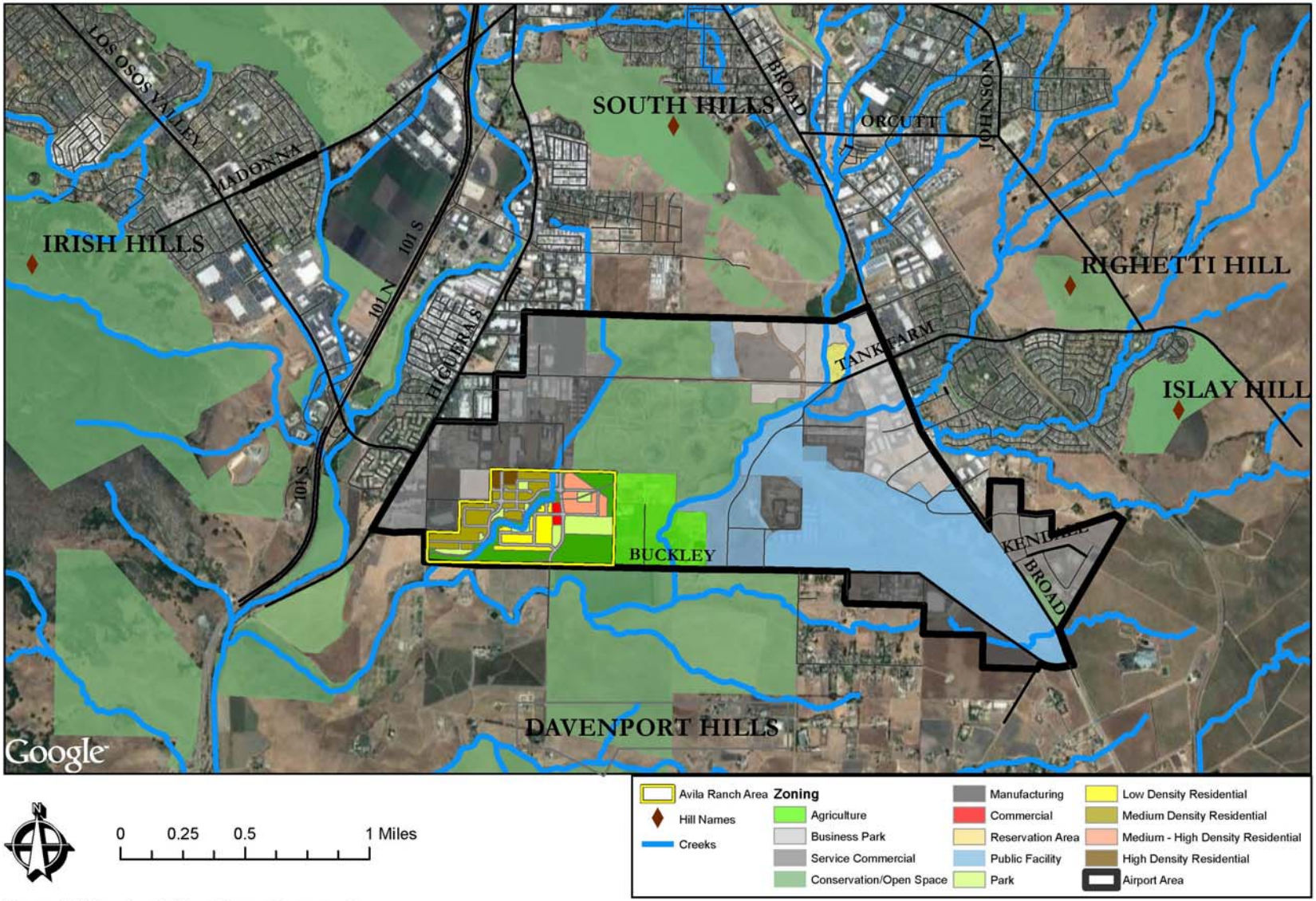


Figure 5-1 Creek and Open Space Framework

CONNECTIVITY

Planning Area Connections to City

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 weakens the apparent physical link between the two areas. In addition, the difference in land use (i.e., predominantly industrial) and the generally 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:

- The South Higuera Street and Broad Street corridors,
- The creeks that flow from the City through the area; and
- Open space and hills bordered by urban development

Enhancing the Connections

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. As discussed in the preceding discussion of "openness", the Plan calls for preservation of visual connections between the developed areas and rural open space areas.

Connectivity Design Guidelines

The sense of planning area connectivity can be enhanced in the following ways:

- Create consistent design treatments, such as street trees and gateway features, along the South Higuera Street and Broad Street corridors that show the extension of the City's domain into the Airport Area, while also unifying and enhancing the character and quality of these corridors.
  Where feasible, extend new planning area roadways to connect with existing roadways as a means of improving the east-west and north-south connections with the rest of the City. This should include local streets as well as collectors such as Prado Road and Santa Fe Road.

The Edna Valley wine region is an important destination and entry to the city.

- Internal street systems should be designed to provide through connections with adjoining properties, and avoid overly circuitous and dead-end routes.
- Improve pedestrian and bicycle connections between the planning area and the City by developing creekside multi-use trails throughout the planning area, with connections to existing and proposed creekside trails in adjoining areas.
- Provide sidewalks and bicycle paths or lanes along all planning area roadways, with connections to existing and proposed facilities on adjoining City streets.
- Physical and visual connections should be provided between development areas and the adjoining open space areas. Pedestrian and bicycle paths should connect development areas with the creekside trail system in the central open space area.

TRANSITION

Part of an Urban/Rural Continuum

From a community design standpoint, the annexation and development of the Airport Area is intended to provide a permanent and 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, on the one hand, and the Edna Valley wine region on the other. The Airport Area is not just the last part of town seen when heading south. It 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.

An analysis of the planning area context shows that the valley expands north to south from the urban core to the agricultural areas. The scale of the landscape and the sense of openness dramatically increase as one travels south: land patterns and natural elements increase in scale, the city street grid expands, parcel sizes tend to increase, and the valleys widen out to open fields. Views are drawn to the Davenport Hills in the south and the South Street Hills in the north. From east to west, the landscape tends to be more even in scale, texture and land use, with views being drawn towards the Santa Lucia Range to the east and the Irish Hills to the west. Conceptually, the valley landscape, and the particular combination of land use, infrastructure and topography in the area, can be conceived as an expanding grid that opens out from the heart of the City to the agricultural lands in the south. Figure 5-2 shows an abstraction of this concept.

Enhancing the Transition

The community design framework derived from this conceptualization recognizes the Airport Area as a physical part of the landscape continuum, and attempts to strengthen connections and clarify transitions in pattern and scale from City to Airport Area to agriculture. The community design framework suggests that the pattern of new development should fit into the existing patterns instead of substituting another pattern of its own, and that the scale of the new development should serve to transition from the town grid to the agrarian grid. The abstraction of the valley landscape illustrated in Figure 5-2 is not intended as a literal depiction of future form, but as a tool to help understand the qualities that make the Airport Area special. The community design principles derived from the physical analysis of the urban and agricultural landscapes are to ensure that the form of future development in the Airport Area will be compatible with its context.

"Transition Design" Guidelines

The sense of transition in the planning area can be enhanced by implementing the following design guidelines:

- The open space should flow south from the South Street Hills, through the Margarita area, down through the center of the planning area, gradually expanding outward as it merges with the unincorporated agricultural lands to the south.

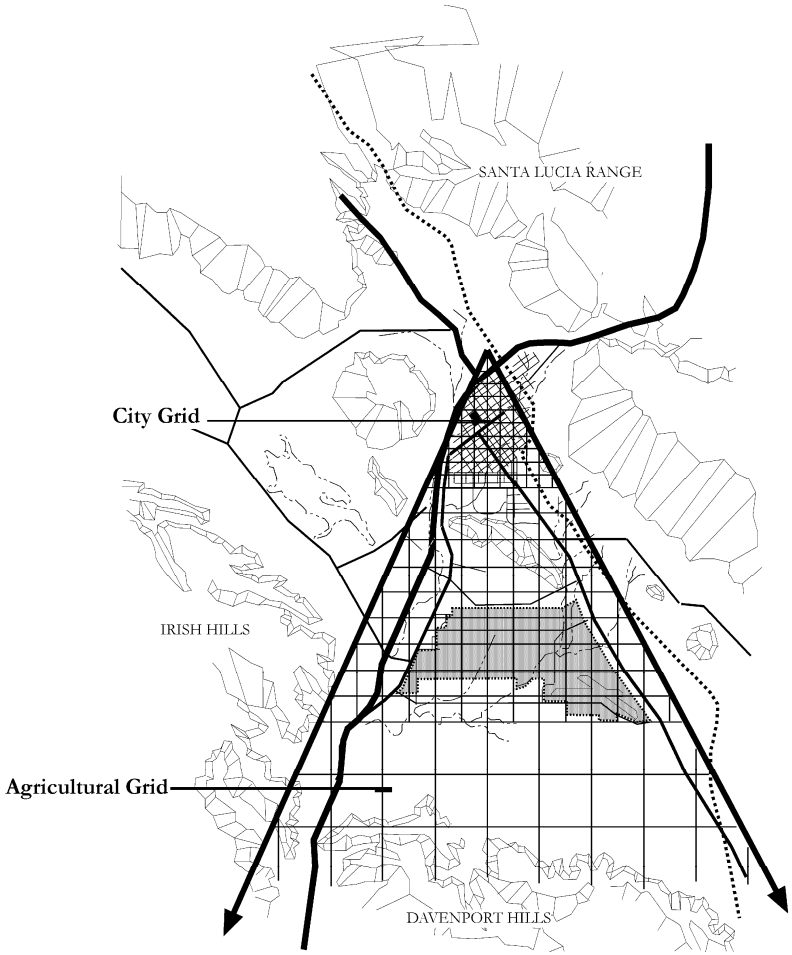


Figure 5-2 *The planning area (shaded) forms a critical link in the transition from San Luis Obispo's urban core to the rural open space south of the planning area. The expanding grid conceptually illustrates the change in scale and openness as one moves from town to country.*

- The southern entries to the planning area along South Higuera Street and Broad Street should be marked as gateways to announce the transition from County to City.
- The landscape treatment of both public roadways and private development should reflect the transitional character of the planning area by maintaining a plant palette that is more natural and agrarian in character, rather than emphasizing ornamental and exotic species.
- Lighting levels along public roadways and within private development areas should generally be kept as low as possible, consistent with public safety, in order to provide a transition between urban and rural levels of illumination.

RURALNESS

Responding to the Rural Agricultural Heritage

The sense of the community's rural, agricultural heritage is still strong in the planning area vicinity. Cattle grazing and scattered rural residences within the planning area and a nearby tannery in the Margarita Area are reminders of the area's past, as are the active farms and vineyards that are visible to the south and east. The design and layout of future development should strive to maintain a connection to this tradition, and not allow the area to become just another anonymous corporate business park or industrial center.

While development of the area will clearly reduce the planning area's rural, agricultural characteristics, there are 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-themed or historicist 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.

"Ruralness" Design Guidelines

Some of the methods by which the sense of connection to the area's rural, agricultural heritage can be enhanced include:

- The preservation of view corridors from planning area development and roadways out to surrounding open space and agricultural lands.
- The use of building forms that are generally simple and expressive of their function, as are most agricultural buildings and structures.
- The incorporation of architectural forms and details that reference those of rural, agricultural structures.
- The use of a landscape palette that emphasizes the use of native and naturalized plant materials, as well as ornamental versions of agriculturally-based species such as olives, walnuts, and grapes.
- The use of planting patterns that evoke either natural growth patterns, such as oak woodlands, agricultural planting patterns, such as orchards, or rural farm patterns such as shaded allées.
- The use of building materials and colors that are reminiscent of, or at least compatible with, rural, agricultural development.
- The use of surface drainage, such as grassed swales, to collect and transport runoff, rather than strict dependence on subsurface systems.

DIVERSITY

Concern for Quality, Rather than Style

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. Conversely,

Views of adjoining agricultural setting creates a rural context for the area.

The area's rural/agricultural heritage can be a source of future built form and character.

an “anything goes” approach to architectural design should also be avoided. A specific framework is desirable. 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.

“Diversity” Design Guidelines

Implementation of the following design guidelines will enhance the diversity of future planning area development:

- Understanding that similar building systems are employed to construct industrial and office type structures, building design should still be varied and distinctive. Repetitive design solutions should be avoided.
- Natural and man-made features such as drainageways, landmark trees and tree stands, utility easements, flight zones, etc. should be considered as elements that give diversity and character to the development of the area.
- In addition to the architectural design, elements such as landscaping, signage, and lighting should be used to add richness, continuity and diversity to the development pattern.
- Adjacent buildings should be of compatible styles, or separated sufficiently to allow each style to be appreciated independently from the other.

The diversity of San Luis’ architecture is part of the City’s charm.

This structure reflects the rural architectural framework while reflecting the region’s history.

GOALS, GUIDELINES AND STANDARDS

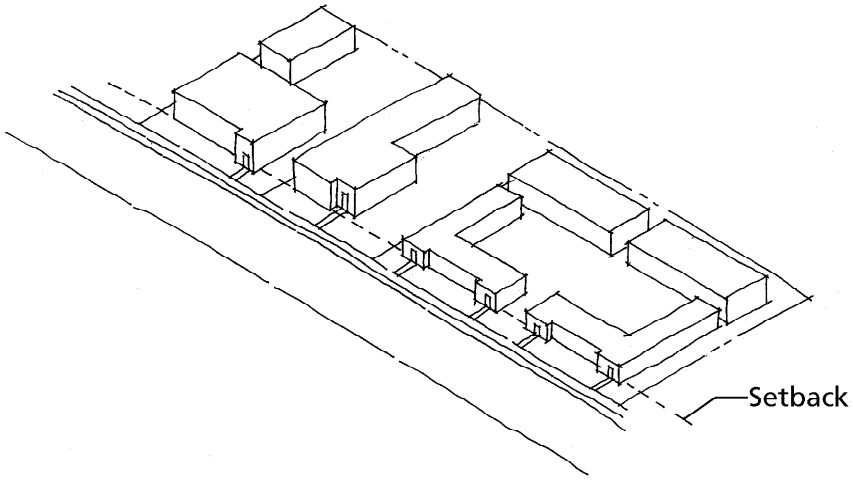
The guidelines and standards that follow are more specific interpretations of how the community design principles discussed above can be applied to site planning, architecture, landscape design and roadway design.

The format followed in this chapter uses goals, guidelines and standards to provide a variety of design direction. **Goals** are statements of a desired end state, and are intended to provide a general overall direction to landowners, developers, and City staff and decision-makers. ***Guidelines*** refer to methods or approaches that may be used to achieve a stated goal. Typically, guidelines are still general, and often qualitative, in nature. They are open to interpretation depending upon specific conditions, and are intended to leave significant discretion as to how they are satisfied. Guidelines should be followed unless it is demonstrated that an alternative design better implements the goals, policies, and other guidelines of this plan. **Standards**, on the other hand, define actions or requirements that must be fulfilled by new development.

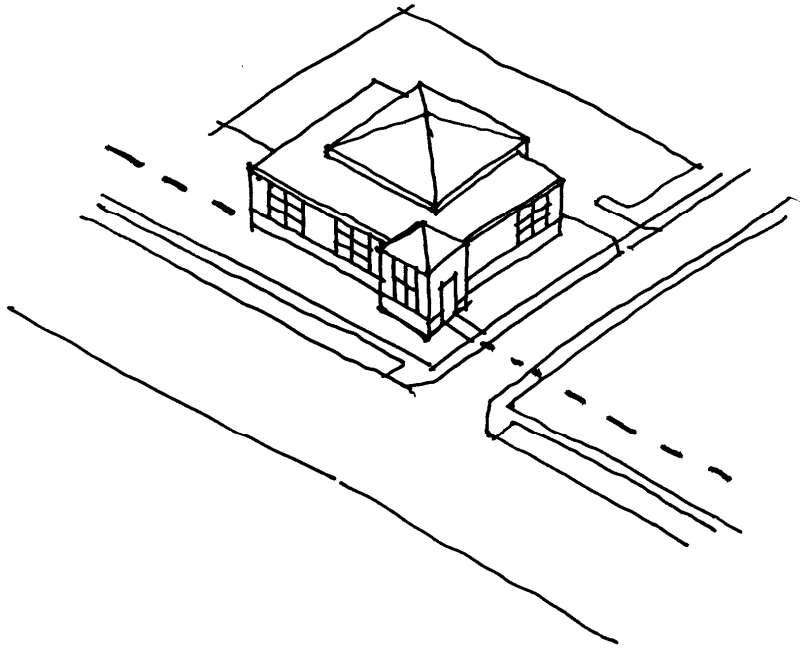
SITE PLANNING AND ORGANIZATION

Building Orientation and Setbacks

Relationship to the Street. Frequently, industrial and business park development abandons the public street solely to vehicular traffic by orienting buildings internally toward their parking lots, rather than toward the public domain represented by the street. This typically results in an anonymous, unanimated public corridor that is unattractive to pedestrians and bicyclists. New development in the Airport Area will be encouraged to consciously consider how its design can positively influence the aesthetic character of the streetscape and enhance its suitability for pedestrian use. Requiring buildings to directly address the street is one means of adding character and focus to the public domain.



Buildings should address the street directly and maintain consistent street setbacks.



Buildings on corner lots need to present an attractive façade to both streets.

Goal 5.1: **A continuous, well-defined streetscape edge that unifies and enhances the character of the development areas and that supports pedestrian activity through its site planning and design.**

Guidelines

A. Buildings are encouraged to front directly on the landscaped setback adjacent to the street right-of-way, rather than locating parking between the street and building.

B. Parking should be located behind or along the sides of buildings.

C. The main entrance to any building with frontage on the primary street serving the project should be oriented toward the primary street.

D. Building setbacks on adjacent parcels should be varied to provide visual interest, but not so much that the variation destroys the continuity of the streetscape frontage. The variation between setbacks along a streetscape frontage should not be more than 5 meters (16 feet).

Standards

5.1.1 Principal buildings shall be oriented parallel to the street.

5.1.2 No more than one double-loaded parking bay will be allowed between the street and the front of the building.

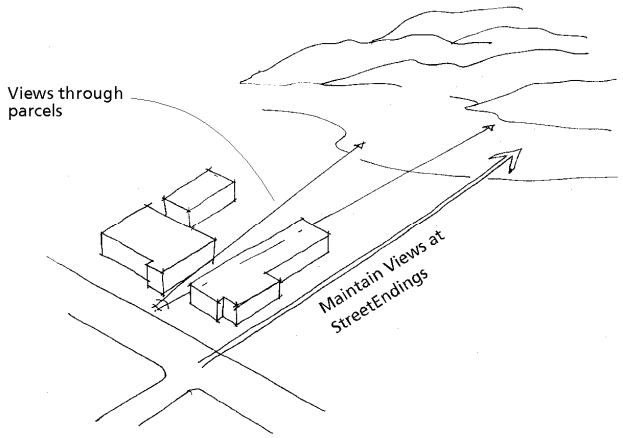
5.1.3 Direct pedestrian access shall be provided from the street serving the project to the main entrance.

5.1.4 Buildings shall have architecturally articulated entry features facing the street.

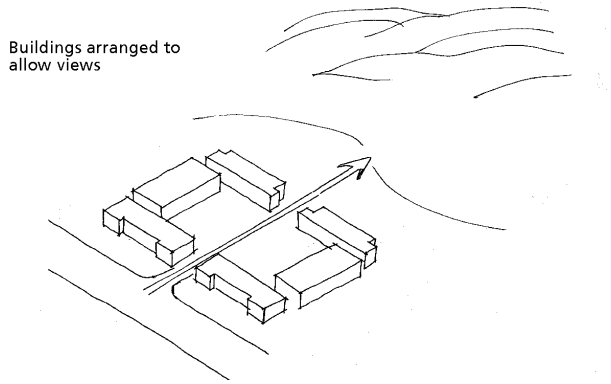
5.1.5 Residential structures along the Venture and Jesperson/Horizon Residential Collectors shall be oriented to the street with front doors and porches fronting on the street but such units shall have access from the side or rear and there shall be no direct individual driveway access.

Relationship to Open Space. The Airport Area is blessed with a dramatic natural setting that includes substantial open space resources at the heart of the development area. While the primary orientation of new development should be toward the streets that serve it, new development also needs to consider building orientation that takes advantage of the open space amenity.

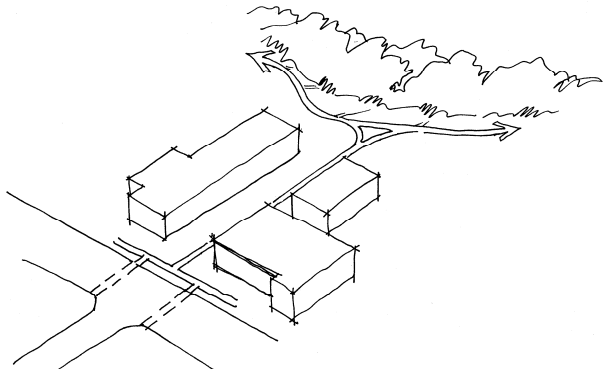
Airport Area development should be conceived as being built within a continuous and fully integrated open space framework that consists of a range of natural and man-made open space resources. These resources range from the creek corridors and natural resource areas that extend through the center of the area, to the public streetscapes that front all development, to the open space amenities provided within individual developments. In order to realize the potential of this framework, it is essential that new development include physical and visual connections between development areas and open space areas.



Buildings arranged to preserve views.



Mountain view corridors through development areas to open space areas.



Provide pedestrian and bicycle access to open space trail system.

Goal 5.2: New development fully integrated with a comprehensive open space framework.

Guidelines

A. On sites with multiple buildings, building heights and separation between structures should be coordinated to allow views to surrounding open space and landforms.

B. Development adjacent to public open space and trails should allow for public access to the open space from developments that do not share adjacency or direct access to the open space system.

C. The siting of buildings, service facilities, circulation, parking, and other elements of new development should take into consideration established development patterns adjacent to the site. Potentially incompatible uses or design elements (e.g., loading areas, refuse collection areas, and high traffic access drives) shall be sited away from sensitive existing use areas on adjacent sites, such as entrances, plazas, lunch areas and other gathering places.

Standards

A.1.1 On properties adjacent to public open space and trails, convenient pedestrian and bicycle connections shall be provided for employees between the buildings and the open space system and to connect residential, commercial and recreational areas.

Pedestrian Activity Areas

A primary goal of the Specific Plan is to ensure that future development contributes to the creation of a high quality work and living environment. One method of achieving this goal will be to provide a safe and attractive pedestrian environment. Frequently, development does not pay enough attention to the needs of its

users when they are not in their cars. It is important that the needs of pedestrians, whether employees, customers, residents or visitors, be sensitively planned for within individual sites. This includes providing convenient and attractive pedestrian access from public streets, trails, and parking areas. It also includes providing comfortable and attractive plazas, courtyards, and outdoor gathering areas where people can relax individually, gather as groups, or have lunch away from the work place. While the character of such areas and the quality of their improvements will vary depending on the nature of the land use (e.g., warehousing versus office uses), all new development should accommodate outdoor leisure activities for those who work at these facilities in this area. Within the Avila Ranch development, each defined neighborhood shall contain a mini-park for the immediate neighborhood as an organizing element, with connections to pedestrian trails, open space and bikeways.

Goal 5.3: Attractive and comfortable outdoor pedestrian use areas near or adjacent to buildings.

Guidelines

A. The provision of open space amenities such as plazas and seating areas accessible to employees, clients and visitors is encouraged at building entries and adjacent to buildings.

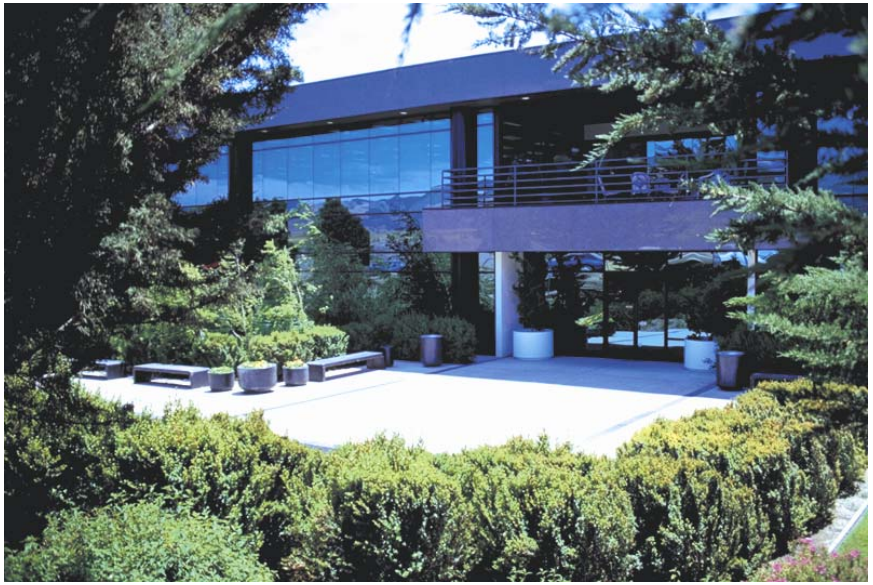
B. Attractive paving, plantings, and site furniture should be provided at entries and outdoor use areas.

C. Outdoor use areas should be located away from, or at least screened or buffered from, parking lots, driveways, and industrial activity areas that are incompatible with or unappealing to pedestrian use. Where development sites are adjacent to open space areas, employee lunch areas should be located to take advantage of views out to open space.

D. Outdoor employee use areas should be sited and designed to ensure comfortable climatic conditions for their users, including shelter from wind and appropriate seasonal balance of solar access and shade.

Parking

The parking needed to serve industrial and business park development can occupy a substantial portion of the developed area. The design objectives are both functional and aesthetic: to ensure safe pedestrian movement between the parking and buildings and to minimize the visual impact associated with large areas of parking.



Outdoor use areas contribute to the quality of the work environment.

In addition to parking within each development site, on-street parking is proposed along all local streets. On-street parking can provide a number of benefits, including: a reduction in traffic speeds on local streets; an increase in pedestrian activity at the front of buildings; and a reduction in parking needed on site.

Goal 5.4: **Safe and efficient vehicular parking areas that are designed to be in scale with and visually subordinate to the development and landscape setting. In addition, parking is to be provided as a buffer element between residential uses and non-residential uses, and between residential uses and areas of greater noise exposure.**

Guidelines

A. On-street parking is encouraged along all streets providing direct access to a development site.

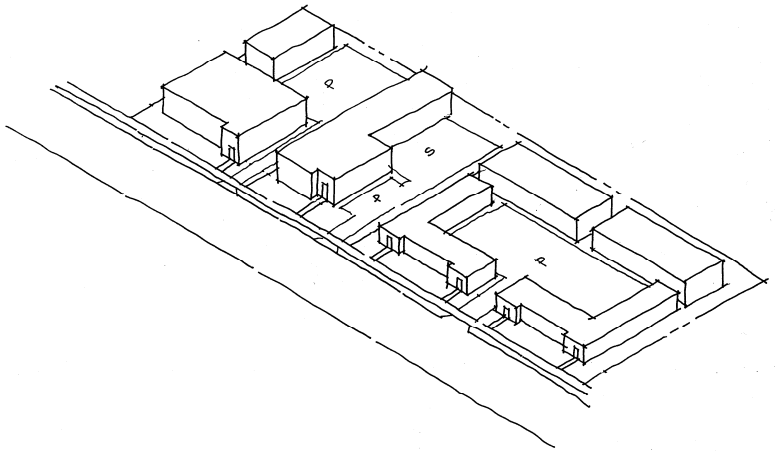
B. The number of parking area entrances and exits should be minimized to reduce vehicular conflicts at intersections. Parking lots with more than 100 spaces should have more than one street access.

C. Where possible, parking lots on adjacent parcels should have vehicular and pedestrian connections between lots of adjacent developments in order to facilitate circulation.

D. Parking areas should be divided into multiple small lots, rather than one large lot, through the siting of internal circulation corridors, landscaped medians, and buildings.

E. The use of porous surfaces that reduce heat buildup and stormwater runoff are encouraged for parking areas, particularly in overflow parking areas and those adjacent to open space (see drainage guidelines at the end of this chapter).

F. Use low (approximately one meter in height) hedges, shrub masses or walls between parking areas and street frontages, and other parking areas, to screen parking lots from views, as well as to give a defined and attractive edge to the development site.



Parking and service areas should be located to side and rear of buildings.

Landscaping should be used to enhance the comfort and aesthetic character of paving areas.

G. For each parking lot, a single tree species should be used for all end-of-aisle planting islands, and that species, or one additional species, should be used for planter areas between stalls.

H. The use of native plant materials that reference the natural landscape or ornamental versions of orchard-type tree species that reference the area's agricultural heritage are encouraged. Orchard-style planting of parking areas can be achieved with an equally-spaced planting of trees at a ratio of one tree for every four parking spaces for Business Park development, and one tree for every six parking spaces for Services and Manufacturing development.

I. In R-3 and R-4 zones, parking bays and garages shall be placed adjacent to non-residential uses or adjacent to noise exposure areas to buffer sound impacts.

Standards

5.4.1. Parking lots shall be located at the rear or side of buildings, rather than between the front facade of the building and the street. Side parking shall not exceed 40 percent of the frontage of the lot on the primary street.

5.4.2 Where parking layout exceeds two rows in depth (i.e., one double-loaded parking bay), parking lot aisles shall be oriented perpendicular to the building(s) (i.e., aligned in direction of pedestrian movement) to increase pedestrian safety.

5.4.3 A pedestrian path or sidewalk located within the landscape median between parking bays is required in cases where there are more than three bays of parking or the configuration of the bays makes it difficult for pedestrians to access the buildings, to the discretion of the Community Development Director.

5.4.4 Parking lots shall be planted with shade trees in a pattern and number that can be reasonably expected to shade at least 50 percent of the lot surface within ten (10) years of planting, and provide a nearly continuous canopy at maturity.

5.4.5 A 10 percent reduction in the required number of parking spaces may be granted by the Director for development within one-quarter mile of a regularly scheduled transit stop.

5.4.6 A 5 percent reduction in the required number of parking spaces may be granted by the Director for development that provides showers and changing rooms, in addition to the secure, sheltered bicycle parking facilities already required by City code.

5.4.7 A 5 percent reduction in the required number of parking spaces may be granted by the Director for development of

parking areas that increase storm water infiltration (see Drainage guidelines in section 5.2.4).

A fully-integrated system of on- and off-street bicycle facilities shall be developed.

New development should encourage safe and convenient pedestrian circulation.

Outdoor Use Areas

Given the nature of proposed business park, service and manufacturing uses in the planning area, outdoor use areas, whether for storage, assembly, etc., need to be accommodated.

Table 5.2
San Luis Obispo Airport Area Specific Plan
DESIGN STANDARDS – WALKWAYS AND AMENITIES

Design Standard	Land Use Designation		
	Business Park	*Service Commercial*	*Manufacturing*
Outdoor amenities for workers, such as areas for play and eating, are available.	Encouraged	Encouraged	Encouraged
Where sidewalks along streets provide indirect routes. Other walkways will link building entries, parking lots, bus stops, and employee convenience facilities by direct routes.	Required	Encouraged	Encouraged
Pedestrian paths separate from roadways extend through the site, particular where routes parallel to creeks are available.	Required	Encouraged	Encouraged
Driveways, parking, and outdoor employee amenities are share among neighboring sites, especially for parcels that are close to the minimum size.	Encouraged	Encouraged	Encouraged

Goal 5.5: Outdoor storage and work areas that are aesthetically and functionally compatible with adjoining uses.

Guideline

A. Site development plans must clearly show all areas intended for outdoor manufacturing or storage.

Standard

1. Outdoor manufacturing or storage shall not occupy any required parking space, driveway, creek or creek setback area.

The standards in Table 5.3 shall apply to outdoor use areas.

Screening

Goal 5.6: All loading, service, storage areas, trash and recycling collection areas, and all utilities are properly screened from view of streets, primary entry drives, buildings, and recreation and open space areas.

Guidelines

A. All screening enclosures should be designed as an integral part of the building, and should be constructed of durable materials with finishes and colors that are compatible with the project's overall architectural character. Enclosure walls should have foundation planting or be planted with vines to soften their appearance.

B. Transformers and other utility equipment that must be above ground should be screened with planting, berms, or with an enclosure. Exterior mounted utility equipment should be painted to blend with its surroundings.

C. Where feasible, trash and recycling enclosure areas should be located for convenient deposit and collection of refuse. These should be screened from view of adjacent properties and streets.

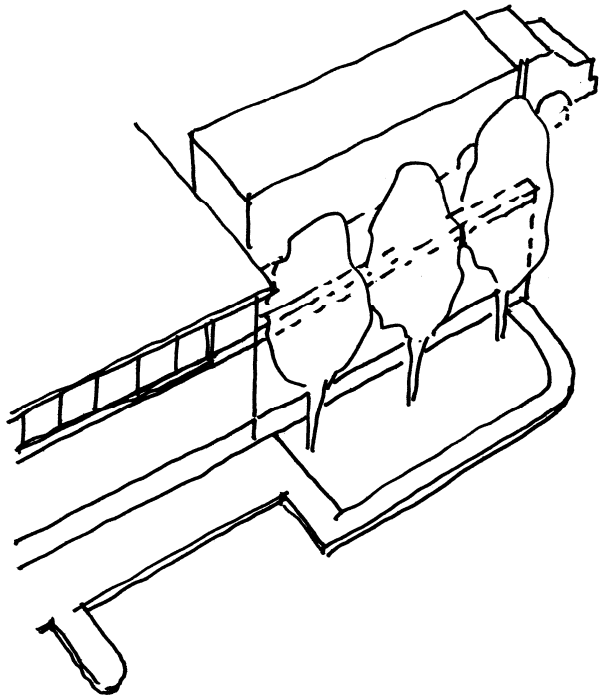
D. Transformers, refuse stations, irrigation back-flow prevention devices and controllers, and other utilities should be located outside the street frontage setback and screened with landscaping or architectural treatments.

Table 5.3 *San Luis Obispo Airport Area Specific Plan* **OUTDOOR USE AREAS**			
Outdoor Storage Or Manufacturing	Land Use Category		
	Business Park	*Service Commercial*	*Manufacturing*
Maximum Area	Cannot exceed actual building coverage on site	50% of site area	No limit
Location	Behind buildings & outside setbacks	Behind buildings & outside setbacks	Outside setbacks
Paving	Required as for parking lots	Required as for parking lots	Dust-free, all-weather surface acceptable
Screening	Not visible from off site	Not visible from streets or residential sites	Not visible from streets or residential sites
Restroom(s) and indoor office and worker eating area	Required	Required	Required, except upon written approval by Director for storage with no public visitation and no on-site workers

Standards

5.6.1 Loading docks and refuse collection areas are not permitted in the area between the building and the street.

5.6.2 Each commercial, industrial loading, outdoor recycling or waste collection area shall be located on the side of a building opposite from parcel lines or street frontages of any land designated for residential use.



Architectural landscape elements should be used to screen loading docks and service areas.

5.6.3 Storage, service, trash and recycling collection areas shall be located either within an enclosure or behind a visual barrier.

5.6.4 Loading dock areas shall be set back, recessed, and screened from view by walls, berms, or plantings.

5.6.5 Exterior on-site utilities (including drainage systems, sewers, gas lines, water lines, electrical, telephone, and communications wires and equipment) shall be installed underground except, where required to be above ground by government agencies.

5.6.6 Rooftop mechanical equipment shall be screened by parts of the roof, or architecturally compatible screening

features, so the equipment is not visible from the ground outside the site or open space areas to the public. On sites designated Business Park, such screening shall make rooftop equipment not visible from a viewpoint outside the site and at the same height as the equipment.

PRESERVATION OF VIEWS AND SCENIC RESOURCES

Views From the Road

The General Plan says that scenic views from major roads should be preserved, not blocked by development. In particular, new buildings must not "wall off" the views of San Luis Obispo's hills and mountains. Such view blockage is to be considered a significant environmental impact.

Several developments in and near the Airport Area have blocked views of the Santa Lucia range and foothills, and other hills around the area. To protect the area's unique sense of place, it is important that this pattern not be repeated by future development. To protect views, the location and volume of buildings and street trees (at maturity) shall comply with the performance standards in Table 5.4 except where the Architectural Review Commission finds that doing so would prevent reasonable development of a site. Factors that could make the preferred level of view protection infeasible include the development site being higher than the roadway or having a small width or depth compared with nearby sites. Figure 5.3 illustrates conceptually how development can protect views and visual resources.

Goal 5.7: Unobstructed public views of key scenic features from major planning area roadways

Guideline

A. Views from roads to creeks, wetlands, and other designated open spaces should be maintained at creek crossings, and where open space areas adjoin roadways with no intervening private development sites. Major amenities such as neighborhood parks should be in view of local and collector roads. Where feasible, local roads shall side on to linear open space features or parks to provide motorists with views of the open space amenities.

Views from Development Sites

Views out from individual development sites to the surrounding open space and the area's scenic features can be a valuable amenity that contributes to the quality of the work environment.

Guideline

A. To the degree feasible, new development should be sited to take advantage of available views by incorporating views of distant scenic resources, as well as on-site or adjacent creeks, wetlands, and other open space features as amenities for workers and visitors.

Gateways

"Gateways" are locations along a travel route that mark or suggest a sense of passage from one domain to another. They may mark the passage from rural countryside into the city, or the reverse, from the city to the countryside. Gateways can also mark the transition from one land use to another, such as from retail to business park. Or, they can identify the entry into a specific development. Gateways are important because they contribute to the visitor's sense of place and create clear first impressions. Special gateway design treatments can enhance these first impressions and make the traveler more aware of the uniqueness and quality of the setting.

Figure 5-4 identifies key planning area gateways. The two primary gateways are located at the respective intersection of Broad Street with Buckley Road and at South Higuera at the southern City limits. These gateways have greater significance because they mark not only the transition in and out of the Airport Area, but also are the gateways between the City of San Luis Obispo and

the rural, Edna Valley wine region. The other gateways, while important, are more locally oriented, serving primarily as transition points to and from the Airport Area.

Goal 5.8: Attractive gateways that provide a positive announcement of entry into the City and the Airport Area.

Guidelines

A. Gateways shall have the highest priority for:

- *Enhancement of public facilities such as street and sidewalk pavement condition, signs, and lighting.*
- *Putting existing overhead utilities underground.*

Enforcement of property condition standards.

Table 5.4
San Luis Obispo Airport Area Specific Plan
ROADWAY VIEW PROTECTION

Road Segment	Scenic Resource	Level of Protection
South Higuera Street (Buckely Rd. to Suburban Rd.)	Santa Lucia mountains and foothills to east	These features are too distinct for views to be feasibly maintained while allowing reasonable foreground development.
	South Street Hills to northeast	Views of these features will be preserved mainly looking in the direction of the road rather than perpendicular to it.
	Irish Hills to west	Land seen in this view is outside the Airport Area, but is subject to the same General Plan policies on view protection.
Broad Street (North of Buckley Road)	Irish Hills to west	These features are too distinct for views to be feasibly maintained while allowing reasonable foreground development.
	San Lucia foothills and mountain to east	Land seen in this view is outside the Airport Area, but is subject to the same General Plan policies on view protection.
Buckley Road	Davenport Hill to south	Land seen in this view is outside the Airport Area, but is subject to the same General Plan policies on view protection.
	Irish Hills to west; Santa Lucia range & foothills to east	Views of these features will be preserved mainly looking in the direction of the road rather than perpendicular to it.
Tank Farm Road	Davenport Hills to south; South Street Hills to north	Building volume and mature street trees allow view of at least 60% of the scenic resources visible before development, as seen from 1.5 meters (5 feet) above opposite side of roadway, looking perpendicular to road. (see following illustration.)
	Santa Lucia foothills and mountains to east	Views of these features will be preserved mainly looking in the direction of the road rather than perpendicular to it.
Prado Road	Davenport Hills to south	Building volume and mature street trees allow view of at least 60% of the scenic resources visible before development, as seen from 1.5 meters (5 feet) above opposite side of roadway, looking perpendicular to road. (see following illustration.)
	South Street Hills to north	Land seen in this view is outside the Airport Area, but is subject to the same General Plan policies on view protection.
	Islay Hill, Santa Lucia range & foothills	Views of these features will be preserved mainly looking in the direction of the road rather than perpendicular to it.

Table 5.4 (cont'd)
San Luis Obispo Airport Area Specific Plan
ROADWAY VIEW PROTECTION

Road Segment	Scenic Resource	Level of Protection
Santa Fe Road (Buckley Road to Prado Road)	South Street Hills to north; Davenport Hills to south	View of these features will be preserved mainly looking in the direction of the road rather than perpendicular to it.
	Santa Lucia range & foothills, Islay Hill to east	Building volume and mature street trees allow view of at least 60% of the scenic resources visible before development, as seen from 1.5 meters (5 feet) above opposite side of roadway, looking perpendicular to road. (see following illustration.)
	Irish Hills to west	Building volume and mature street trees allow view of at least 60% of the scenic resources visible before development, as seen from 1.5 meters (5 feet) above opposite side of roadway, looking perpendicular to road. (see following illustration.)
New Unocal Collector (Tank Farm Road to Prado Road)	Cerro San Luis, South Street Hills to north; Davenport Hills to south	View of these features will be preserved mainly looking in the direction of the road rather than perpendicular to it.
	Irish Hills to west	Building volume and mature street trees allow view of at least 60% of the scenic resources visible before development, as seen from 1.5 meters (5 feet) above opposite side of roadway, looking perpendicular to road. (see following illustration.)
	Islay Hill, Santa Lucia range & foothills	Building volume and mature street trees allow view of at least 60% of the scenic resources visible before development, as seen from 1.5 meters (5 feet) above opposite side of roadway, looking perpendicular to road. (see following illustration.)

Figure 5.3 View Protection

Existing Condition

This is a view of a potential development site. The sides of the image are meant to be the side property lines. (The photograph was taken looking east from Santa Fe Road in the vicinity of Acacia Creek, and has been digitally modified. This is an illustration only and is not meant to represent a particular development site.). The mountains and foothills are the scenic resource, for which views are to be protected. The trees and buildings are existing middle-ground objects that limit views of the scenic resource.

Development Scenario "A"

This is an example of how new development could be designed to allow at least one-half of the scenic resource to remain visible. The dashed white line encloses the part of the mountains (i.e., the scenic resource) that was visible before development. In this case, building volume is concentrated on one side of the site, dividing the view of the mountains in half vertically. Street trees have been omitted for clarity. If allowed by driveway location, tall trees would logically be clustered on the left side of the site.

Development Scenario "B"

This is another example of how new development could be designed to allow at least one-half of the scenic resource to remain visible. The dashed white line encloses the part of the mountains that was visible before development. In this case, building volume is distributed across the site, dividing the view of the mountains in half horizontally. Street trees have been omitted for clarity. Trees that would achieve a modest mature height would be a logical choice.

B. The Broad Street/Buckley Road gateway currently lacks features or elements that give it much structure. A special gateway design should be developed for this gateway. The following factors need to be considered in the gateway design:

- *The gateway treatment needs to provide definition to this entryway without obscuring views of the South Street Hills as one enters town from the south.*

- *Given the open, rural/natural character of the landscape in this area, the gateway treatment should consist of primarily plant materials, rather than structures.*

- *Thematically, the gateway treatment should reference the wine country influences of the Edna Valley.*

- *Any gateway treatment needs to be compatible with Airport Land Use Plan restrictions, such as height limits on vertical elements.*

- *The gateway treatment should emphasize the north-south movement of traffic along Broad Street, and place less emphasis on east-west movement along Buckley Road.*

C. *The South Higuera Street gateway has the benefit of the historic octagonal barn as a landmark marking this entrance to the City. A special gateway design should be developed for this gateway and the following factors need to be considered in the gateway design:*

- *Thematically, the gateway treatment should incorporate and be responsive to the historic octagonal barn as a distinctive entry monument (i.e. its design does not have to be the same as the Broad Street gateway).*

- *The location of the gateway treatment should be coordinated with any future Buckley Road intersection with South Higuera Street.*

- *The gateway treatment should emphasize the north-south movement of traffic along South Higuera Street, and place less emphasis on east-west movement along Buckley Road.*

D. *The gateways at either end of Tank Farm Road mark the entry to and transition through the Airport Area. As such, the treatments at either end should be coordinated to enhance the sense of the Airport Area as a distinct district that extends from Broad Street to South Higuera. The following factors need to be considered in the design of the Tank Farm Road gateways:*

- *Given the residential and retail development at either end of the corridor, emphasis should be placed on creating safe and attractive pedestrian and bicycle crossings at the Tank Farm Road intersections with Broad and South Higuera Streets.*

- *Rather than conceiving of the gateways as a single point at either end of the corridor, the treatments at either end of Tank Farm Road should be conceived as an entry sequence that extends into the planning area to the first major cross street (i.e., Santa Fe Road on the east and the new Unocal collector on the west).*

- *In order to visually unify these two diverse segments of the corridor, a strong, formal planting of large-scale street trees should be planted along both sides of the roadway. Ultimately the even spacing of the trees and their mature canopies should provide a sense of enclosure that provides a dramatic contrast to the open character of the central portion of Tank Farm Road between Santa Fe and the Unocal Collector.*

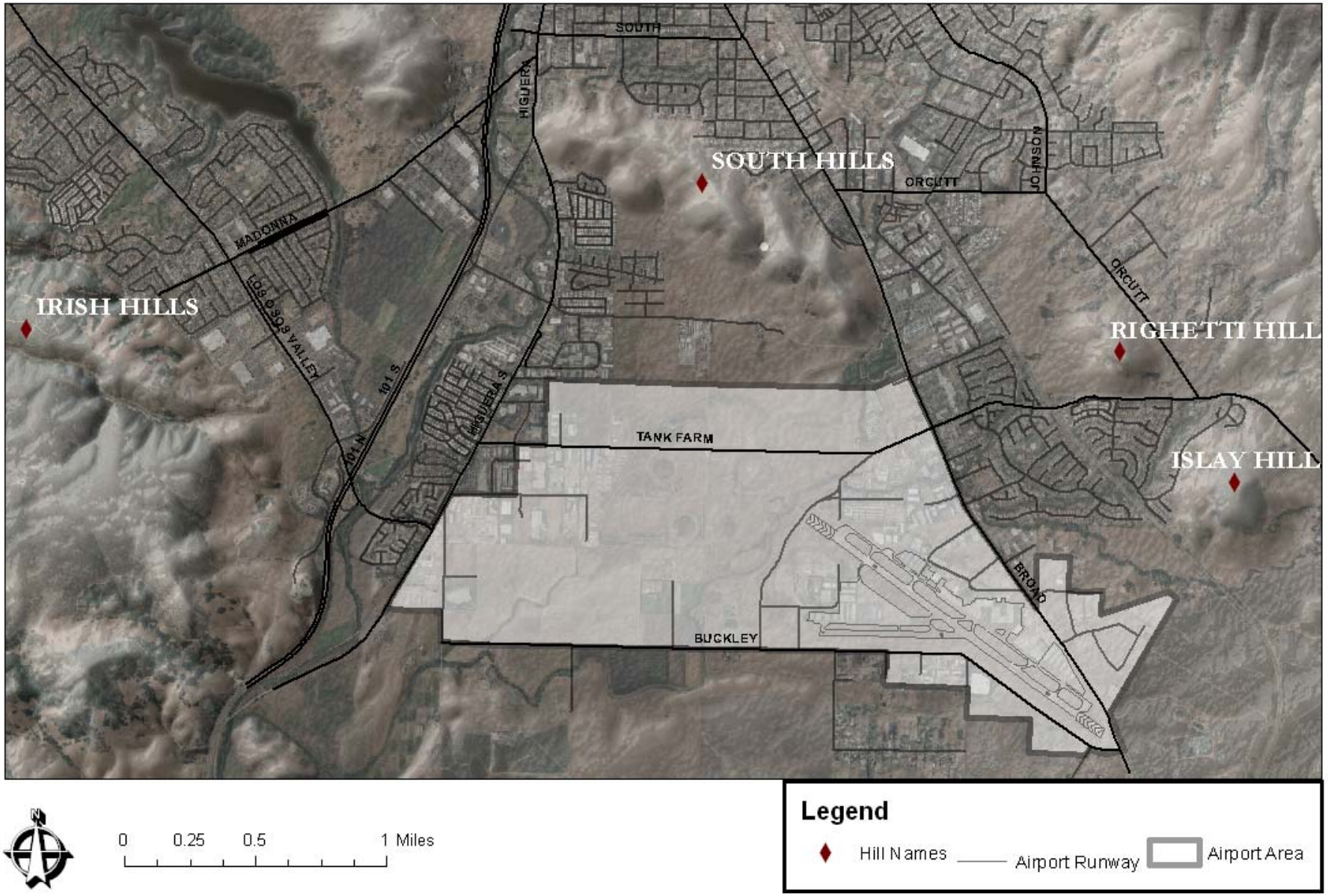


Figure 5.4 Gateways and Distant Scenic Resources

Architecture should be varied and avoid stock solutions.

Forms and materials that reference the area's agricultural tradition are encouraged.

ARCHITECTURE

Architectural Character

The principal architectural concern in the Airport Area will be to raise the overall development standard within the planning area to be more consistent with that of the City as a whole.

As discussed in the section on Design Principles, no particular architectural style or character is proposed for the area. However, there is a strong interest in maintaining a connection to the area's rural agricultural heritage creating a cohesive design framework, and in avoiding standard industrial tract development. While the area's agricultural tradition may inspire the use of forms and details reminiscent of rural development, the intent is not to create a historically themed development area. In fact, the desire is to avoid a single architectural style or character, and to encourage variety in design.

Goal 5.9: Buildings whose architectural character will contribute to the establishment of the Airport Area as an attractive, high quality business center.

Guidelines

A. Building forms should generally be simple and expressive of their function and their construction technology.

B. Architectural character should strive to be responsive to the specific Airport Area and San Luis Obispo context, including factors such as history and climate.

C. Sustainable building design principles are strongly encouraged. Such principles include energy efficiency in the construction and operation of the facility and usage of recycled materials and renewable resources.

D. Building design should be varied and distinctive, while being in harmony with its context. Repetitive and/or stock design solutions should be avoided.

E. The Avila Ranch Town Center Neighborhood Retail building shall have an "agrarian" or "pastoral" theme as recommended by LUCE Policy 8.3.2.6. This can be accomplished by using Modern Barn Architecture, Rustic Barn Architecture or contemporary barn elements. Other agricultural elements may also be used such as Aeromotor windmills and battered wall water tower if consistent with the height limitations in the SLO Zoning Ordinance and the ALUP.

F. No specific architectural style is preferred for the residential portion of the Avila Ranch project, and may include Bungalow, Ranch, Mission, Mid-Century Modern, or Contemporary elements arranged so that individual neighborhoods and groups of homes have a cohesive identity and integrity with respect to the quality of the design and use of materials.

Scale and Massing

Goal 5.10: Building massing that adds visual interest, maintains human scale, and expresses building function.

Guidelines

A. Bold offsets and articulations of the wall plane should be used to reduce the apparent overall building mass; create a play of shadow; provide visual interest; and maintain a sense of scale.

B. Facades that face public streets shall be articulated to give human scale, reduce the apparent mass of large buildings, to add visual interest and avoid the uniform, impersonal appearance typical of many large industrial and office type buildings.

C. Massing may vary from building to building but must reinforce the concept of a harmonious and unified cluster of buildings.

D. Building forms and placement should be used to create pedestrian areas that are protected from the wind, but have appropriate sun exposure.

Standards

5.10.1 Building facades visible from streets shall vary in modules of 20 meters (66 feet) or less. On any building facade, continuous wall planes longer than 30 meters (100 feet) should be avoided. Where interior functions require longer continuous spaces, exterior walls should have architectural features such as columns or pilasters at least every 20 meters. Such architectural features shall have a depth of at least 3 percent of the length of the facade, and shall extend at least 20 percent of the length of the facade.

5.10.2 Facades that face public streets shall use elements such as arcades, awnings, entry features, windows, or other such animating features along at least 60 percent of their horizontal length.

Building Heights

Goal 5.11: An overall development profile that contributes to the unity and harmony of the planning area when viewed as a whole, but also has enough variety to contribute visual interest and avoid monotony.

Guidelines

A. Building height profile should be designed to create a harmonious relationship with adjacent buildings both within the site and on adjacent sites.

B. Building heights should be varied both within and between sites to provide visual interest and to mitigate the scale of the buildings. Lower building heights should be used near entrances, plazas and other gathering places to maintain human scale.

Architectural elements such as monitor roofs and awnings reflect the area's rural agricultural heritage.

C. Rooflines should be varied to add character and interest to buildings. Roof forms that reference rural, agricultural building prototypes are preferred over flat roofs.

D. Rooftop equipment shall be consolidated as much as possible and screened from public views, including open space areas open to the public. Enclosures for rooftop equipment shall be integrated into the overall design of the structure.

Standard

A.11.1 Table 4.9 shows building height standards for the planning area. See the Zoning Regulations for allowed height in the R-2 zone.

Architectural Façade and Treatment

Goal 5.12: Architectural detailing that gives buildings human scale, visual interest and distinctiveness through the use of high quality finishes and materials that are harmoniously combined to unify individual buildings and to ensure a consistent level of design quality.

Guidelines

A. Arcades and/or recessed exterior balconies should be used to articulate building form, provide a sense of scale, and create a play of light and shadow.

B. Wall and window surface planes should be articulated with reveals, trim, recesses, projections, or other details to provide visual interest and a sense of scale.

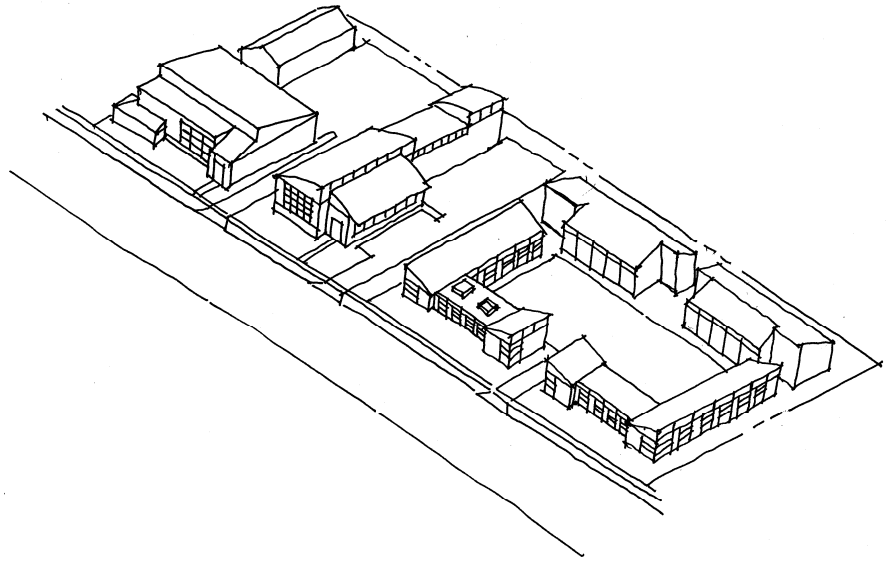
C. Rooftop equipment should be shielded to provide pleasant roof views from taller adjacent buildings or other elevated viewpoints such as open space areas and trails.

D. Building entries should be clearly defined and highly visible. This can be accomplished through architectural feature such as a portico, overhang, decorative cornice, canopy or arcade, and accentuated with a change in materials and color, and accent plantings.

E. Emphasize main building entries with entry courtyards or other features so they are easily recognizable from approaching automobiles and to provide “ceremonial” entry for pedestrians.

F. Exterior gutters, scuppers, leaders, leader heads and other exterior rainwater drainage devices are allowed only if they are visually integrated into the building design as a decorative enhancement.

Variety in building form, height, massing, and façade treatment will add interest to new development.



Goal 5.13: A unified identity through use of a harmonious, but varied, palette of materials and colors that is coordinated with landscape elements and signage.

Guidelines

Exterior Materials

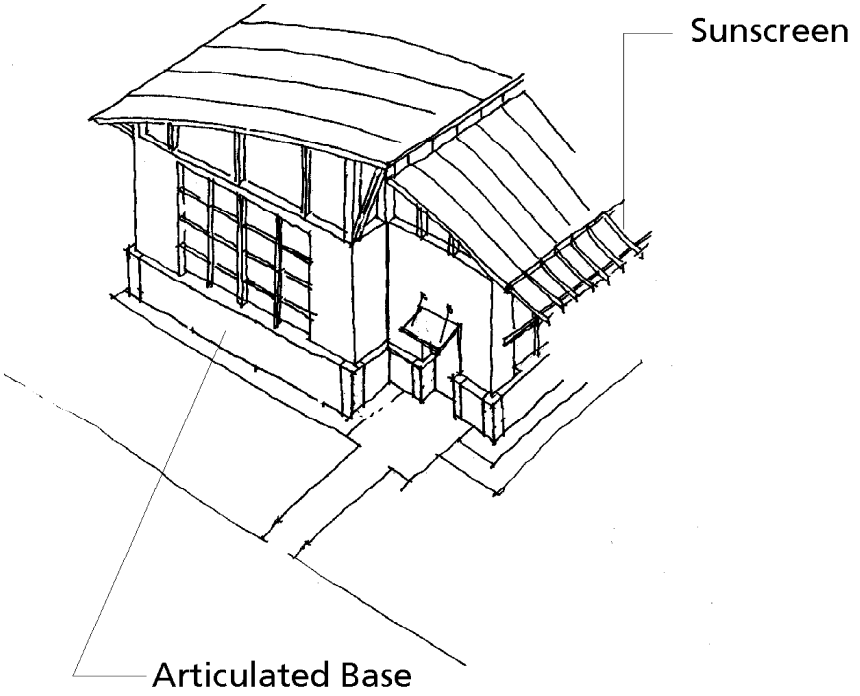
A. Within a given architectural design, the exterior appearance of a building should receive a consistent treatment of material and colors on all sides, although the proportion of materials may vary.

B. In general, materials should be used honestly, reflecting their natural character, and artificial versions of natural materials such as wood, rock, and masonry should be avoided.

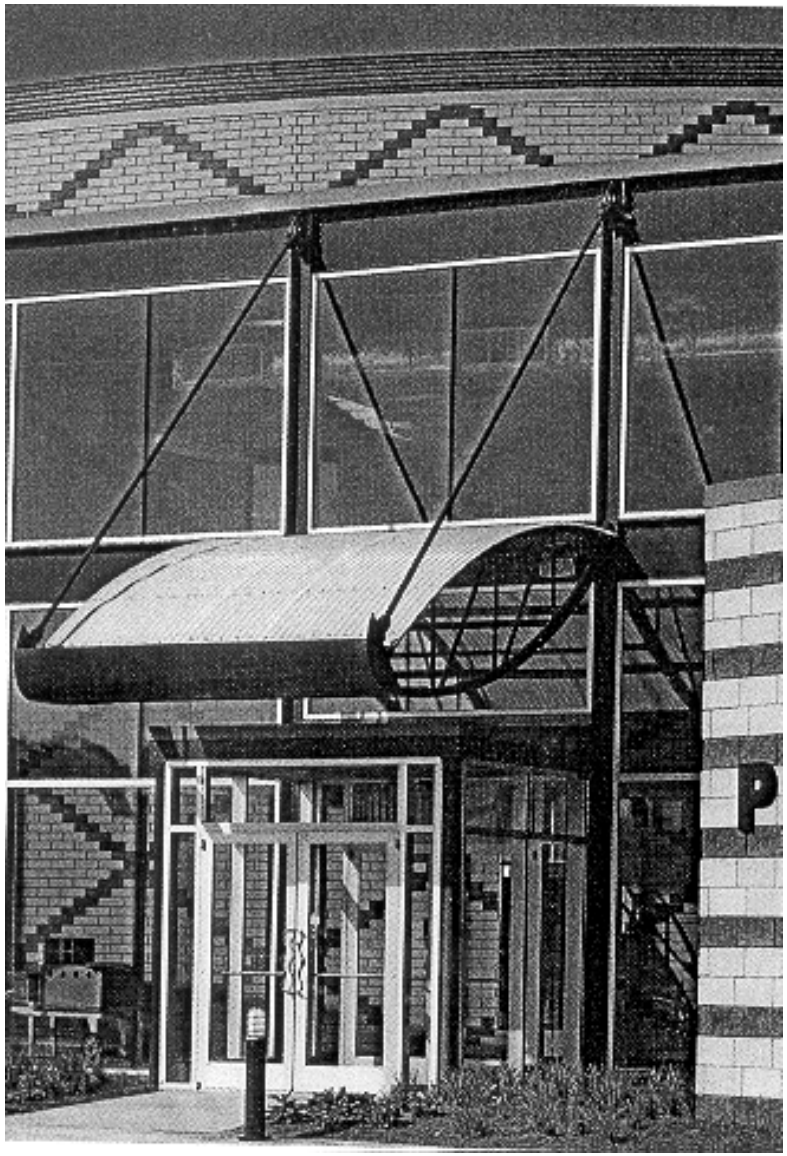
C. Reflective or shiny exterior finishes such as glazed roofing tiles, enameled metals, reflective glass, and glossy vinyl coatings are discouraged. When used, glass panels or windows that cover a large portion of the building facade should be clear or moderately reflective. Highly reflective mirror glass is discouraged.

Color

D. In general, colors should be restrained. Colors that are compatible and complementary with the range of natural tones found in the surrounding landscape are preferable for exterior walls. Trim and accent colors may be brighter, but should still be somewhat muted.



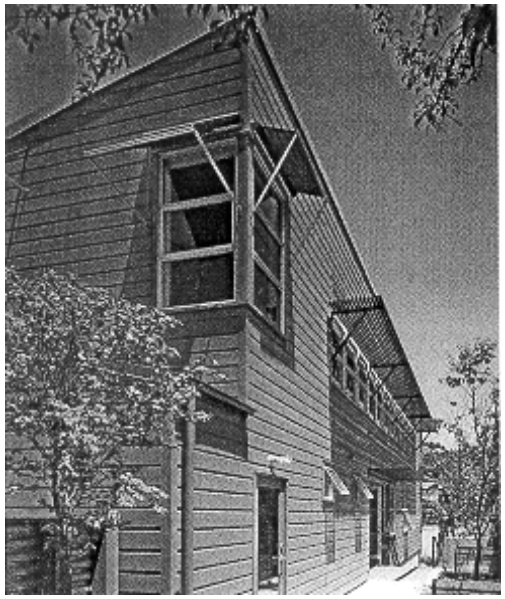
Vary wall and window surface planes to add interest and scale.

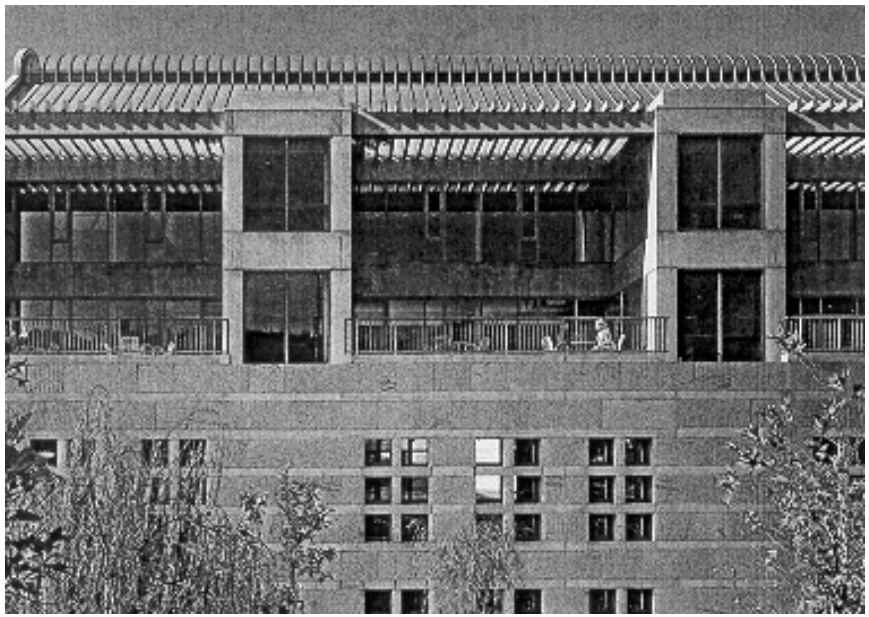


Architectural feature should be used to accentuate building entries.

Forms and massing can be simple yet still expressive of the building's function.

Roof forms should be varied to add interest and character to the area.





The selection of building materials can contribute to the distinctiveness of new structures.

LANDSCAPE

Planting Concept

The landscape concept calls for the development of a consistent landscape character that is derived from the San Luis Obispo landscape. By using the natural and agricultural landscapes as paradigms for introduced landscape patterns and materials, new development will enhance both the physical and symbolic links to the land and its history.

The Plan emphasizes the use of native and naturalized plant species over the use of exotics, both to integrate the planning area with its surroundings, and to increase the sustainability of the introduced landscape. The use of plant species and planting patterns that reference the area's agricultural heritage will keep the area symbolically grounded in this tradition, as well as maintain an aesthetic connection with ongoing agricultural operations to the south and east.

The agricultural landscape includes a number of distinct form and pattern elements that provide structure and reveal the order imposed by ranchers and farmers on the land. While the Plan is not suggesting the introduction of literal orchards and vineyards into the developed landscape, the introduction of agricultural landscape forms and patterns can be effectively used to structure the introduced landscape and make reference to the area's agricultural heritage. The basic patterns include:

- The '**windrow'** or '**hedgerow'**: Trees were traditionally planted in tight rows to act as windbreaks. These features can create dramatic vertical elements in the landscape, good visual buffers and screens, and directional elements.

- The '**orchard'**: Typically fruit-bearing trees planted in a uniform grid (four-pointed) or quincunx (five-pointed) pattern. The uniform orchard pattern can be used effectively to shade and screen an area such as a parking lot or a plaza area.

- The '**grove'** or '**farm compound'**: Typically, the compound of farm buildings, including the farm house, barns, water tower, and out buildings, were informally planted with a mixture of broad canopy shade trees, tall vertical accent trees such as palm trees and Italian cypress, and a variety of specimen plants and exotic ornamentals. This predominantly ornamental planting pattern will be most appropriate in the immediate vicinity of the buildings, and its function is both to unify and add visual interest.

- The '**allée'**: Traditionally a single or double row of trees bordering both sides of a road, driveway or pedestrian walk. This pattern used both tall columnar trees such as Lombardy poplars and Italian cypress, and broad canopy type trees to shade the corridor. The allée is excellent for giving scale to streets, creating a dramatic sense of entry, and temporizing the climate. This pattern is envisioned for use along public roadways and entry drives.

- The '**meadow'** or '**pasture'**: Traditionally associated with grazing of horses and cattle. This pattern consists of low-growing open grasslands. Its main function in the developed landscape is to provide a sense of openness within the built environment. Typically it could include a lawn area, or ornamental grasses or a field of wildflowers.

Goal 5.14: **An attractive and sustainable landscape pattern that unifies and enhances the quality of the proposed development, while being compatible with the rural agricultural landscape that bounds the area to the south and east.**

Guidelines

A. Street trees in the Airport Area should be planted to enhance the area's image, and create a strong sense of identity and unity regardless of the variety in land uses and architectural styles.

B. Landscaping along streets and trails should employ a relatively simple palette of plants and other materials that is repeated throughout the area to create a sense of continuity and visual coherence.

C. Focal areas, such as the Airport Area gateways, key intersections and project entries should be highlighted through the introduction of specimen trees, intensified planting schemes, special paving and other landscape enhancements.

D. Native and naturalized plant species (plants that can easily survive local climatic and soil conditions) are favored over exotic species that require more water, higher maintenance, and are less compatible with the natural landscape.

E. The use of native trees and those associated with the agricultural landscape are encouraged throughout the area. For example, Oak trees are a recognized resource in the area. The use of oak species, including Quercus agrifolia (coast live oak) and Quercus lobata (valley oak), in focal areas and landmark locations is encouraged. California sycamore is another appropriate species, particularly in areas adjacent to riparian corridors and wetland areas.

F. The character of planted areas near riparian corridors should respect and respond to the natural landscape character of these areas. A gradual transition should be created between zones of purely native vegetation and predominantly ornamental planting areas.

G. The use of specimen trees and ornamental species is appropriate to highlight the importance of building entries and distinguish them from the rest of the site landscape.

H. Development in the Avila Ranch area shall be designed so the projected annual water consumption is 30 percent less

than the average annual community water consumption. To meet this goal, the following performance standards shall be used:

1. Turf shall not be permitted for individual yard landscaping. Landscape plans shall be developed which require lower water usage and lower maintenance. Landscape plans shall reflect the local climate zones and local plant material.
2. Turf may be used where it is associated with a common open space, parkways, sports field or other common area. Where feasible, these areas will be irrigated with recycled water.
3. Landscape and irrigation plans should use drip irrigation systems to the extent feasible. General broadcast irrigation is discouraged.

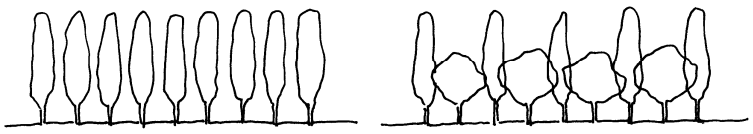
Buildings

Goal 5.15: Landscaping that integrates buildings with the larger landscape, and creates a more attractive and comfortable environment.

Guidelines

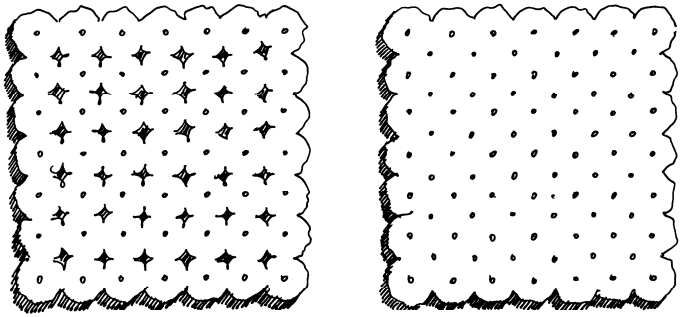
A. While the City is interested in having attractive landscaping used throughout the area, development in areas with high public visibility or that are developed for public use, should place additional emphasis on providing high quality landscaping.

B. Where visible to the public, foundation planting and landscaping of the ground plane should be used to integrate the building with the site.



Windrow *Single Species* *Mixed Species*

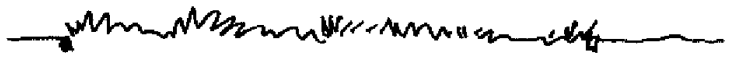
Farm Compound



Gria ***Quincunx***

Orchard

Lawn



Pasture ***Meadow***

C. The use of lawn as a ground cover is generally discouraged because it requires disproportionately high amounts of water, energy and chemicals to maintain. Turf should generally be used in pedestrian activity areas where its ability to accommodate foot traffic is a benefit. When used, turf varieties that have low water requirements, such as improved fescues and Bermuda hybrids, should be favored.

D. Trees and taller plant species should be used to mitigate the scale of buildings and to screen unsightly and/or less interesting building features.

E. Trees and shrubbery should be used to enhance microclimate conditions and water conservation by reducing ambient temperatures, shading outdoor gathering areas and hot south- and west-facing windows, and providing windbreaks.

F. The use of ornamental species and specimen plants is most appropriate near buildings, particularly those areas most visible to the public such as entries, plazas, pathways, and outside windows.

Public Art

Just as quality architecture and landscape design can contribute to the creation of a distinctive design character for the Airport Area, public art is another mechanism for creating a unique sense of place. As in the rest of the community, the City wishes to enhance the cultural and aesthetic environment of the Airport Area by encouraging the incorporation of public art into both public and private development projects.

Goal 5.16: Public art that enriches the aesthetic and cultural environment.

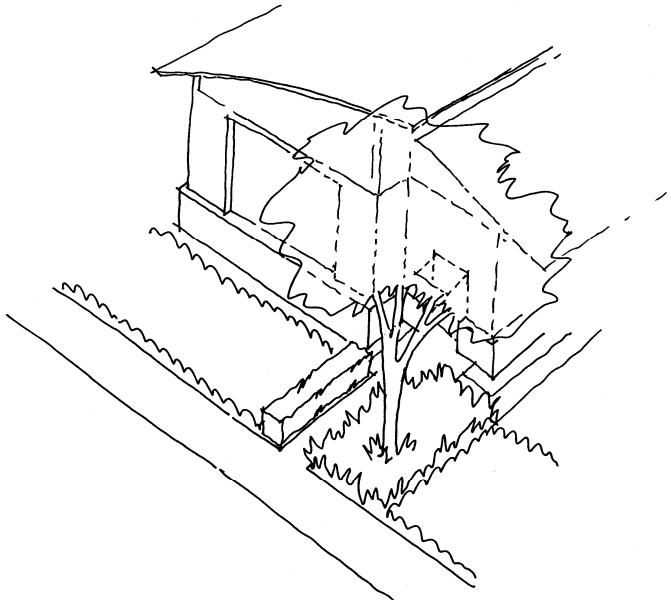
Guidelines

A. Business Park developments are encouraged to provide public art on-site.

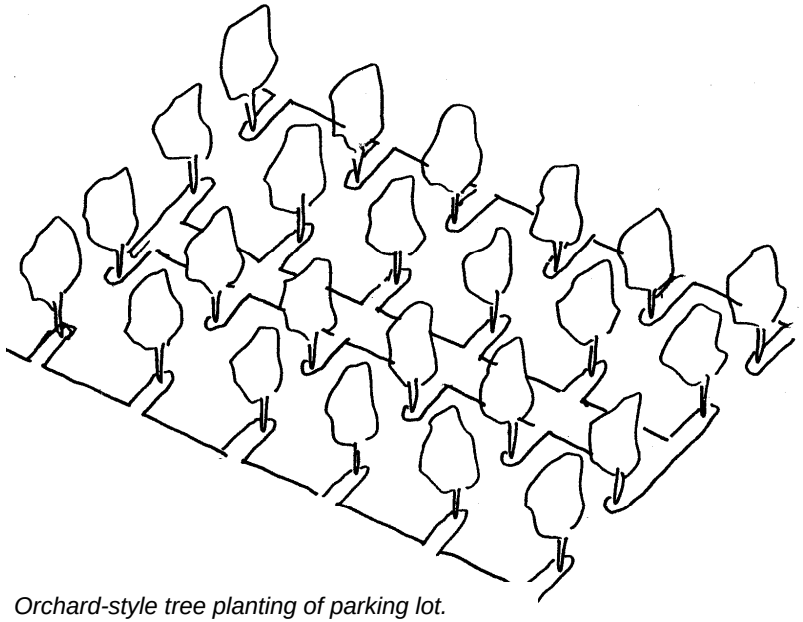
Standard

Goal 5.16.1: Development in the Airport Area is subject to the requirements of the City's Public Art ordinance.

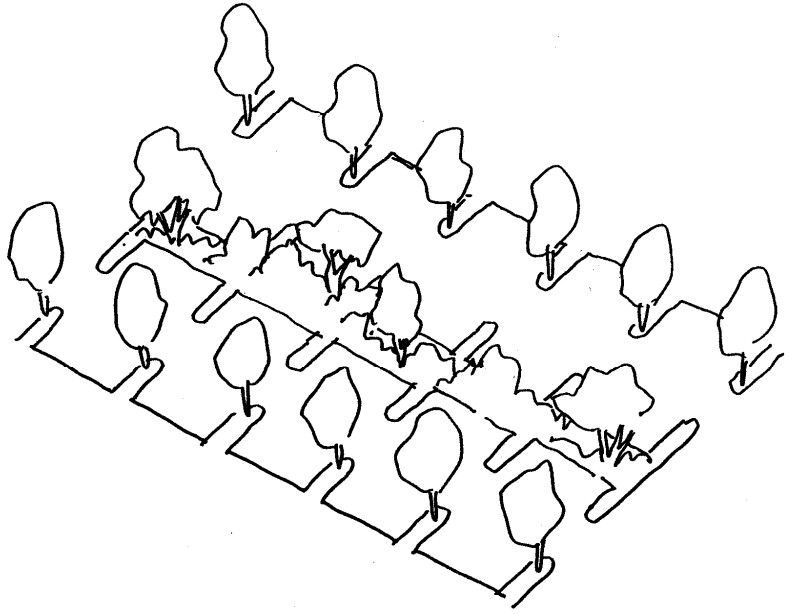
A formal allée of trees can enhance the sense of entry.



Landscaping should be used to identify and enhance building entries.



Orchard-style tree planting of parking lot.



Combination of orchard-style planting with informal landscape planting in

Signs

The focus of district, parcel and tenant identification signs should be the communication of basic information regarding the names and locations of streets, developments and tenants. Throughout San Luis Obispo, the City's intent is that signs identify and locate, rather than advertise and sell. This is particularly appropriate in the Airport Area given its emphasis on uses other than retail. As with other elements in the Plan, the design of signs should emphasize simplicity and functionality. Entry signs to individual or multi-parcel developments should reflect the high quality of the development, but avoid the creation of grandiose monuments.

Goal 5.17: A consistent, high quality system of signs that allows for creativity in design and commercial identification, while avoiding extremes of size, number, color, height, and shape.

Guidelines

A. Signs should be visually integrated with the contours, forms, colors and detailing of the landscape design. Low-profile monument signs are generally preferred.

B. The colors and materials of signs should reflect the visual attributes of the buildings to which they refer. Harsh or garish colors for background or lettering are discouraged.

C. The total square-footage of on-site signage is governed by the City's Sign Regulations.

Standards

Goal 5.17.1: Building identity signs shall be limited to major site entries from public roadways. Corporate and business identity signs can be placed on the buildings themselves, as long as they are located near the building entrance and are for identification within the site (i.e., not from public roadways).

Goal 5.17.2: Signs on poles or other raised structures are not allowed in the planning area.

Goal 5.17.3: All signs shall be located on private property.

Goal 5.17.4: Entry signs shall be externally illuminated. The light source shall be fully shielded from view from roadways and pedestrian walkways. Lighting levels shall be as low as possible while providing adequate illumination for signs to be seen by motorists.

Lighting

As noted in the Design Principles at the beginning of this element, the planning area is a transitional zone between urban and rural uses. The overall lighting concept is to maintain generally low lighting levels that will not impact adjacent rural or open space areas. It is envisioned that levels of illumination will be somewhere between those typically provided within the City and those in the rural unincorporated area.

Goal 5.18: A low level of ambient lighting that protects the rural ambience, while being consistent with public safety needs.

Table 5.5
San Luis Obispo Airport Area Specific Plan
DESIGN STANDARDS – LANDSCAPED SPACE

Design Standard	Land Use Category			
	Residential	*Business Park*	*Service Commercial*	*Manufacturing*
Landscaped space extends continuously between streets, buildings, and parking areas.	Required	Required	Encouraged	Encouraged
Continuous areas of open ground have their long dimensions oriented parallel to the airport's main runway.	Required	Encouraged	Encouraged	Encouraged
Plant species are continuous from site to site.	Theme trees in neighborhoods	Encouraged	Encouraged	Encouraged
Parcels are not bounded by walls or fences (exceptions: retaining walls needed for proper drainage and not exceeding one meter tall, and screening for parking and loading).	Encouraged	Required	Encouraged	Encouraged
Fences "fade out" when seen against landscaping or objects (use materials such as vinyl-coated chain-link).	Required	Required	Encouraged	Encouraged
Barbed-wire and razor-wire are not used, except by administrative use permit approval, with a finding of no practical alternative for security.	Required	Applies	Applies	Applies
Outdoor areas that must be enclosed for security will be adjacent to a building, and the method of enclosure is: extending one or more walls of the adjacent buildings; walls employing only materials an details used in the building exterior.	Required	Required	Encouraged	Encouraged

Low profile, monument-type signs preferred.

Guidelines

A. When illuminated, pedestrian pathways and plazas within development parcels should use light standards that limit the splay of light. Fixtures mounted no higher than 42 inches above the ground are preferred, but light standards up to 12 feet tall are acceptable.

B. On-site lighting to complement and enhance architecture, building identity and site design should be restrained in its application. Fixtures should be concealed to avoid glare and light intrusion into adjacent properties and streets.

C. Service area lighting should be contained within the service area boundaries and enclosure walls. Light "spill over" outside service areas should be minimized.

Standards

5.18.1 Provide minimum levels of lighting consistent with public safety standards along public roadways.

5.18.2 At a minimum, streetlights shall be required at intersections, marked pedestrian crossings, and directional/warning signs. Where used, street lighting shall emphasize the creation of "pools" of light around areas of concern, rather than providing a constant, even lighting across the entire area.

5.18.3 Luminaire height shall not exceed 30 feet on arterials and major collectors such as Broad Street, Prado Road, and Tank Farm Road.

5.18.4 To maintain a pedestrian scale and reduce ambient light levels, streetlights shall not exceed 20 feet on all other streets.

5.18.5 Provide adequate illumination for safe use of parking lots after dark.

5.18.6 Color-balanced lights that do not cast a tinted light are preferred.

5.18.7 Light fixtures shall be cut-off type fixtures that focus light downward and shield the light source from surrounding areas not intended to be illuminated.

5.18.8 Luminaire height should be uniform over the parking lot and not exceed 20 feet.

5.18.9 Parking area lighting should be designed to minimize shadow/light interference by siting light standards between trees and below mature canopy tree height.

Drainage

Goal 5.20: Drainage systems that employ Best Management Practices, consistent with City-wide drainage standards, and are designed to be an integral part of the natural landscape.

Drainage

Poor drainage has been a constraint on the development of low-lying portions of the planning area. While storm drainage improvements necessary to reduce flooding potentials to acceptable levels will be implemented as part of the Plan, additional efforts to mitigate the changes in stormwater runoff resulting from new development will still be beneficial. Due to the resulting increase in impervious surfaces such as roofs, driveways, and parking lots, new development typically increases the volume and rate of runoff and the amount of urban pollutants collected in the runoff, and reduces the groundwater recharge. Both of these result in increased costs and reduced environmental quality.

The use of open drainage systems that collect, detain, and direct drainage flows in surface facilities such as grassed or vegetated swales, detention facilities and other Best Management Practices (BMP's) can do much to reduce the rate and volume of runoff, increase groundwater recharge, and remove pollutants from urban runoff. From an aesthetic standpoint, the use of vegetated swales to carry runoff is also consistent with the concept of encouraging a rural/agricultural character to the planning area.

Guidelines

A. Use of surface stormwater collection systems, including swales, detention ponds, and energy dissipaters, is encouraged to slow stormwater runoff and improve stormwater quality. Features such as sediment basins, filter strips, and infiltration beds can be included to further enhance the removal of pollutants from runoff.

B. Where soils and water tables permit, developers are encouraged to use techniques for increasing stormwater infiltration. Such techniques could include: infiltration basins, infiltration trenches, swales with check dams, and/or permeable pavements.

C. Use of permeable pavements, such as porous asphalt, porous concrete, and open-celled pavers, is encouraged for pedestrian walkways, courtyards, parking areas and low-volume roads.

D. Use of parking lot planter strips as "bioswales" or infiltration beds that capture runoff from the parking area in the planter areas is preferable to raised planter areas that drain off onto the paved areas. The City can give up to a five percent reduction in required parking in exchange for effective use of surface stormwater collection techniques that increase infiltration.

E. Catchment and diversion of stormwater runoff from rooftops into surface collection/detention/infiltration facilities is encouraged.

F. The Avila Ranch project falls under the Low Impact Development (LID) requirements of the Regional Water Quality Control Board's Post Construction Requirements. The project's design features have been developed to comply with Performance Requirements 1 through 4, as follows:

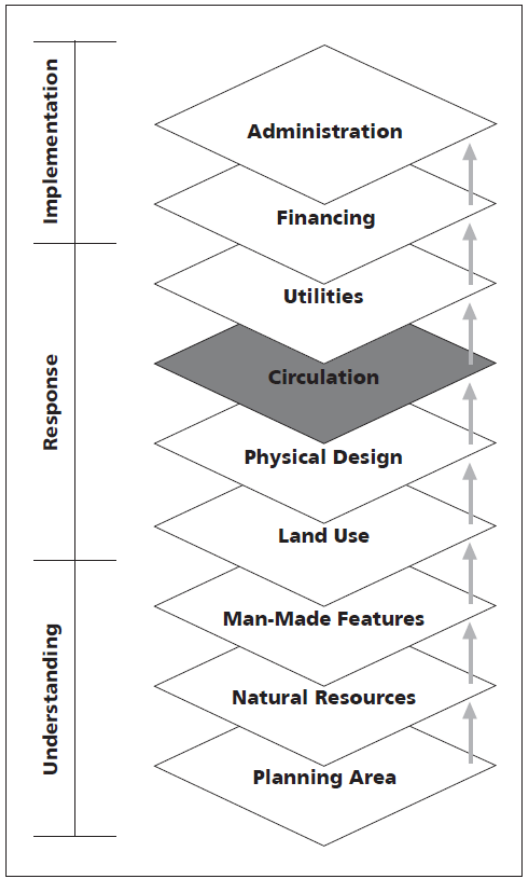
1. Performance Requirement 1 – Site Design and Runoff Reduction: Under this requirement there is to be limited disturbance to creeks and drainage features, avoidance of compaction to permeable soils, limited clearing and grading of vegetated areas, reduction in impervious surfaces, and other measures to limit offsite runoff. Tank Farm Creek will not be modified except for its realignment to its former natural course, and connection to the Chevron detention basin. The project site soils show a wide pattern of permeability. Soils adjacent to the creek show the most consistent pattern of permeability. Soils adjacent to the creek show the most consistent pattern of moderate to rapid permeability, with soils influenced by historic water flows or occasional flooding showing the lowest permeability. Soils adjacent to the Tank Farm Creek will be used for open space, recreation and for storm water infiltration, and detention.

The project will also include a number of features to minimize impervious surfaces, including usage of pervious pavement and pavers for R-2 driveways, usage of pervious pavers/porous concrete on at least 20 percent of parking lot areas for multifamily/commercial and town center areas (in conjunction with v-gutters and French drains), and narrower streets sections consistent with other Specific Plans in the community. Streets and paved areas will be surfaced drained where possible to LID catchment areas. Finally, Venture Lane and Jesperson Road will have bioswales and infiltration along the frontages.

2. Performance Requirement 2 – Water Quality Treatment: The site will have an integrated system of small filtration ponds that will retain the 85th percentile 24-hr storm. Figure 23 shows the distribution of these areas and the bioswales for the project. It is estimated that approximately 5 percent of the surface area is required to comply with the retention requirement.

3. Performance Requirement 3 – Runoff Retention: The site will have an integrated system of small filtration ponds that will retain at least the 85th percentile 24-hr storm. Thirty-five percent of the site will be in open space and parks uses, substantially reducing runoff from the project site. The ponds have a combined capacity of approximately 23 acre-feet, an amount adequate for retention of a 25-year storm, or detention for a 50-year storm.

6.0 CIRCULATION & TRANSPORTATION



Each 'layer' of understanding informs the planning response.

INTENT

The transportation and circulation system for the Airport Area is designed to utilize the existing roadway system as much as possible, widening and extending key arterial streets, with the addition of collectors, and local streets as needed to serve individual development areas and balance traffic flow. The system also includes pedestrian facility installations as well as trails for non-vehicular circulation to connect various planning subareas to each other and the rest of San Luis Obispo. Implementation of the infrastructure is proposed to meet the multimodal objectives of the City's Circulation Element. The circulation plan encourages preservation of the area's rural character, and promotes transit use, bicycling and walking as convenient modes of transportation for commuting and recreation. The circulation plan enhances connectivity with adjacent areas, where feasible, to reduce traffic impacts on major streets.

Consistent with City goals and objectives relating to community character, roadway design standards incorporate both urban and rural features that enhance the openness of the area, take advantage of views, and provide simple, functional streets.

CIRCULATION BACKGROUND/SETTING

The transportation system serving the Airport Area is comprised of the roadway system, transit and public transportation, and alternative modes including carpooling, bicycling, and walking. Several major transportation routes provide access to the study area: Highway 101, Prado Road, Broad Street, South Higuera Street, Tank Farm Road, Buckley Road and Los Osos Valley Road. Highway 101 is the primary regional transportation route serving San Luis Obispo and surrounding communities. In the vicinity of the Airport Area, access to and from Highway 101 is provided at four interchanges, South Higuera Street, Los Osos Valley Road, Prado Road and Madonna Road. From these interchanges, a system of streets collect and distribute traffic to and from the Specific Plan area. The South Higuera Street interchange is the designated truck exit accessing the industrial areas in southern San Luis Obispo.

A unique challenge in the Airport Area is the fixed layout of arterial streets and their "divergence" from the center of the City as they head towards the south county. This divergence requires longer lengths of improvements to accomplish connectivity, mobility and access improvements than on similar arterials located closer to the center of town. This results in higher costs for infrastructure development per development unit than in other areas and is further complicated by the large amount of open space located in the midst of the AASP adjacent to needed roadway improvements. The plan strives to balance this issue and pass on appropriate levels of improvements to the specific plan area without overly burdensome requirements.

Public transit serving the study area is provided by SLO Transit, the City of San Luis Obispo's transit agency, and the San Luis Obispo Regional Transit Agency (RTA), the countywide intercity transit agency. Both agencies provide fixed-route bus service within San Luis Obispo, however, SLO Transit provides most of the bus routes and stops within the Airport area. Amtrak provides regional rail service in San Luis Obispo, with a station located downtown just south of the community's central business district and north of the Airport Area.

While the City of San Luis Obispo has a relatively comprehensive bicycle system, the Specific Plan area is on the outskirts of the system and has limited access from existing bicycle lanes or paths. Bicycle lanes are located along South Higuera and Broad Streets, with minimal-width lanes provided along Tank Farm Road.

6.1 CIRCULATION AND TRANSPORTATION GOALS

The transportation and circulation system for the Airport Area should provide safe and convenient mobility and access to all modes of transportation. The transportation system should be balanced with interconnected streets, transit routes, bicycle and pedestrian facilities, and open space recreational areas with limited gaps or barriers. . The transportation system should encourage the use of, and provide facilities for, alternatives to the single-occupant vehicle. The 2014 Circulation Element Update has established significant new modal split objectives for buildout of the City and the AASP is proposed to be consistent with those goals. At the same time, the Specific Plan must recognize the need to serve regional and citywide traffic and freight on its street system.

The LUCE update identified the need to add north-south connections between Tank Farm Road and Buckley Road. The following roadways were identified as needed for connectivity and circulation:

A. Extension of Earthwood Lane south of Suburban Road to Venture Drive in the Avila Ranch project.

B. Extension of Horizon Lane from Suburban Road to Avila Ranch and then southerly to Buckley Road.

C. Extension of the "Unocal Collector" south of Tank Farm Road to Suburban Road.

The AASP amendment associated with the Avila Ranch Project includes these additional roads, including some right of way acquisition because some of the property necessary for the road extensions is already developed and right of way dedication has not yet been accomplished.

The development of Avila Ranch as a residential and retail land uses offer a distinct challenge in providing appropriate connectivity in the specific plan area and yet not encourage commercial/industrial based trips to travel through the residential areas. Mitigations by Avila Ranch as well as the AASP may be necessary to ensure that residential quality of life issues are maintained pursuant to General Plan objectives.

Figure 6-1 shows the Circulation Plan. Table 6-1 summarizes the functional classification of AASP roadways.

Goal 6.1.1: Safely Accommodate Increased Traffic

Develop a circulation system for the Airport Area that safely accommodates increased traffic associated with the Specific Plan, along with cumulative development at the south end of town, and southern San Luis Obispo County, while preserving views and the area's rural agricultural character.

Table 6.1
San Luis Airport Area Specific Plan
PRIMARY CIRCULATION SYSTEM & FUNCTIONAL CLASSIFICATIONS

Street	Extent	Functional Classification
Tank Farm Rd.	Broad St. South Higuera St.	Parkway Arterial
Santa Fe Rd.	North of Tank Farm Road Realigned and extended to Prado Rd. extension	Commercial Collector
Santa Fe Rd (Hoover Rd)	South of Tank Farm Road - Realigned and extended from Buckley Rd. to Tank Farm Road	Local Commercial
Western Area Collector	North of Tank Farm Rd. to Sueldo	Local Commercial
Western Area Collector	South of Tank Farm Rd. Suburban Road	Local Commercial
Buckley Rd.	Broad St. Vachell Lane with extension to South Higuera St.	Arterial
South Higuera St.	Prado Rd. to Buckley Rd. extension	Arterial
Broad St.	Prado Rd. extension to Buckley Rd.	Highway/Regional Route
Venture Road	Vachell to Horizon/Jesperson	Residential Collector
Horizon/Jesperson	Buckley Road to Suburban	Commercial Collector
Earthwood	Suburban to Vachell	Residential Collector
Unocal Collector	Granada to Suburban	Commercial Collector
Vachell Road	South Higuera to Horizon	Commercial Collector
Suburban Road	South Higuera to Buckley	Commercial Collector

Goal 6.1.2: Connectivity

Create a circulation system that maintains and improves access and connectivity between the Airport Area and adjacent areas such as: the Margarita Area; the Edna-Islay Area ; the Country Club Area the Los Osos Valley Road corridor and the South Higuera area. Design Specific Plan roadways to provide adequate connection and mobility for all modes of transportation, including freight to US 101. Additional north-south connectivity between Tank Farm Road and Buckley Road is also desirable to relieve traffic pressures on Higuera Street and Broad Street, and to provide public safety routes to new development areas.

Goals 6.1.3: Transit

Provide convenient and effective transit service as early as possible in development of the AASP area to provide accessibility to planned residential, industrial and commercial areas along with an interconnected bicycle transportation system connected to the rest of the City and region. The transit system should support the Airport Area's employer's efforts to meet the City's Average Vehicle Ridership (AVR) goals and modal split objectives.

Goal 6.1.4: Comprehensive Bikeway and Pedestrian System

Complete a series of Class I facilities throughout the area as soon as possible to encourage commuter use and an alternative to single occupant driving. Develop a comprehensive and connected bikeway and pedestrian system that connects the area's employment centers to the broader community, promotes alternatives to the single occupant automobile, enhances the public's enjoyment of the community's open space resources, and connects the local bikeway system to the regional bikeway and pedestrian system such as the Bob Jones Trail.

Goal 6.1.5: Truck Routes

Establish designated truck routes within the Airport Area that augment and connect with the regional routes established in the General Plan and are designed such that unnecessary truck intrusion into adjacent neighborhoods or arterial streets are minimized.

6.2 CIRCULATION AND TRANSPORTATION PLAN

6.2.1 CIRCULATION SYSTEM CLASSIFICATIONS

The primary circulation system within the Airport Area consists of major streets and Class I trails that pass through and connect the Airport Area to the surrounding city and county. The primary circulation system is interconnected with a system of secondary access streets and a network of bicycle and pedestrian paths. The primary vehicular circulation system in the Airport Area consists of highways, parkway arterials, arterials and collector streets as shown in Figure 6-1 and in Table 6.1.

While serving the Specific Plan land uses, some of these streets also have a regionally significant role functioning as throughways serving citywide and countywide travel demand. As shown in Figure 6-1, not all of these streets are located within or adjacent to the planning area's boundaries. Streets outside of the Airport Area, while not subject to the Specific Plan design standards, are also a critical element of the primary circulation system since they provide access to the area and the regional street infrastructure. For example, the circulation system in the Margarita Area to the north of the Airport Area includes proposed street improvements, such as the Prado Road extension between Broad Street and Madonna Road interconnecting at US 101. This roadway extension will serve as important component of the Airport Area's circulation system to and from the freeway.

As noted above, the LUCE update identified the need to add north-south connections between Tank Farm Road and Buckley Road. The extension of Earthwood Lane south of Suburban Road to the Avila Ranch project, the extension of Horizon Lane from Suburban Road to Avila Ranch and the extension of the "Unocal Collector" south of Tank Farm Road to Suburban Road were identified as needed in the long run. The AASP amendment associated with the Avila Ranch Project includes these additional roads, to implement the LUCE circulation policies. Implementation includes some right of way acquisition because some of the property necessary for the road extensions is already developed and right-of-way dedication has not yet occurred.

A unique challenge is to design the AASP arterial and collector street system to meet the access, mobility, safety and vehicle classification needs of the area without over-designing the facilities. Cross sections and traffic control techniques proposed in this document have been designed to minimize street impacts yet also provide safe and efficient space within the right of way to develop complete streets for all users. Access management along

the arterials plays a vital role in keeping street widths narrow and not requiring extra traffic control locations within the planning area.

6.2.2 LOCAL STREETS AND ACCESS

One major objective of the Airport Area's primary circulation system is to provide general mobility to, and through, the area with limited but direct access to development areas. A secondary circulation system of local streets and a system of off-street trails is intended to provide internal circulation and access to individual properties. In order to provide flexibility for private development design, the secondary circulation system is not fully established in the Specific Plan. In order to be responsive to ownership and market conditions, the secondary system will be planned and implemented as development projects occur in accordance with the Specific Plan design standards. Therefore, as individual projects are proposed within the Specific Plan area, additional dedications for roadways and trails may be necessary to provide adequate connectivity to adjacent parcels and activity centers, or to otherwise meet the goals and standards provided in the Specific Plan.

6.2.3 PROPOSED IMPROVEMENTS

The Circulation Element of the San Luis Obispo General Plan defines the City's vision for a transportation infrastructure that will meet the projected growth within the southern portion of the city, including the Airport Area. When the General Plan was updated in 2014 it included many of the transportation improvements, as identified in the Circulation Element that will be necessary to support the City's growth, as well as the overall increase in local and regional traffic throughout the Airport Area. These improvements address facility needs both inside and outside the planning area in response to demand created by growth in the entire south end of the City and unincorporated areas of San Luis Obispo County.

As an implementing mechanism of the City's General Plan, the Airport Area Specific Plan identifies a primary circulation system and functional roadway classifications consistent with the San Luis Obispo General Plan Circulation Element (December 2014). Planning area development also requires a number of additional, more detailed, improvements (e.g., street extensions and widenings, roundabouts, signalization, etc.) in order to accommodate projected development. In addition to improvements required within the Airport Area, there are a number of other General Plan-specified circulation improvements outside the planning area needed to accommodate projected growth. Table 6.2 summarizes these necessary improvements. The Chevron EIR identifies many of these improvements as cumulative citywide transportation mitigations.

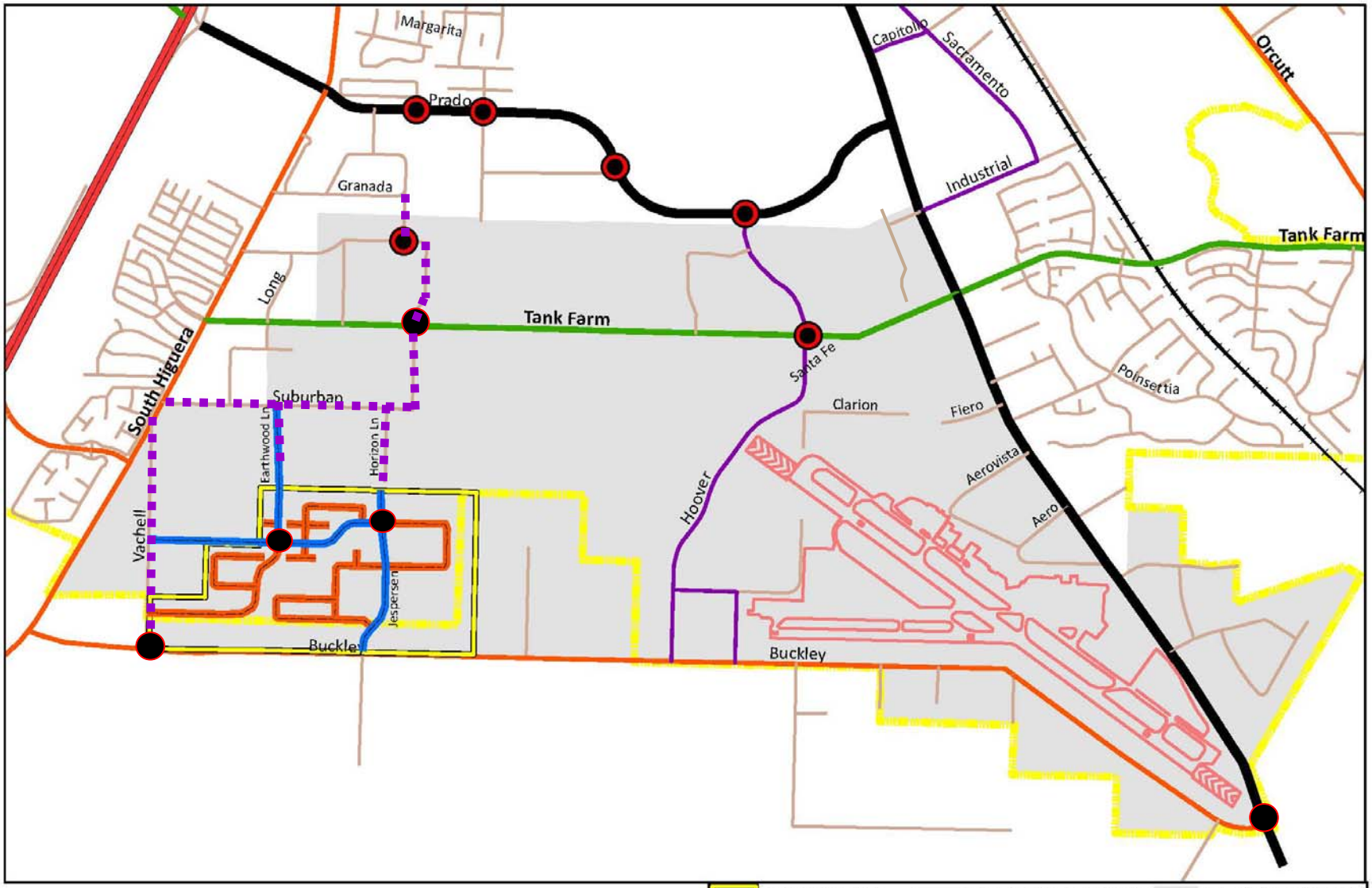


Figure 6-1 Circulation Network

6.2.4 PEDESTRIAN AND BICYCLE CIRCULATION

Consistent with the City's emphasis on accommodating alternative modes of travel, the Airport Area includes a 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 connect the planning area internally, but also contributes to the creation of an integrated regional multi-use trails system. This system will link the planning area to the major destination points in the unincorporated areas as well as other origin and destination points within the City. The emphasis in the design of the system is to enhance its use by minimizing conflicts with vehicular circulation as much as possible. The proposed pedestrian and bicycle circulation plan provides an extensive and continuous system that allows for the safe and efficient movement of pedestrians and bicyclists for both commute and recreational purposes consistent with the policies of the General Plan. The circulation system incorporates two levels of pedestrian and bicycle facilities: street-related and non-street-related.

Pedestrian circulation will be accommodated by:

A. Street design standards that include sidewalks on both sides of the street for most classifications of streets within developed areas, and off-street, multi-use paths along streets adjacent to open space areas, and;

B. A network of multi-use, Class I facilities that will connect to the street system within the planning area as well as existing and proposed facilities outside of the Airport Area.

The Bicycle Transportation Plan proposes a comprehensive system of on-street and off-street bicycle facilities. This Plan is supplementary to the adopted citywide Bicycle Transportation Plan, providing connections to existing and planned bicycle facilities outside of the Airport Area. Through a combination of east-west on-street bicycle lanes and north-south on- and off-street facilities, bicyclists will be able to access any part of the Airport Area, enjoy the area's open space and natural resources, and access facilities in the surrounding areas. The ultimate alignment of some of the Class I bike paths south of Tank Farm Road will need to be determined a part of the plans to develop the Chevron property. However, the AASP (Figure 6-2) illustrates conceptual alignment. The Bicycle Transportation Plan, illustrated in Figure 6-2, is comprised of three types of bicycle facilities:

A. Off-street Class I multi-use paths that parallel creeks and riparian corridors as well as major streets,

B. On-street Class II bicycle lanes on arterial (separated where feasible, and collector streets, and;

C. A combination of off-street paths adjacent to streets and on-street bicycle lanes.

Table 6.2
San Luis Obispo Airport Area Specific Plan
CIRCULATION SYSTEM IMPROVEMENTS
Intersections

Location	Improvements
Prado Road/ South Higuera intersection	Add lanes per Avila Ranch EIR, to the approval of the Public Works Director to meet LOS standards
Tank Farm/ South Higuera intersection	Add lanes per Avila Ranch EIR, to the approval of the Public Works Director to meet LOS standards
Tank Farm Road/ Broad Street intersection	Add lanes per AASP EIR, to the approval of the Public Works Director to meet LOS standards
Los Osos Valley Road/ US 101 SB & NB Ramp	Widen LOVR bridge and improve ramps (Completed 2016)
Aero Drive/ Broad Street intersection	Signalize (completed 2012)
Tank Farm/ Santa Fe Road intersection	Install roundabout and add lanes to the approval of the Public Works Director to meet LOS standards
Tank Farm/ Sueldo intersection (Chevron Collector)	Signalize or roundabout, if necessary and add lanes as shown in EIR to the approval of the Public Works Director to meet LOS standards
Prado Road/ Broad Street intersection	Signalize, add lanes as shown in MASP; SB right (MASP) and NB dual left turn lane (OASP)
Prado Road/ Santa Fe Road intersection	Install roundabout and add lanes as shown in MASP
Buckley Road/ South Higuera Street intersection	Add lanes per AASP EIR, Signalize to the approval of the Public Works Director to meet City/County LOS standards
Buckley Road/SR 227 intersection	Add lanes or roundabout control pursuant to HWY 227 Study (2016)
South Street/ South Higuera Street intersection	Extend northbound right turn-lane per Avila Ranch EIR
Horizon Lane/Suburban Road intersection	Design consistent with City Uniform Design Criteria and Municipal Code Standards
Suburban Road/South Higuera Street intersection.	Restripe Suburban Road to extend the length of the westbound left turn lane and make left/right turn-lane
Vachell Lane/South Higuera Street intersection	Install measures to restrict left turns into and out of the intersection in coordination with the opening of the Buckley Road Extension from Vachell Lane to South Higuera Street
Buckley Road/Vachell Lane intersection	Install a traffic signal or a single-lane roundabout
Prado Road between existing terminus and Broad St.	Extend new roadway to Regional Highway standards, including medians and landscaped parkways, sidewalks and bike lanes (Refer to Margarita Specific Plan for typical cross section)
Prado Road between existing terminus and So. Higuera St.	Modify street as much as possible within existing right-of-way to Regional Highway standards, sidewalks and bike lanes (Refer to Margarita Specific Plan for typical cross section)
Santa Fe Road from Tank Farm to Prado Rd.	Extend new roadway to Commercial Collector standards (see Figure 6-10)
Santa Fe Road from Hoover Avenue to Tank Farm.	Realign new roadway to Commercial Collector standards (see Figure 6-11)
Sueldo (Western Chevron property) between Tank Farm and Hind	Extend new roadway to Commercial Collector standards (see Figure 6-10)
Hind Road between existing terminus and Prado Road	Extend new roadway to local standards (see Figure 6-11)
Prado Rd. from So. Higuera to US 101 interchange	Widen to Regional Highway standards – 4 lanes – with medians and sufficient right-of-way reserved for 6 lanes (Refer to Margarita Specific Plan for typical cross section)

Location	Improvements
Broad Street from Buckley Rd. to Tank Farm Rd.	Widen to Arterial standards with medians (see Figure 6-5)
Tank Farm from So. Higuera to Broad St.	Widen to Arterial standards – 4 lanes minimum (see Figure 6-6)
Buckley Rd. from Vachell Lane to So. Higuera St.	Extend new roadway to Arterial standards for undeveloped areas (see Figure 6-8)
Horizon Lane south of Suburban Road	Improve to commercial collector to Avila Ranch property, Residential Collector standards to Buckley
Earthwood Lane south of Suburban Road	*Extend to the Avila Ranch project site. Develop Earthwood Lane to full City standards for a Residential Collector*
Suburban Road between So. Higuera Street and Horizon Lane	Improve to Commercial Collector standards

Note: Reference Figure 6-2 for the type of bikeways that must be included in the street's design

Example of a Buffered Class 2 bike path

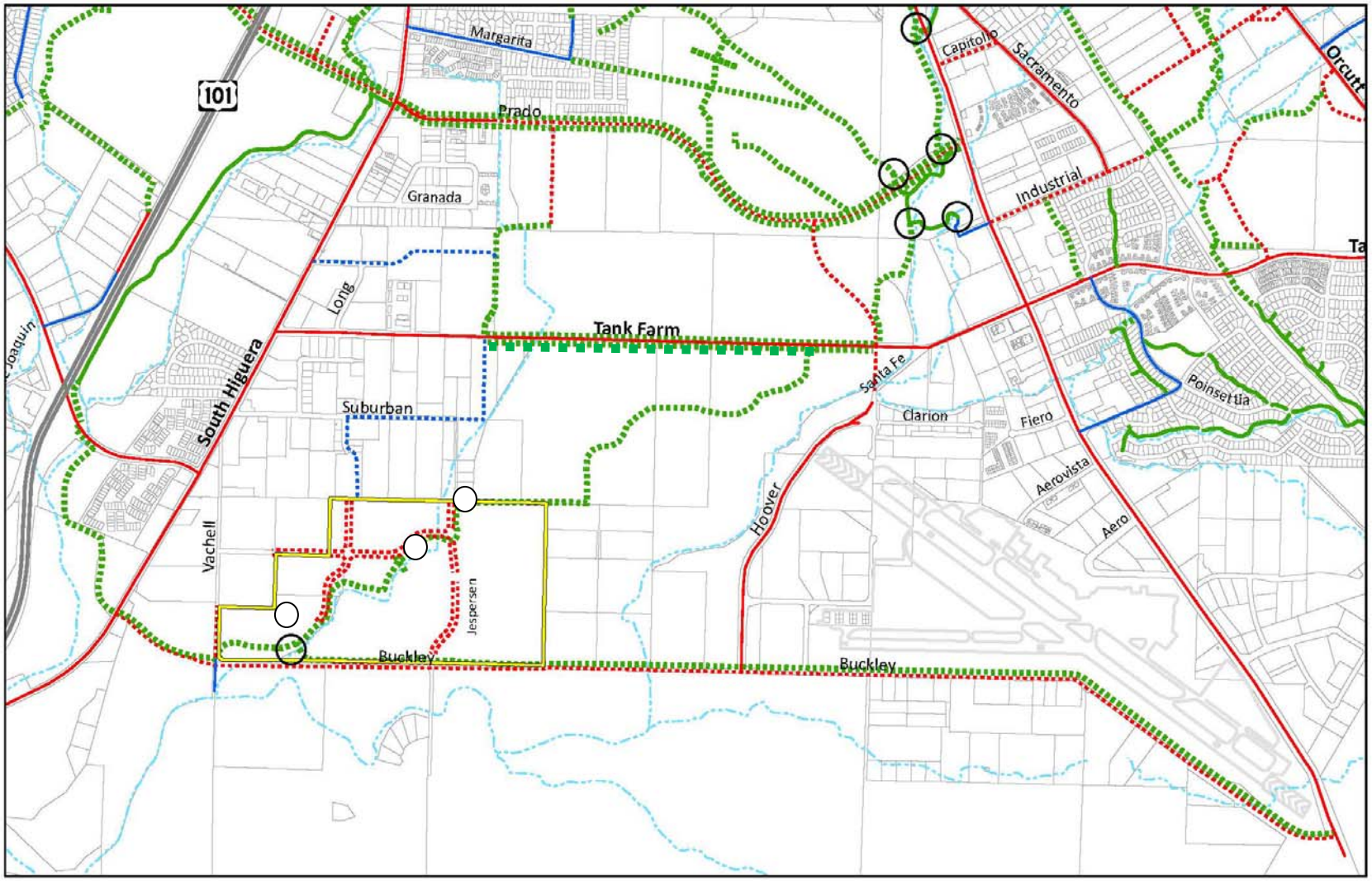


Figure 6-2 Bicycle Plan

**Class I paths are shown in conceptual locations and subject to refinement in response to environmental and development conditions.*

Class I Paths

The City completed a significant update to its Bicycle Plan in November 2013. As such, the Bicycle Plan should be used as the guiding document for bicycle and pedestrian facilities in the AASP area and where conflicts arise the Director of Public Works will make a final determination of facility requirements. Class 1 Paths play a critical role in providing access and connectivity from the AASP area to other locations in the City. Figure 6-2 shows the AASP and MASP Bicycle networks. A primary objective of the plan is to create a continuous Class 1 connection from the Broad Street corridor (Rockview) within the MASP area and extend the facility through the AASP area connecting to the Bob Jones Trail at the Octagon Barn.

The citywide Bicycle Transportation Plan identifies the project as starting Rockview with a future undercrossing of Broad Street. Until the undercrossing is implemented, the bike path will connect to the east side of Broad Street via an at-grade crossing at the Rockview Place/Broad Street intersection. The Acacia Creek path extends south (west of the riparian corridor) and crosses the Prado Road extension via an undercrossing. The property south of Prado Road is the City's Damon-Garcia Sports Fields Complex. The sports field provides a path through this area. South of the sports fields, the path parallels the west side of the riparian corridor or an alternative alignment could include linking to Santa Fe Road through the Chevron property. At Tank Farm Road, the path will connect to the Class I trail along Tank Farm Road and will allow access to a path that will ultimately connect to the Avila Ranch property at the south end of the Chevron property.

The Acacia/ East Branch of SLO Creek path will cross Tank Farm Road at the relocated intersection with Santa Fe Road. South of Tank Farm Road, the path will parallel Santa Fe Road and then continue south along the east side of the creek across the county-owned airport clear zone property to a point that is near the south edge of the Unocal Property. The path will then extend south along the east side of the creek to Buckley Road.

An alternative route for this Class I path extends from the realigned section of Santa Fe Road south of Tank Farm Road extending through the open space in the Chevron property and linking through the Avila Ranch property to Buckley Road.
From the southern boundary of the Specific Plan area the path allows bicycles to travel east to Broad Street or West along Buckley Road to reach the Bob Jones Trail head near the Octagon Barn.

Other Class I Paths - Tank Farm Road, within the open space area between the Sueldo and Santa Fe Road, now has parallel Class I paths proposed on the both sides of the road (see Figure 6-8). Buckley Road, between Broad Street and South Higuera has a Class I path proposed along its north side (see Figures 6-8, 6-9 and 6-10).

Class II Bicycle Lanes

Bicycle lanes are required on arterial and collector streets within the Airport Area. As shown in Figure 6-2, Class II bicycle lanes are located on all of the major streets within and connecting to the Airport Area including Tank Farm Road, Buckley Road, Santa Fe Road, Prado Road, Vachell Lane, Broad Street, the Venture/Jesperson Residential Collector in Avila Ranch and South Higuera Street. Buckley Road, between Broad Street and Vachell Lane, will have a Class II bicycle lane in the eastbound and westbound direction east of the Tank Farm Creek Bridge, complementing the Class I path proposed on the north side of Buckley Road (see Figures 6-2, 6-7 and 6-8). Ultimately, the bridge across Tank Farm Creek will be widened to accommodate Class II facilities however, until that time separated Class I bridges may be necessary to accommodate bicycle and pedestrian travel along Buckley at the bridge location.

6.2.5 Truck Transportation

With the services/manufacturing and business park orientation of the Airport Area's land use plan, truck transportation is essential to the area's economic viability. For traffic safety, along with noise

and capacity considerations, trucks must be routed on roads that are designed for larger vehicles using the City's established truck routes. The Circulation Element of the General Plan establishes truck routes on South Higuera Street, Tank Farm Road, Broad Street, Buckley and Prado Road and its extensions between Broad Street and Madonna Road.

Trucks along Los Osos Valley Road between Highway 101 and South Higuera are discouraged due to the potential conflict with the single driveway locations for the Los Verdes Townhomes project.

Presently, Prado Road and Tank Farm Road are proposed designated truck roads serving the Specific Plan Area. The proposed truck transportation routes for the Airport Area adds Santa Fe Road (commercial collector) from Buckley Road to Prado Road as designated truck route. Santa Fe Road connects the three east-west truck routes within the Airport Area and serves industrial/business park land uses.

A new challenge with the residential land uses proposed for the Avila Ranch property will be limiting the conflict of truck and employee traffic through the residential neighborhoods. A balance between access and connectivity will need to be considered as the Avila Ranch project is processed for approval.

6.2.6 Scenic Roadways

The General Plan Circulation Element establishes policies related to scenic roadways and identifies those existing roadways that are considered important scenic resources. The policies are intended to ensure that development along these roadways does not detract from their scenic value, and that view corridors should be enhanced. Within, and in the vicinity of, the Airport Area the General Plan identifies South Higuera Street, Tank Farm Road, Broad Street, Buckley Road, and Vachell Road as having high to moderate scenic value.

The Community Design chapter presents goals, guidelines and standards to preserve significant views and view corridors through sensitive planning of the location and form of development. These overall goals and policies are relevant to the transportation

system. A significant utility undergrounding project for Broad Street (from Orcutt Road south to the Airport) was identified and a joint effort by the County and City has been substantially completed. . Additionally, as development occurs along other streets, undergrounding of utilities should occur when subdivisions occur or projects need to relocate infrastructure.

The City should continue to work with the County to protect and enhance scenic roadways that connect San Luis Obispo with other communities.

6.2.7 Transit Plan

Transit service to the Airport Area is a critical element of the transportation and circulation plan. The policies of the General Plan circulation element support the need to develop and expand transit to, and establish transit service standards for, new development areas.

With the employment-intensive land uses proposed for the Airport Area, there is potential for increased levels of transit ridership. With a capacity for over 10,000 employees in business park and services/manufacturing land uses, the Airport Area has the potential for substantial transit ridership. About 95 percent of the non-residential land use in the Airport Area is within a one quarter -mile walk of an arterial or collector street, the maximum walking distance for the average transit rider. More than half of the developable land use in the Airport Area could be within one quarter-mile of a transit stop (when optimally sited), corresponding to about 1,000 to 2,500 riders per day. The City will work with RTA to encourage the extension of Route 2 into the Avila Ranch project as development progresses and demand warrants. Figure 6-3 shows the existing and potential transit plan for AASP.

6.2.8 Proposed Transit routes

The City last updated its Short Range Transit Plan in 2016. As such, the City's Short Range Transit Plan shall be the guiding document on service changes to service the Airport Area. Transit services should be extended early in the plan area development to help achieve General Plan modal objectives.

It is important to note that the SRTP is only a 5 year planning document and may not show all routes that may be necessary upon buildout.

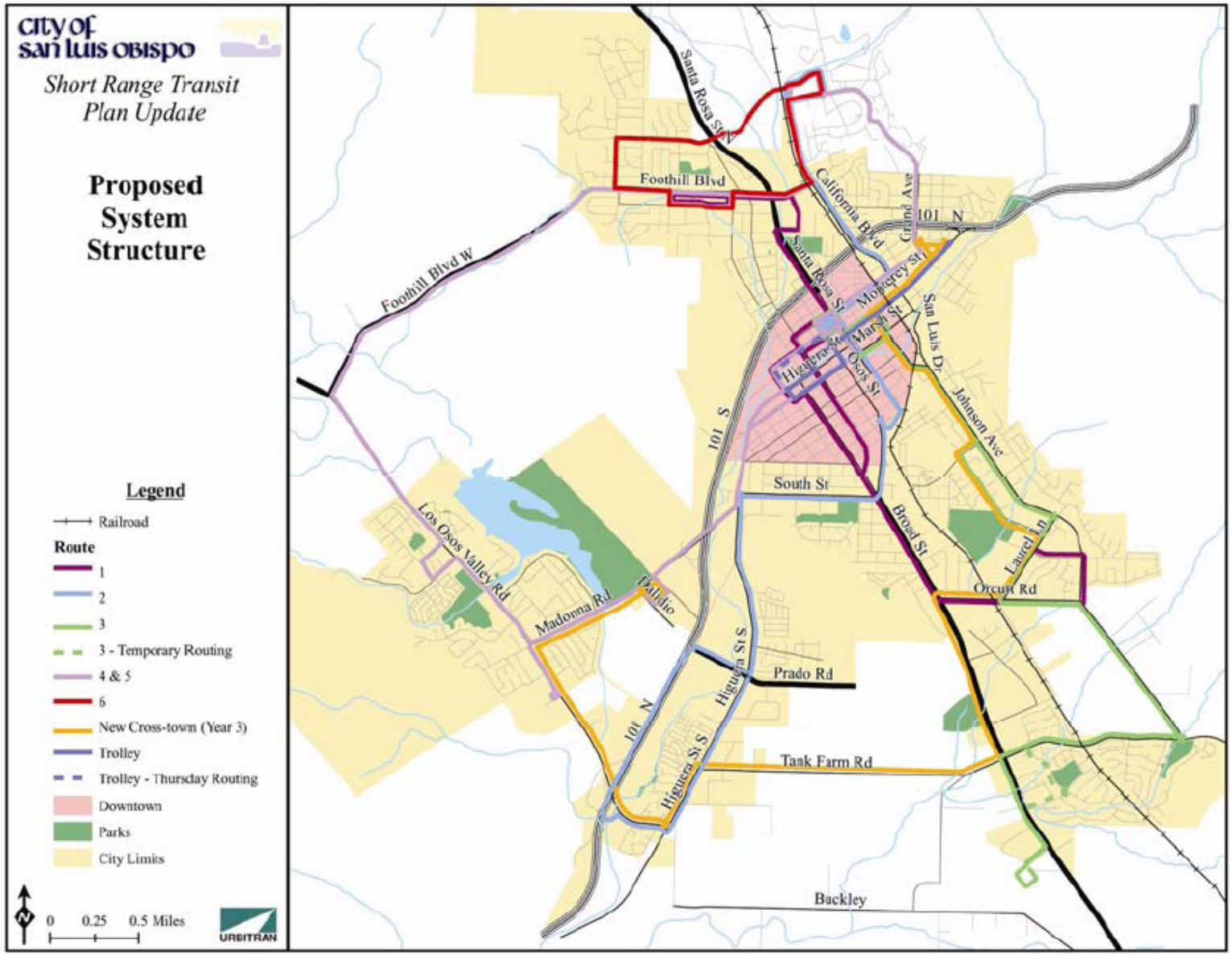


Figure 6-3 Potential Transit Routes

Service to and from SLO Airport may be more efficiently and economically served by RTA. Actual route implementation and location will be determined by the City of San Luis Obispo in consultation with SLOCOG, RTA and the county as the Airport and Margarita areas develop.

The 2016 SRTP identifies the following potential route modifications to the Airport Area in the near-term time frame (dependent on development occurring):

A. Modification of Route 2 to connect lower Higuera across US 101 to Madonna Road and then Downtown.

B. Avila Ranch develops extend Route 2 into the residential area via Suburban Road and back to South Higuera

C. Modify Route 3 to incorporate two way service along Broad Street with potential extension to the Airport if ridership warrants service.

D. Potential of anew cross town route (along Tank Farm Road, Broad Street, LOVR and Madonna to connect Johnson neighborhoods to shopping west of US 101 and employment in the AASP.

E. Routing in the MASP would be determined when Prado Road Extension is completed and when/if Santa Fe Road has been extended to Prado.

Figure 6-3 illustrates the potential routes as they are depicted in the 2016 SRTP.

RTA currently serves the area by local access (Route 10) along lower Higuera Street (hourly) and US 101. This route is not anticipated to change much in the near-term however, RTA has identified the need to reduce stops along this route to address delays.

Service and Capital Requirements

Servicing these new routes may require new buses The city currently uses a mixture of Federal and State funding to secure capital equipment. Bus stops should be located approximately every quarter mile or as determined by the City. Bus stop installation of pullouts, shelter and other appurtenances will be the requirement of adjacent development and should be installed on both sides of arterial and collector streets in the AASP.

6.3 CIRCULATION PLAN IMPLEMENTATION PROGRAMS

Program 6.3.1: Truck Routes

Amend the Circulation Element to expand the City's truck route network to include Santa Fe Road from Buckley Road to Prado Road (extended).

Program 6.3.2: Transit Plan

As part of the Airport Area development extend transit services to the AASP as early as financially feasible to encourage alternative travel in the area.. Transit service will be incrementally implemented (in terms of hours of operation and frequency) consistent with development, roadway extensions without endangering state transit funding and farebox recovery requirements. Financial assistance may be necessary from development (particularly Avila Ranch) for operating cost assistance if projected ridership levels are anticipated to be initially low.

The City shall anticipate development and, subject to available transit funding, extend service into the growth areas prior to demand developing. This shall include working with RTA on the initial extension of Route 2 to Avila Ranch by way of Venture Drive to Earthwood Lane and, in the long run, extension of Route 2 through Avila Ranch, along Buckley Road to Higuera Street to serve the Caltrans Maintenance facility and District Headquarters.

Program 6.3.3: Transit Capital Improvement Funding

Capital costs associated with providing new buses to serve the Airport Area will be partially funded by citywide Transportation Impact Fee (TIF) contributions for planning area development. In addition to state and federal grants, on-site transit improvements such as transit stop facilities will be the responsibility of adjacent landowners when they develop their properties.

Program 6.3.4: Joint Services

Work with RTA to establish joint bus service in the AASP that promotes transit use.

Program 6.3.5: Bicycle Transportation Plan

Amend the City's Bicycle Transportation Plan (and vice versa) to make the BTP and AASP consistent.

Program 6.3.6: Development Review Requirements

In order to mitigate air, noise and traffic impacts associated with development of the Airport Area Specific Plan, ensure private development participation in the implementation of the plan by requiring the construction of on-street bicycle lanes as part of development street frontage improvements, and require development to dedicate and construct off-street paths where their alignments are within private property. Require development

adjacent to bus stops to construct turnouts and bus stops (including shelters) conforming to the bus stop standards in SLO Transit's Short Range Transit Plan. Project may be required to construct intersection and other street improvements in proportion to their development size and location.

Program 6.3.7: Creek Setbacks

Class I bicycle paths adjacent to riparian corridors should be located outside of setbacks required by the City's Creek Setback Ordinance (SLO Municipal Code 17.16.025) to protect creekbanks and riparian vegetation. A vegetative buffer shall be provided on the creek side of paths and berms to ensure visual access to riparian corridors while controlling pedestrian and bicycle access.

Program 6.3.8: Class I and Class II Bicycle Lanes

Class I bicycle paths and Class II bicycle lanes shall be constructed, signed and marked to meet or exceed the minimum standards established by the California Department of Transportation Highway Design Manual and the City of San Luis Obispo design standards. Class 1 Paths should be a minimum of 12 feet in width with two foot shoulders, except in hillside areas where grading would cause visual impacts or along creeks where space is limited. The Director of Public Works can approve narrower paths where topographical features or other limiting features do not allow standard width installations. In these areas, paths may be 10 feet wide or narrower, but may require additional design features for safety reasons. Class II bicycle lanes shall be designed in accordance with the City Bicycle Plan and should be at least 5 feet in width, subject to the modifications specific in the Bicycle Master Plan. In cases where the facilities are located in the County (e.g., Buckley Road), Class I and Class II facilities shall be designed in accordance with County design standards.

Program 6.3.9: Intersection Crossings

Where Class I paths cross the major streets, i.e., Tank Farm Road, Santa Fe Road, and Buckley Road, the path should be aligned to intersections (as shown in Figure 6-2) so that pedestrians and bicyclists use intersection crossings. These points provide connections between Class I paths and Class II on-street bicycle lanes.

Program 6.3.10: Public Bikeway Construction

The City or County will implement Class I and II bikeways that are not adjacent to development or are in the unincorporated area outside of the Specific Plan area (e.g., along Buckley and Santa Fe Roads, and along the East Branch of San Luis Obispo Creek south of Buckley Road) as part of their Capital Improvement Program. This provision does not reduce the possibility that development may need to complete these segments as part of their individual environmental review assessment.

Program 6.3.11: Transit Facility Requirements

As part of the development review process, the City will require new development to provide for transit facilities along or adjacent to the project frontage. Such facilities include but are not limited to transit stops, shelters, pads, pull-outs and informational kiosks, as determined to be necessary by the Public Works Director.

Program 6.3.12: Traffic Control Requirements

Pursuant to Section 7.1.2 of the 2014 Circulation Element, where feasible, roundabouts shall be the City's preferred intersection control alternative due to vehicle speed reduction, safety, and operational benefits of roundabouts.

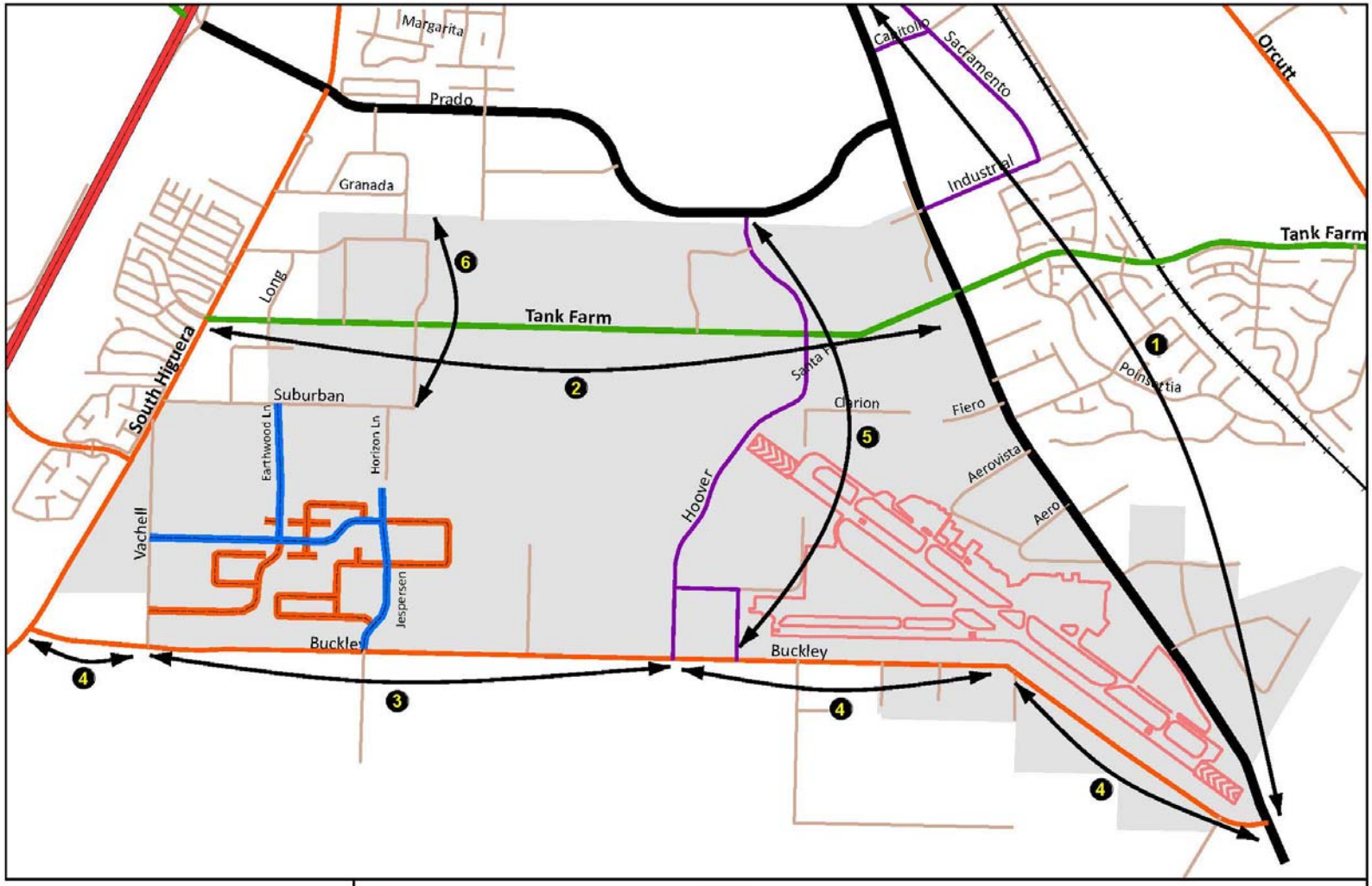


Figure 6-4 Key to Roadway Cross-Sections

0 0.25 0.5 Miles

1 Regional Highway (Broad Street)
2 Parkway Arterial (Urban Tank Farm Road)
3 Arterial (Buckley - Undeveloped Areas)
4 Arterial (Buckley - Developed Areas)
5 Industrial/Commercial Collector (Santa Fe)
6 Industrial/Commercial Local (Unocal)

Airport Area Boundary

Street Class

- Freeway
- Highway/Regional Route
- Parkway Arterial
- Arterial
- Commercial Collector
- Local
- Proposed Roads
- Residential Collector

6.4 DESIGN GUIDELINES AND STANDARDS

The guidelines and standards that follow are more specific interpretations of how the circulation plans discussed above are to be applied to roadway design as development occurs in the Airport Area.

The format in this chapter uses goals, guidelines and standards to provide design direction. **Goals** are statements of a desired end state, and are intended to provide a general overall direction to landowners, developers, city staff, and decision-makers. ***Guidelines*** refer to methods or approaches that may be considered towards achieving goals. Typically, guidelines are general, and often qualitative in nature. They are open to interpretation depending on specific conditions and results of technical analysis, and are intended to leave significant discretion as to how they are satisfied. Guidelines should be followed unless an alternative design would better implement the goals and policies of the plan. **Standards**, on the other hand, set forth finite actions or requirements that must be fulfilled when designing and constructing transportation facilities. The standards established in this Specific Plan are intended to augment San Luis Obispo's engineering design standards.

6.4 ROADWAYS

Regional highways are intended to carry higher volumes of traffic, interconnect the specific plan area to adjacent communities and serve as primary freight routes. Regional highways are significant in that they connect different parts of the region and accommodate through traffic.

Goal: 6.4.1 Regional Highways

Guidelines

A. Regional highways are to have landscaped medians and parkways.

B. Regional highways are to have bicycle lanes, separated if possible, as part of the local and regional bicycle transportation system.

C. Intersections on regional highways are to have turn pockets within the median.

D. Regional highways shall have sidewalks on both sides of the street separated from travel lanes with tree-lined parkways.

E. Access is controlled through access management programs, intersection locations are minimized and managed for safety and efficiency.

Standards

Figure 6-4 illustrates the section of Broad Street to which the following standards apply.

6.4.1.1 Broad Street shall be widened to four lanes from Buckley Road to the current four lane segment. Broad Street, from Buckley Road to Orcutt Road, shall have a minimum right-of-way as shown in Figure 6-5. Additional right of way may be necessary at intersections that need additional turn lanes. The length of Broad Street from Buckley Road to Orcutt Road shall have a landscaped median, and class II bike lanes.

6.4.1.2 Right of way on Broad Street shall be preserved to accommodate future widening to six lanes from Prado Road to Tank Farm Road along with appropriate transitions north of Prado Increasing lanes along Broad Street to six lanes should only be implemented when level of service thresholds are exceeded as established in the City Circulation Element. When changes are made to Broad Street or any other arterial, the City should give equal consideration in project design to bicycle and pedestrian travel along the corridor.

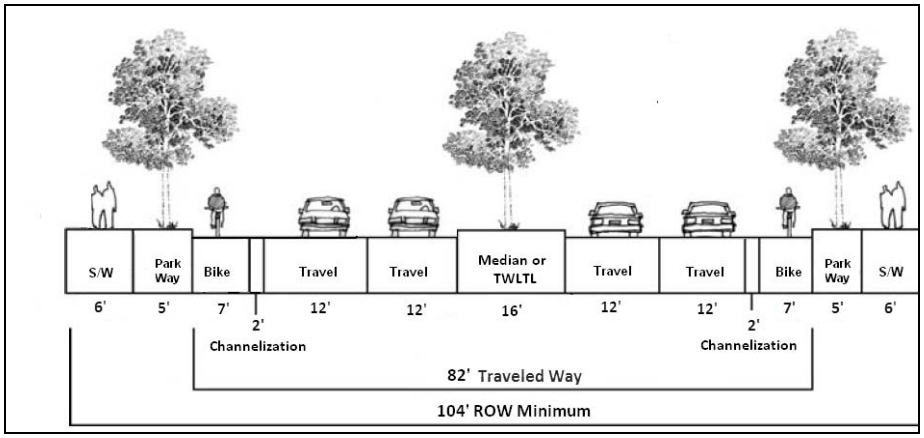


Figure 6-5 Regional Highway-Typical Broad Street Cross Section

6.4.1.3 Access along Broad Street should be controlled where possible with the number of driveways limited or shared with adjacent properties. Turn locations should be strategically located to promote street efficiency, traffic safety and accessibility to adjacent properties. At street intersections and key driveway intersections, turning pocket shall be installed in the median. A "median nose", a minimum of four feet wide, shall be retained adjacent to turning pockets.

6.4.1.4 On-street parking is not permitted on Broad Street south of Orcutt Road.

6.4.2 Parkway Arterials

Parkway arterials are high-capacity facilities intended for mobility for all modes of travel. Typically, these streets link different areas of the City, and can be regionally significant corridors carrying through traffic due to their connectivity. The main intent of the Parkway Arterial design is to promote mobility as well as have more planting both in the median and on each side of the road.

Goal 6.4.2: Install landscaped medians (concrete perimeter curbs, irrigation systems and tie-ins to the water distribution system) and parkways either by landowners at the time they develop their properties or improve streets, or, if a fee is paid by the developer, by the City as part of a coordinated capital improvements program.

Guidelines

A. Parkway arterials have landscaped medians and parkways buffering pedestrian facilities from traffic.

B. Parkway arterials provide bicycle lanes, separated if possible, and are an important part of the City's bicycle transportation system.

C. The number of intersections is limited to maintain capacity, and direct property access from parkway arterials is discouraged.

D. When analysis determines that a roundabout is a feasible alternative, they are considered the preferred form of intersection traffic control due to the proven safety and operational benefits over all-way stop and signalized control.

E. In order to maintain the open, rural character of the two-lane section of Tank Farm Road, the landscaping should be more informal and natural in character. Plantings should generally maintain a low profile that preserves views of adjacent open space. Informal clustering of native tree species should be provided, consistent with maintaining key views. Low maintenance vegetation should be used.

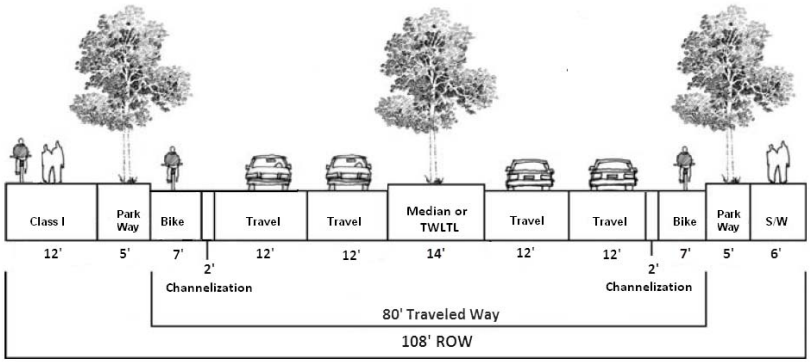


Figure 6-6 Parkway Arterial – Conceptual Typical Urban Tank Farm Road Cross-Section (4 lanes)

Standards

6.4.2.1 Tank Farm Road is designated a parkway arterial and will have a continuous, four-lane, urban cross-section.

6.4.2.2 Tank Farm Road shall have a minimum right-of-way as depicted in Figure 6-6. Right-of-way at intersections will vary depending on additional turn lane requirements, transitions and bicycle and pedestrian facilities.

6.4.2.3 On-street parking is not permitted on Tank Farm Road.

6.4.3 Arterials

Arterials are intended for mobility for all modes of travel. These streets interconnect major activity centers and residential areas of the city. Arterials maintain limited access, but allow more intersections and direct land access than parkway arterials. Buckley Road is the only arterial in the planning area vicinity. As shown on Figure 6-7, the south side of Buckley Road will continue to be located in the unincorporated area. Thus, the County will continue to have some responsibility for maintenance and improvements to Buckley Road, unless both sides of the street are annexed. The Specific Plan provides design standards for enhancing Buckley Road because it will play a significant role in establishing the character of the area as it builds out. The City should work with the County to establish consistent design roadway standards for Buckley Road to design a compatible and seamless roadway appearance between the two jurisdictions.

The proposed improvements are proposed to accommodate projected traffic, but are also recommended to provide continuous pedestrian and bicycle facilities south of the planning area, and to enhance the visual character of the roadway. Turn lanes will be necessary at intersections and driveways to maintain safety along the corridor. The County is encouraged to implement these design standards when overseeing road improvements and other development outside the City limits but adjacent to the planning area and Buckley Road. Improvements to Buckley Road adjacent to the Avila Ranch as well as the extension of Buckley Road will be the responsibility of Avila Ranch when it develops.

Goal 6.4.3: Improve Buckley Road to arterial standards while maintaining a street character consistent with the area's rural setting.

Guidelines

A. In developed areas, Buckley Road should have parkways buffering pedestrian facilities from traffic.

B. Arterials provide bicycle lanes and are an important part of the City's bicycle transportation system.

C. The number of intersections is limited to maintain capacity, and direct property access from arterials is discouraged but may allowed subject to approval of the Director of Public Works.

Figure 6-7 Arterial – Typical Buckley Road Cross-section in Developed Areas

A. When analysis determines that a roundabout is a feasible alternative, they are considered the preferred form of intersection traffic control due to the proven safety and operational benefits over all-way stop and signalized control.

B. Low maintenance native vegetation permitted and encouraged.

Standards

6.4.3.1 Buckley Road shall be extended as a two-lane rural arterial from its current western terminus at Vachell Lane to South Higuera Street consistent with Figure 6-7. A continuous two way left turn lane is required to the Octagon Barn parking lot.

Figure 6-8 Arterial – Typical Buckley Road Cross-Section in Undeveloped Areas.

Timing of extension will be based on achieving traffic volumes and conditions that justify the improvements or when the intervening properties between Vachell Lane and South Higuera Street are developed, or traffic generation from Avila Ranch warrants such improvement. Setbacks shall be provided on both sides of the road to allow for sidewalks, landscaped buffers and parkways and other requirements of County design standards.

6.4.3.2 Adjacent to the Avila Ranch property, Buckley Road shall be consistent with street Section 2, 3 and 4 as described in the Avila Ranch Development Plan, as applicable. The roadway shall be design to minimize impact to adjacent creeks and open space where possible.

6.4.3.3 On road segments adjacent to undeveloped areas and east of Avila Ranch, Buckley Road shall have a two-lane cross-section consistent with Figure 6-8. On the north side of Buckley Road in undeveloped areas, outside of the 20 foot graded shoulder, there shall be a 12-foot wide multi-use path. Setbacks shall be provided on both sides of the road to allow for expansion to a four-lane roadway if future traffic volumes and conditions justify additional lanes.

6.4.3.4 On-street parking is not permitted along Buckley Road.

6.4.4 COMMERCIAL AND INDUSTRIAL COLLECTORS

Collector streets function to collect traffic from local streets and fronting property and channel the traffic to arterial streets. Collector streets have lower design speeds than arterial streets, and require less right-of-way. Collector streets have fewer limitations on intersections and driveways than higher order streets. The number and length of collector streets should be minimized to retain the rural character of the Airport Area.

Goal 6.4.4: Establish a system of collector streets that connect arterials and local streets. As part of that system, extend Santa Fe Road north to the Prado Road extension and introduce a new collector through the property west of the Chevron property from Tank Farm Road linking with Sueldo Street.

Guidelines

A. Design commercial and industrial collector streets to accommodate larger freight transportation vehicles and buses.

B. Minimize the number and length of collector streets by providing the most direct connection possible between local and arterial streets.

C. When analysis determines that a roundabout is a feasible alternative, they are considered the preferred form of intersection traffic control due to the proven safety and operational benefits over all-way stop and signalized control.

D. Collector streets should include a center left turn lane.

E. Specific guidelines for commercial and industrial collectors with center turn lanes include:

1. The City should restrict direct access to collector streets to adjacent streets and major driveways in order to minimize traffic conflict and promote capacity of the collector facility; and

2. Landscaping and roadway design shall be install so as not to reduce visibility at driveways and intersections below safe design standards.

3. Collector streets should have landscaped parkways and pedestrian facilities on both sides of the street.

4. Residential collectors should incorporate traffic calming features designed to maintain residential speeds and volumes within City Circulation Element thresholds.

Standards

6.4.4.1 Commercial and industrial collectors without center turn lanes shall have a minimum of two 13 foot travel lanes and two six foot bike lanes. Each side of the road will have seven foot tree-lined parkways between the curb and a five foot wide sidewalk, as shown in Figure 6-9, unless an alternative cross section is approved by the Director of public Works.

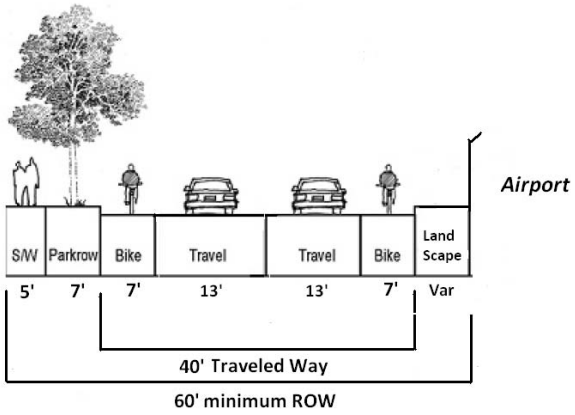
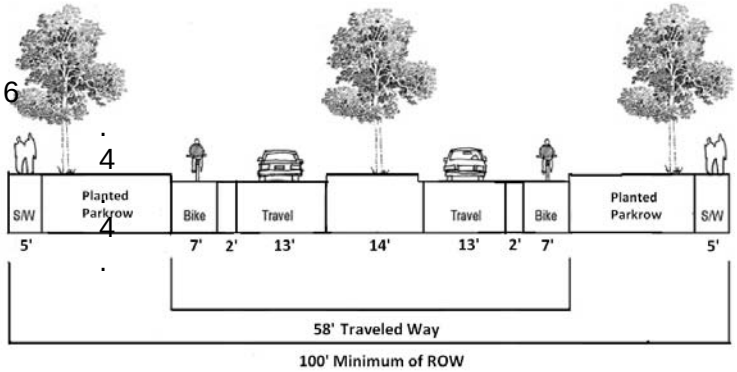


Figure 6-9 Ultimate Design- Santa Fe Hoover to Buckley

Note: Trees as allowed by Airport Saftey Plan*
10' turn pocket required at intersetions/DW's

6.4.4.2 Commercial and industrial collectors with turn lanes/median (except Santa Fe north of Tank Farm Road) shall be consistent with Figure 6-11. This cross-section shall be used on t Santa Fe Road from Tank Farm Road to the Tank Farm Creek bridge. Due to limited right of way, Horizon Lane from Tank Farm Road to Suburban may not be able to provide Class II bicycle facilities.



6.4. *Figure 6-10 Interim Design - Santa Fe North of Tank Farm*
4

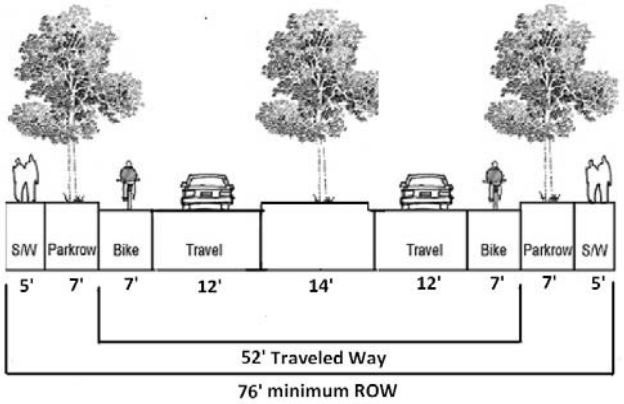


Figure 6-11 Ultimate Design - Santa Fe South of Tank Farm

.3 On-street parking is not permitted on Santa Fe and the Sueldo collector road. Other commercial and industrial collectors may include parking if additional right of way (and appropriate transition) is provided by adjacent development subject to approval of the Director of Public Works.

6.4.5 Local Streets

Local streets provide direct access to fronting property and channel the traffic to higher order streets. Local streets have the lowest design speeds and are intended for low traffic volumes. Local streets serving industrial areas that anticipate truck traffic should have wider travel lanes (minimum 13-feet) and only traffic calming features that are consistent with appropriate truck and emergency vehicle design.

Goal 6.4.5: Develop a system of interconnecting local streets to provide local property access, accommodate trucks, and encourage walking and bicycling in an attractive environment.

Guidelines

A. Local property access should be provided from local streets, rather than higher order streets.

B. Encourage walking and bicycling along local streets by providing a safe and attractive pedestrian environment, and by minimizing traffic volumes and speeds.

C. Local streets do not require bike lanes, but vehicle lanes could be established as Class III bicycle routes.

D. On-street parking is encouraged on local streets but is not required. .

E. When analysis determines that a roundabout is a feasible alternative, they are considered the preferred form of intersection traffic control due to the proven safety and operational benefits over all-way stop and signalized control.

F. Residential local streets should incorporate traffic calming features to designed maintain residential speeds and volumes within City Circulation Element thresholds.

Standard

6.4.5.1 Local streets shall be consistent with Figure 6-12.

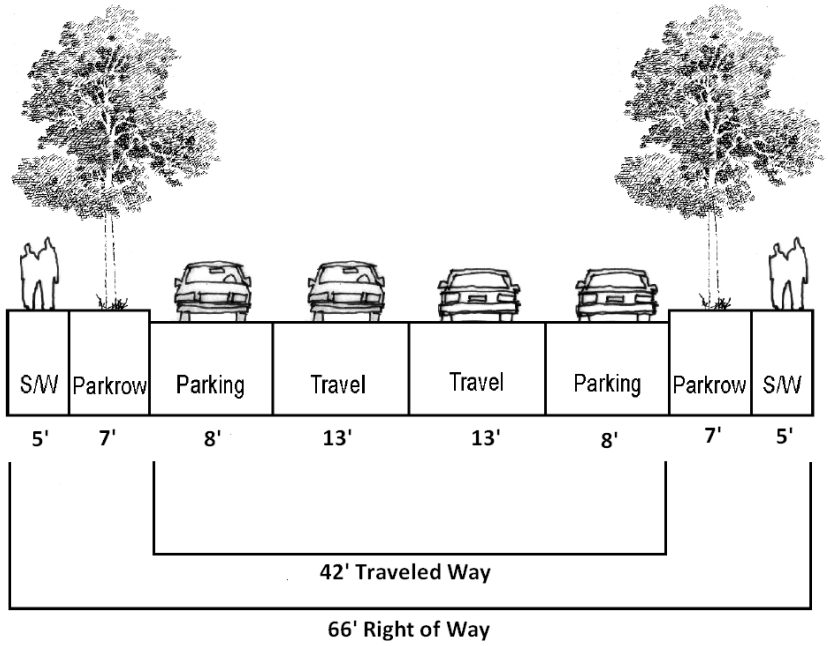


Figure 6-12 Typical Local Commercial/Industrial Cross-Section

6.4.7 Avila Ranch Residential Collectors and Local Streets

Residential Collector streets function to collect traffic from local streets and fronting property and then channel the traffic to arterial streets. Collector streets have fewer limitations on intersections and driveways than higher order streets. The number and length of collector streets should be minimized to retain the rural character of the Airport Area.

Goal 6.4.6: Establish a system of Residential Collector streets that connect arterials and local streets. As part of that system, Venture Road and Jesperson Road shall be extended into the Avila Ranch area and connected to form a loop

through the site between Buckley Road and Vachell Lane.

Guidelines

A. Design the residential collector streets to accommodate buses and bicycles and to serve as the principal roadway for the development.

B. Minimize the number and length of collector streets by providing the most direct connection possible between local and arterial streets.

C. Use roundabouts or traffic circles at the Earthwood/Venture, Venture/Jesperson, and Town Center intersections to provide traffic calming and unsignalized traffic control.

D. Residential Collector streets should not include a center left turn lane.

E. Collector streets should have landscaped parkways and pedestrian facilities on both sides of the street.

F. Residential collectors should incorporate traffic calming features designed to maintain speeds and volumes within City Circulation Element standards and guidelines.

G. Parking shall not be permitted on Residential Collectors and there shall be a dedicated Bike Lane.

Standards

6.4.6.1 The Avila Ranch Residential Collector shall have a minimum of two 12 foot travel lanes and two six foot bike lanes. Each side of the road will have seven foot tree-lined parkways between the curb and a 5-foot wide sidewalk unless an alternative cross section is approved by the Director of Public Works. No parking will be allowed. Direct access from adjacent residential lots will also not be permitted. See Figure 6-13 below.

6.4.6.2 The Avila Ranch Local Streets shall have two 11-foot travel lanes, a 7-foot parking lane and a 6-foot monolithic sidewalk adjacent to the street.

6.4.7 LANDSCAPED MEDIANS

Landscaped medians are included in the standards for Regional Highways, Parkway Arterials, and Arterials. Medians serve many safety and capacity functions, and may provide space for utilities such as street lighting. Landscaping within medians increases the buffer between opposing travel directions, reduces glare from oncoming headlights, and provides an attractive corridor for driving, bicycling and walking. Landscaped medians meet the scenic roadway policy to enhance the scenic value of such corridors. The type of plantings in medians, as well as the care and maintenance of plantings, is important for the long-term viability of landscaped medians.

Goal 6.4.7: Create properly designed medians and parkways with long-term maintenance responsibility established at the time roadway is developed.

Guidelines

A. The City should prepare a detailed landscape plan for all medians and parkways within designated corridors.

B. Property owners are required to install permanent landscaped medians (concrete perimeter curbs, irrigation systems and tie-ins to the water distribution system) at the time of development and road construction.

The City will perform on-going maintenance of median landscaping and irrigation systems. Reclaimed water should be used for irrigation purposes where available.

C. Existing development projects that do not meet the proposed parkway standards because development originally occurred in the County, or was developed under an interim annexation agreement, will not be required to redevelop their property frontages unless additional right-of-way needs to be dedicated and improved in conjunction with future development, the property substantially redevelops and a new landscape plan is required for the property or a public improvement project is undertaken to retrofit the existing street. In order to provide a consistently designed frontage in such areas, the City may consider parkway improvements as a future capital improvement program.

6.4.8 INTERSECTIONS AND DRIVEWAYS

Goal 6.4.8: Provide an access management program for intersection spacing, roundabout locations, intersection modifications and driveway design that will contribute to an efficient, safe and multi-modal transportation system.

Driveway Design

The design of driveways, including turning radii, width, number of driveways per property, percentage of frontage utilized by driveways, thickness, and materials shall at a minimum conform to the City's engineering standards, zoning code, and other standards in this Specific Plan. Access control is necessary in the AASP area to promote circulation and reduce roadway widths.

Driveway Design Guidelines

A. In commercial and industrial areas, driveway designs should accommodate all types of vehicles that may access a site.

B. Alternative or decorative paving material is encouraged in the construction of driveways, as approved by the City.

C. Driveways should be consolidated wherever feasible.

D. Reciprocal access and shared driveways should be encouraged where feasible to maintain carrying capacity of adjacent streets and reduce traffic conflicts.

E. Driveway throat depths on adjacent development should be kept clear from conflicts (such as cars backing up from adjacent parking spaces or drive aisles) for a minimum of 20 feet. On major project driveways this throat depth should be increased accordingly to reduce the likelihood of queuing on the adjacent street system.

F. Driveway placement and access allowances/restrictions shall follow guidelines and best practices identified the most current version of the Transportation Research Board's "Access Management Manual"

Intersection Modifications

As development occurs within the Airport and Margarita Areas and throughout the City, traffic levels at existing street intersections will increase and along with it congestion, traffic conflicts and delay. To maintain acceptable traffic flow, intersection modifications will be needed.

Intersection Modification Guidelines

A. The intersection lane configurations developed for the Specific Plan should be used as a minimum to guide the requirement for additional right-of-way and roadway reconstruction needed to make future intersection modifications that meet required LOS standards of the Circulation Element.

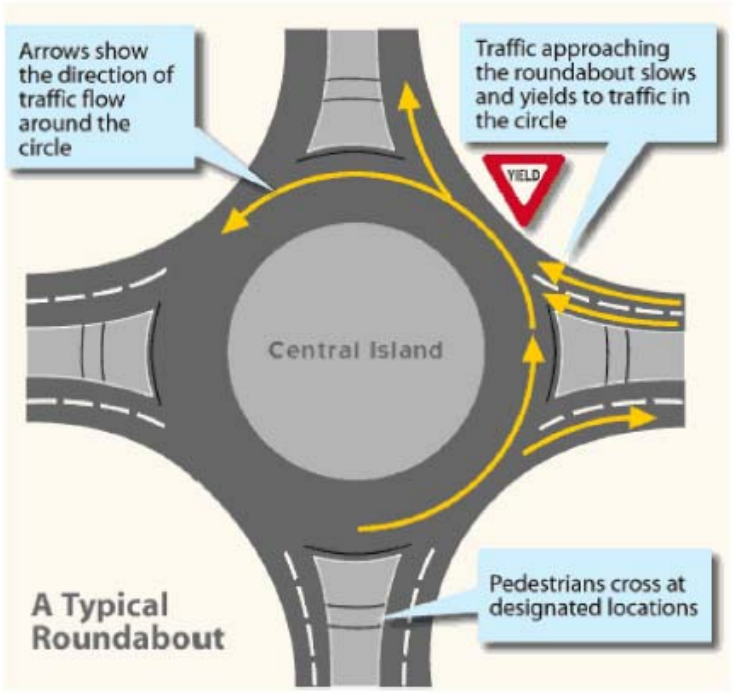
B. An intersection will warrant consistent with the City's traffic Impact Study guidelines, as required by the Circulation Element of the City or as part of adjacent property development.

Roundabouts

Roundabouts are a desirable form of intersection control in the Specific Plan area, and their use is strongly encouraged at select locations along arterial, collector, and local streets. Roundabouts are designed on a case-by-case basis reflecting the unique characteristics of the intersection, design vehicles, traffic volumes, and capacity needs, thus, there is no single prototypical roundabout. It is intended that the strategic use of roundabouts in the Specific Plan area will defer the need for higher levels of traffic control & roadway widening in addition to improving multimodal accessibility and overall safety. The following design guidelines illustrate general provisions and minimum design parameters for roundabouts.

Candidate locations for roundabouts include the following (Figure 6-1):

- Santa Fe Road at Tank Farm Road
- The intersection of Sueldo at Tank Farm Road
- Buckley Road at Hwy 227 (Broad Street)
-
- Prado Road at Santa Fe Road and the Sueldo collector street;
- Prado Road at local and collector street intersections within the Margarita Specific Plan area



6.4.9 Pedestrian and Bicycle Facilities

Establishing a successful multimodal circulation system is dependent on providing a safe and functional environment for modes of travel other than the automobile. While past business park and service/manufacturing designs typically paid little attention to pedestrians and bicyclists, the guidelines and policies in the Specific Plan and City Circulation Element encourage significant integration of these modes to mitigate the Specific Plan's trip generation and traffic impacts on the area's circulation.

Goal 6.4.9: Encourage a safe, comfortable, convenient, and attractive pedestrian circulation system and develop a system of facilities that supports bicycle use in the planning area for commuting and recreation.

Pedestrian-Friendly Streets

A. As part of facility planning and design, seek to provide a continuous, inter-connected travel corridor for pedestrians that serves the same destinations as automobiles.

B. As part of the development review process, seek to provide convenient pedestrian access to commercial and industrial buildings from the street frontage.

C. As part of the development review process, provide convenient pedestrian connections to transit and between land uses and transit facilities.

D. As part of facility planning and design, provide street trees and other landscaping in the parkway between street and sidewalk to provide: separation from the travelway, climatic control, and aesthetic enhancement.

E. As part of the development review process, in commercial and residential areas where pedestrian traffic is anticipated at night, require pedestrian-scale lighting along public and private walkways and paths.

F. Encourage on-street parking on all local streets to provide separation between pedestrians and travel lanes.

G. As part of facility planning and design, consider special paving treatments at intersection crosswalks to aesthetically enhance and separate the pedestrian system from the vehicular travelway.

H. As part of the development review process, require development to provide continuous sidewalk improvements or off-street paths along all street corridors, and close gaps in the existing pedestrian system.

Standard

6.4.9.1 The minimum width of all sidewalks and pedestrian paths shall be five feet are as shown in the right-of-way cross-sections for each street type (Figures 6-5 through 6-11).

Bicycle Facilities

Providing a safe, convenient and attractive bicycle circulation system is considered to be an important amenity to enhance the proposed commercial development, reduce vehicle trips and increase the community's appreciation of the open space resource.

Bicycle Facilities Guidelines

A. Ensure that clear and convenient connections are made between Class I, Class II and Class III bicycle facilities.

B. Encourage developers to provide connections from new development sites and the planning area street system to the Class I corridors.

C. During the development review process, require all Class I trail corridors within the planning area to be dedicated to the City as a condition of project approval.

D. Place a high priority on completing key linkages between the City's existing system and the proposed Airport Area and Margarita Area bicycle systems. Key linkages include, Damon Garcia Sportsfields, the intersection of Santa Fe and Tank Farm Roads, Prado Road and the associated Open Space, Creek Corridors, Avila Ranch and Buckley Road.

E. In order to encourage bicycle use by planning area employees, new development shall include secure bicycle parking and changing and showering facilities on site.

F. A signage system should be incorporated into the bicycle system that identifies the bicycle corridor, key connections and destinations, and provides safety warnings at intersections. The signage system should be designed to be in scale with pedestrian and bicycle use, and in keeping with the rural character of the area.

Standard

6.4.9.2 Class I bicycle/multi-use trails shall have a minimum 12 foot cross-section, 2 foot shoulders and shall be designed to meet or exceed minimum standards set by the California Highway Design Manual. Trails will be designed to support maintenance vehicles, to the approval of the City or County Public Works Director, as applicable.

6.4.10 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is a set of strategies, measures and incentives to encourage people to walk, bicycle, use public transportation, carpool or use other alternatives to driving alone in a car. TDM measures produce greater mobility from existing transportation systems, maximize the efficiency of the current transportation infrastructure, improve air quality, boost economic efficiency, save energy, and reduce traffic congestion. TDM measures are generally targeted towards employee commutes at the workplace end of the trip.

Goal 6.4.10: Maximize the use of Transportation Demand Measures at the employer level.

Guidelines

A. Because the Airport Area will generate a concentration of employment, TDM measures need to play an important role in reducing travel demand. Proposed measures that would be most effective in the Airport Area include:

1. Vanpool-carpool preferential parking
2. Increase in van pools and reduced van pool fares
3. Construction of dedicated bike lanes and off-street paths that provide contiguous connections to the rest of the City
4. Amend city codes to provide incentives for TDM measures in new development projects
5. Transit subsidies for employees for both City and regional transit systems
6. Encourage, and provide infrastructure for, telecommuting
7. Increase compressed work schedules
8. Cash incentives to employees who enter into agreements to leave their cars at home and use other means to commute to work

9. Require employers to join the existing County "Transportation Choices" program or form a Transportation Management Association (TMA).

10. Require large employers and/or TMAs to develop alternative commute programs that include guaranteed rides home, carpool and vanpool matching services, information and marketing resources for commute alternative (websites), financial incentive programs for use of alternative modes, changing and showering facilities, flexible work schedules, compressed work weeks, and telecommuting options.

One of the critical elements of a successful TDM program is the availability of frequent and high-quality transit services. Implementation of the transit plan (Section 6.2.7) will provide transit service to the Airport Area at the same level of service currently experienced along the South Higuera and Broad Street corridors. An advantage of employers forming a TMA is the ability to augment public transit with private shuttle buses at a relatively low cost to employers.

Standards

6.4.10.1 Require employers with 25 or more employees to develop voluntary TDM programs that have the capacity to achieve the General Plan's program of an average vehicle ridership (AVR) of 1.60 or greater.

6.4.10.2 Require employers with 25 or more employees to designate an in-house transportation coordinator that provides information and assistance in planning and establishing transportation options for employees.

6.4.10.3 Require employers with 25 or more employees to develop TDM programs and submit to the City for approval and monitoring.

6.4.10.4 Any employer of 25 or more employees establishing a worksite within the Airport Area will be required to submit to the City plans for a voluntary Transportation Demand Management (TDM) program. At a minimum, the plan must include the following information and measures:

- An estimate of the employer's base year average vehicle ridership (AVR);
- Designation of a transportation coordinator from the employee pool;
- A new hire packet of commute alternative information;
- Participation in SLO Transits Flash Pass Program and making transit information available to employees;
- A guaranteed ride home program;
- Ridematching assistance either in-house matches or through an outside organization such as the Ride-on Transportation Management Association; and
- Preferential carpool and vanpool parking.

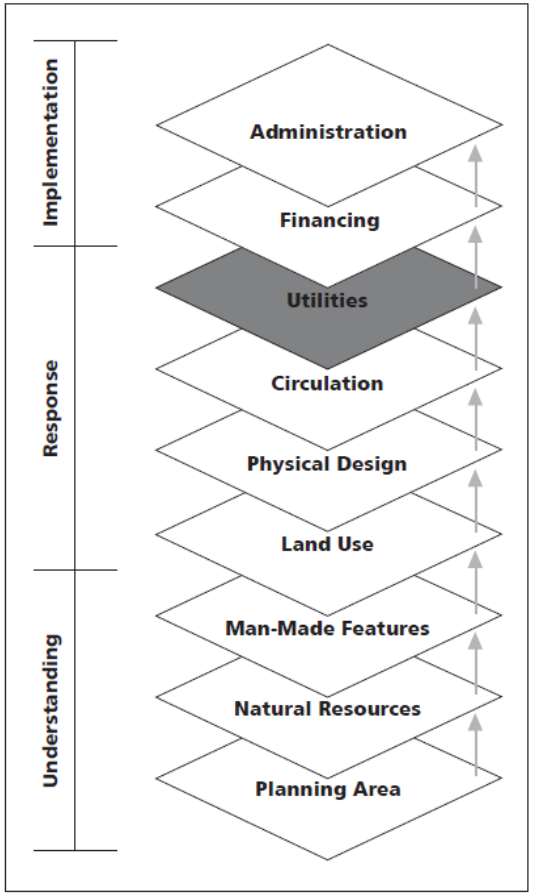
6.4.10.5 Avila Ranch shall develop a residential based trip reduction program that is administered through the City or homeowner's association to reduce vehicle trips and promote alternative travel.

6.4.11 Timing of Improvements

All traffic mitigation measures, taken as a whole at full build out of the Airport Area, assure compliance with the Circulation Element LOS D policy. However, due to the fact that the rate and exact development patterns within the Airport Area cannot be predicted, no fixed implementation schedule of overall traffic mitigation measures can be determined. Therefore, and although not anticipated, development projects within the Specific Plan area may cause a temporary cumulative traffic level of LOS E to be reached prior to public improvement project being undertaken.

Individual development projects within the Specific Plan area will need to construct adjacent street, bicycle and transit improvements as part of their development. For larger Specific Plan Fee public projects, the City shall, on a bi-yearly basis or as needed, review LOS levels and make recommendations for use of accumulated Airport Area traffic impact fees toward new CIP projects to address the higher LOS levels and assure ultimate LOS levels are achieved with ultimate build-out development of the Airport Area. The City shall require that individual improvement projects be constructed by adjacent development within the Specific Plan area to advance the necessary improvement and seek a reimbursement agreement, as necessary.

7.0 UTILITIES & SERVICES



Each 'layer' of understanding informs the planning response.

INTENT

The General Plan calls for the annexation and development of a number of areas in the southern part of the City's urban reserve, in addition to the Airport Area. These areas include Margarita, Orcutt, Irish Hills, and San Luis Ranch areas. In order to fully provide for the build-out of the Airport Area and these other areas, master plan studies for the water, sewer, and drainage systems were prepared in conjunction with the Airport Area Specific Plan. The sewer and water system master plan studies addressed the entire citywide sewer and water systems including the treatment facilities, transmission and collection pipelines, and pumping stations and other related system improvements. Chapter 7.0 provides a regulatory framework for those improvements required to accommodate the development program for the Airport Area.

7.1 DRAINAGE SYSTEM POLICIES

As discussed in Chapter 3, Conservation & Resource Management, a number of creeks flow through the planning area, where flooding is a regular occurrence. The on-site flooding and the potential for increased downstream flooding have restricted development in the area. When considering how to address storm drainage in the area, a number of objectives were identified for the drainage improvement plan. These include:

A. Use the City's Drainage Design Manual and Waterways Management Plan as the basis for all detention requirements in the Specific Plan area.

B. Provide a method for flood protection consistent with the City's Flood Damage Prevention Regulations.

C. Maximize the opportunity for environmental enhancement of stream corridors and stormwater detention and conveyance facilities.

D. Minimize capital expenditures.

E. Provide opportunities for multiple-use of storm drainage facilities.

DRAINAGE SYSTEM CONCEPTS

Initially, an area-wide drainage solution was envisioned for the Airport Area. This solution was referred to as the Storm Drain Master Plan and relied on significant creek channel modifications to keep storm flows within existing creek channels, modified natural channels, and in man-made by-pass channels. A regional detention basin south of Buckley Road was proposed to detain water and prevent downstream flooding. After this solution was developed, the City's Waterways Management Plan was approved, which includes a Drainage Design Manual with standards for on-site storm water detention. Once it became evident that the costs of the original Storm Drain Master Plan were prohibitive, the Storm Drain Master Plan was revised to allow for on-site detention of storm flows, consistent with the Drainage Design Manual.

DRAINAGE SYSTEM IMPROVEMENTS

New development projects and the incorporation of the Chevron Remediation and Development project will enhance the drainage capacity of the region while enhancing natural habitat. All projects in the region will:

A. Apply the requirements of the City's Floodplain Management Regulations to proposed development within the Airport Area.

B. Apply the requirements of the City's Waterways Management Plan, Drainage Design Manual, City's Stormwater Ordinance, and the Post Construction Stormwater Regulations (RWQCB) to proposed development within the Airport Area.

These proposed improvements, along with implementation of existing City-wide ordinances and requirements are expected to provide 100-year flood protection and provide for environmental enhancement of stream corridors. The analytical methods outlined in the Waterway Management Plan, Drainage Design Manual shall be used to assist in the future design of flood control improvements. The Waterway Management Plan is available through the Public Works Department and incorporated into this Specific Plan by reference.

DRAINAGE SYSTEM POLICIES

Policy 7.1.1: Encourage BMP's

The City will encourage Best Management Practices for drainage when reviewing all development proposals. The use of bio-swales for conveying storm water on-site through open channels is particularly encouraged for their efficacy and natural, aesthetic quality.

Policy 7.1.2: Creek Corridor Enhancement

As part of the development review process for sites that are crossed by one or more creek corridors, the City will require creek corridor enhancement consisting of:

- Removal of non-native vegetation.
- Removal of obstructions that impede storm flows and that are detrimental to aquatic species.

- Establish additional riparian vegetation.
- The City will consider a long-term funding mechanism for creek corridor maintenance such as a Community Facilities District.

Policy 7.1.3: Off-Site Improvements Permissible

When detention requirements cannot be fully met on-site, off-site improvements of creek corridors is permissible, consistent with the requirements of the City's Waterways Management Plan and Drainage Design Manual.

Policy 7.1.4: Porous Paving Encouraged

The use of porous paving to facilitate rainwater percolation is encouraged. As a condition of project approval, the City will require parking lots and paved outdoor storage areas, where practical, to use one or more of the following measures to reduce surface water runoff and aid in groundwater recharge: 1) porous paving; 2) ample landscaped areas that receive surface drainage and that are maintained to facilitate percolation; and, 3) drainage retention or detention basins with soils that facilitate percolation.

Policy 7.1.5: On-Site Detention Basins and Creek Corridors

Detention basins will be owned by the subdivider, a property owners' association, or a major nonresidential parcel owner, and will be maintained by an owners' association or a special district such as a Community Facilities District. Ownership and maintenance of minor waterways will be the same, with a City easement for open space and, where trails occur, public access.

Policy 7.1.6: Developer's Responsibility

Developers are responsible for drainage facilities serving their parcels, including needed facilities through adjoining properties. Where facilities serve more than one parcel, developers may form benefit districts or establish reimbursement agreements. When other facilities are financed with a district financing mechanism such as a Community Facilities District, the maintenance of on and offsite drainage facilities may be included in the functions of such a district.

Policy 7.1.7: Design Review

The design of detention and conveyance facilities will be subject to City approval as subdivisions are reviewed, and will be based on runoff studies and recommendations by qualified professional engineers.

Policy 7.1.8: Design of Detention Facilities

Detention facilities will be compatible with natural features and the desired neighborhood character. Shallow basins with curvilinear sides, adjacent to waterways, are acceptable, while steep-sided, rectangular basins are not. Use of detention areas for habitat protection and enhancement, or for appropriate recreation, is encouraged. Additional design guidelines for drainage are found in Section 5.21 of this Specific Plan.

Policy 7.1.9: National Pollution Discharge Elimination System

All drainage facilities must comply with National Pollutant Discharge Elimination System (NPDES) Phase II permit requirements. The City of San Luis Obispo has a set of standards for Post Construction runoff control that must be implemented by property owners as they develop.

Policy 7.1.10: Incentives

Exceptional implementation of drainage design policies makes a project eligible for development incentives as described in Section 4.4.7 of this Plan.

7.2 WATER

Development in the Airport Area can occur only if adequate water supply is available. Both the existing water supply and the City's

capacity to treat it are limited. While existing water is available, new sources will be needed before build-out of the Airport Area occurs. Increasing demand will stress the capacity of the existing sources to reliably deliver desired water quantities. Therefore, it is important that the City continue to pursue additional water sources to meet General Plan buildout demands. In addition, treatment for potential new surface water supplies will require conventional treatment, which could require that the raw water conduit capacity and conventional treatment capacity be increased to accommodate projected citywide growth.

If City water supplies are not supplemented in time to serve maximum buildout of a property in the Airport Area, on-site water supplies may be used. If on-site supplies are not sufficient to serve the maximum development of a property otherwise possible, the property should be developed to allow for subsequent buildout of the property when additional city supplies become available.

The Land Use and Circulation Element (LUCE) Update Environmental Impact Report identified a general plan buildout population of approximately 58,626, which would correspond to a water demand of 7,815 AFY. Buildout of the LUCE would increase the City's water use from 5,541 acre feet in 2012 to 7,815 acre feet in 2035, an increase of 2,274 AFY. The LUCE EIR concluded that the amount of water required to serve year 2035 buildout conditions would not exceed total water supplies available to the city (9,980 AFY).

A Water Supply Assessment (WSA) was prepared for the Avila Ranch Project in October 2016 and determined that the Avila Ranch Project would demand 189 AF/year of water at buildout using City water demand factors. The WSA concluded that a sufficient water supply is available to serve the project.

The Airport Area will be served by the existing Edna Saddle Pressure Zone. The primary water service to this pressure zone is from a 20-inch diameter transmission main that carries water from reservoirs located to the north of the city. The 4-million gallon Edna Saddle storage tank, which is located to the north of the Margarita and Airport areas, provides operational, emergency, and fire flow storage for the area. It also provides water to the airport via a metered service to its private water system.

Water will be delivered to the Airport Area through a grid of 12-inch diameter mains: three traversing east-west, which are generally connected at the Los Osos Valley Road, Tank Farm Road, and Prado Road alignments, and three north-south mains connecting to the existing 16- and 20-inch transmission mains to the north. The exact locations of these mains will likely change somewhat to follow future planned roadways, but their general configuration should remain similar to that shown in Figure 7-1. These grid mains are necessary to allow water transport within and across the area to supply fire flows. The interior distribution mains will be based on the final land use designation and related fire flow demands as determined by the Uniform Fire Code. These pipes will range between eight and ten inches, depending on fire flow demands and the looping configuration. Figure 7-1 shows the Water Distribution Plan for the AASP.

The City's water model was utilized to develop the conceptual backbone infrastructure plan included in Figure 7-1. Individual development projects shall demonstrate compliance with the City's Potable Water Distribution System Operations Master Plan and provide a detailed engineering assessment of the project's water demand and an assessment of the ability of the City's infrastructure system to handle the project in question. The scope of the study shall be to the approval of the Public Works Director and the Utilities Director.

Policy 7.2.2 Water Conservation

Development in the Avila Ranch area shall be designed so that the projected annual water consumption is 30 percent less than the average per-person annual community water consumption for residential units. To meet this goal, the following performance standards shall be used:

A. Turf shall not be permitted for individual yard landscaping. Landscape plans shall be developed which require lower

water usage, and which require lower maintenance. Landscape plans shall reflect the local climate zones and local plant material.

B. Turf may be used where it is associated with a common open space, parkways, sports field or other common area. Where feasible, these areas will be irrigated with recycled water supplies.

C. Landscape and irrigation plans should use drip irrigation systems to the extent feasible. General broadcast irrigation is discouraged.

7.3 WASTEWATER

The Airport Area is divided into two wastewater catchment areas. Wastewater generated in the southwest portion of the area will flow to the Calle Joaquin Lift Station, while the remainder flows to the Tank Farm Lift Station. An Airport Area Study (Brown and Caldwell, October 1, 2009) was prepared to provide a planning-level analysis of existing and future sewer infrastructure for conveyance of wastewater from the Airport Area of the City to the City's Water Resource Recovery Facility (WRRF). An additional study (AECOM, 2015) was prepared to evaluate costs associated with conveying wastewater via the Buckley Lift Station to three alternative connection points in the City's existing collection system. The City has identified a conceptual location for a new lift station which will be located near the intersection of Buckley Road and Vachell Lane. The new lift station will serve development within the Buckley catchment area, which includes the planned Avila Ranch development project. The proposed lift station is referred to as the Buckley Lift Station. New conveyance infrastructure will be required between the Buckley Lift Station, and any of the connection points in the existing system. Due to the existing site topography, it is anticipated that a lift station and force main will be required.

Wastewater from the southeastern portion of the Airport Area flows to Tank Farm Lift Station located 1 1/3 miles west of the intersection at Tank Farm Road and Broad Street via an 18-inch trunk line running westerly down Tank Farm Road. The lift station serves the entire southeastern portion of the City and eliminated the pervious Rockview and Tank Farm Lift stations. The Tank Farm Lift Station also serves a portion of the Margarita and entire Orcutt areas.

Backbone facilities to meet future wastewater generation to the Calle Joaquin Lift Station will require approximately 550 feet of new gravity sewer, replacement of the lift station and 2,300 feet of new force main. These improvements are expected to be completed in 2017. The Calle Joaquin Lift Station discharges to the Laguna Lift Station, which was replaced in 2013.

Increased flows from the Airport Area and other annexation areas will require the expansion of the City's Water Resource Recovery Facility (WRRF). When the City's flows approach design capacity, the City will expand advanced treatment facilities such as the cooling towers, filters, and disinfection processes. Figure 7-2 shows the Waste Water Collection Plan for the AASP.

Policy 7.2.1 Engineering Feasibility Study (Wastewater)

Before specific project review and approval of projects the project proponent will submit a detailed engineering assessment of the project's wastewater generation and an assessment of the ability of the City's infrastructure system to handle the project in question. The scope of the study shall be to the approval of the Public Works Director and the Utilities Director.

7.4 ENERGY

Electricity and natural gas distribution will be provided by the two state-regulated private utilities that serve the region, with facilities extended into the area as it develops. Although there are no area-wide plans for on-site wind, geothermal, solar or biomass energy production, development of such energy resources should be encouraged where feasible and consistent with the Conservation and Open Space Element. Energy efficiency and solar

opportunities will be fostered by state building standards, citywide solar exposure standards and development review procedures, and incentives and advice offered by the utility companies.

7.5 TELECOMMUNICATIONS

Local line-connected telephone and television services are provided by City-franchised private companies that will extend their facilities into the area as it develops. The expanding range of broadcast (including satellite) services will be available for the Airport Area to the extent they are available throughout the San Luis Obispo area.

7.6 FUTURE HIGH-SPEED DATA ACCESS

All new structures that will accommodate people shall have one 50-millimeter (two-inch) conduit connected with an underground system to facilitate future installation of a high-speed, high-capacity data supply system.

7.7 UNDERGROUNDING

Undergrounding overhead utilities is important to enhance the visual quality of the area and to establish a signature image for the Airport Area. Such enhancements will, in turn, contribute to higher property values, which will be important for financing proposed infrastructure improvements. All new development shall be served on-site with underground power, telephone, and cable communications lines. All new development shall be responsible for undergrounding of existing overhead utility lines along that development's frontage or constructing underground utility lines along new roadways concurrent with the construction of new roadways.

7.8 PHASING AND COORDINATION

Development of individual ownership areas may occur as components of the overall infrastructure phasing scheme. To ensure that later projects build upon systems that are properly located and sized when installed by earlier projects, extensions of streets and utility lines will need to be coordinated among owners, the City, and utility companies. The initial projects may need to provide interim utility solutions, if the permanent systems cannot be made available at the time of development. Such interim systems must be consistent with the planned permanent systems.

7.9 PUBLIC SAFETY

7.9.1 Fire Protection

The San Luis Obispo City Fire Department (SLOFD) provides emergency and non-emergency fire and protection services in the City. Emergency services include fire response, emergency medical response, hazardous materials response, and public assistance. Non-emergency services include fire and life safety inspections, building inspections, fire code investigations, arson investigations, and public education. Additionally, the SLOFD is a member of a countywide team that responds to hazardous materials incidents throughout the County.

As of January 2015 the SLOFD operates four fire stations and has a firefighter/ population ratio of approximately one (1) firefighter per 1000 residents. The Headquarters Fire Station (FS# No. 1) also houses the administrative offices, the Fire Prevention Bureau, maintenance shop and training facility, which are strategically located on the Broad Street corridor. The closest fire stations to the site are Fire Station #3, located at 1280 Laurel Lane and Fire Station #4, located in the area of Laguna Lake at 1395 Madonna Road CalFIRE Station No. 21, is located at 4671 Broad Street, adjacent to Runway 11-29 at the San Luis Obispo Regional Airport, provides for airport crash fire rescue services, as well as service to the surrounding unincorporated area. This station also provides emergency response services for a rather large rural area. The City currently maintains a mutual aid agreement with CalFIRE to allow this station to respond to matters within the airport area.

If the residential, commercial, industrial service, and open space uses proposed by the Airport Area and Margarita Area specific plans are added to the fire department's existing work load without also adding staff and/or facilities, there may be a significant reduction in existing service levels would result. The SLOFD Master Plan determined that the Department's fire suppression staffing level should be 16 personnel. Upon annexation, the Department's minimum staffing level may need to be increased. In addition, because of increased population and the increased potential hazards of the industrial area, the City may need to add additional inspectors to augment existing staff.

In 2013, the Chevron EIR evaluated development and annexation of the Chevron property and therefore evaluated the potential for fire department operational needs. The EIR concluded that most of the Airport area is not within the City's desired four-minute response time. However, this response time may be enhanced by the completion of circulation improvements including the completion of Prado Road, Santa Fe Road, and the widening of Tank Farm Road, connection of Avila Ranch to Suburban Road and Tank Farm Road by way of Earthwood Lane and/or Horizon Lane, and interim facilities in the Avila Ranch and/or Chevron are. Nevertheless a new fire station with adequate staffing will be required to serve the south San Luis Obispo area.

These mitigation measures are incorporated into the AASP as follows:

Policy 7.9.1: Adequate Fire Suppression Services and Facilities

The City shall provide adequate fire suppression services and facilities to the Airport Area, consistent with the Safety Element of the General Plan, by completing area transportation improvements, co-locating City fire services with existing CAL-Fire facilities located on Broad Street, and/or establishing a permanent facility within the Airport Area. Interim improvements may be provided at the Chevron and Avila Ranch development areas until permanent facilities are available. In order to ensure that the long-term public safety needs of the AASP and MASP are met, and to ensure the feasibility of those improvements, the City shall facilitate the initiation of a Community Facilities District (CFD) as part of the Avila Ranch project. The CFD, shall provide for the equitable assessment of the cost of construction and operation of public safety facilities. The CFD shall have annexation provisions so that additional benefitting properties may be added to it.

Policy 7.9.2: Fire Station Location and Site Dedication

The Fire Master Plan shall identify the optimum location for fire stations in the community. During the first phase of development of the Chevron Tank Farm site, property that is suitable for the development of a new fire station shall be deeded to the City, with the approval of the Fire Chief.

Policy 7.9.3: Interim Safety Improvements

Until a permanent facility is developed that enables the City to achieve its response time objectives, new development in the Airport Area may be required to finance other improvements that will contribute to alleviating current deficiencies, as identified in the San Luis Obispo Fire Department Master Plan (2009). This policy will be implemented on a case by case basis through conditions of approval when project specific fire and life safety impacts are identified. The Avila Ranch project is expected to provide an interim fire and/or emergency response substation at the intersection of Earthwood Lane and Venture Drive to mitigate temporary emergency response impacts, until a fifth fire station is constructed per the Fire Master Plan. Such facilities shall be designed and constructed to the satisfaction of the City Fire Chief.

7.9.2 Police Protection

The San Luis Obispo Police Department provides a variety of law enforcement and community services. As of 2015, the Department consists of 85.5 employees, 60 of whom are sworn police officers. This results in a ratio of about 1.3 officers-per-1000 residents. However, the City of San Luis Obispo is an employment center, so

the daytime population of the City's urban area increases by about 30,000 people per day over its resident population. Thus, the officers-per-resident ratio can be a misleading descriptor of service level.

The Department is divided into two police bureaus, with a Police Captain commanding each. The Operations Bureau includes Patrol Services, Traffic Safety, Downtown bike officers, homeless services through a Community Action Team, Special Enforcement Team, and Neighborhood Services. The majority of the Operations Bureau resources are devoted to patrol services and traffic safety. The Neighborhood Services Division frequently responds to conflicts that arise between nonresidential and residential land uses, or different types of land uses in close proximity to one another.

The Administration Bureau includes Administrative Services, Investigative Division, Communications Division, and the Records Unit. This bureau provides services essential to law enforcement in the City and the effective use of the Operations Bureau resources.

The City Police Department currently provides mutual aid responses to the Airport Area. Annexation and new development made possible by City services will increase the Department's workload. A small police substation/work area may be needed with urbanization of the area. Additionally, the City's adopted Safety element establishes response performance standards for "recurrent" types of emergencies. The Police Department has set a 30-percent available time objective for patrol response ("Available time" is the fraction of total time that a patrol unit is not previously assigned or otherwise unavailable for response to a new emergency call for service). The Department is currently at or below this 30-percent available objective much of the year. This annexation will drive the need for additional personnel and equipment to maintain this performance standard. The number of personnel will be determined at the time of annexation based on development and calls for service in the area.

7.10 PARKS AND RECREATION

The Parks and Recreation Element of the General Plan prescribes policies and development objectives for new development areas in the community. Policy 3.13.1 and Policy 5.02 state that new development areas shall have park areas at a rate of 10 acres of parkland per 1,000 residents, with five acres of that ratio dedicated as a neighborhood park. The remaining five acres required under the 10 acres per 1,000 residents standard may be located anywhere within the City's park system as deemed appropriate.

The park requirement is applicable to the Avila Ranch portion of the Specific Plan area. Based on a total buildout of 720 dwelling units, and the mix of residential uses and the associated household sizes in each, there are estimated to be 1,650 residents in the Avila Ranch area at buildout. This will generate a need for 16.5 acres of parkland, with at least 7.5 acres of that in a neighborhood park. All park area to meet those needs will be provided on the project site or through payment of in lieu fees.

Future Avila Ranch project area residents will also create a need for additional capacity in the City's community park facilities. Specific facilities or fees in lieu thereof will be provided to address this added impact at a rate of one acre per thousand persons..

Policy 7.10.1 Avila Ranch Park Development

A. Parks will be provided at a rate of ten acres per 1,000 residents in the following manner:

- A 9.8 acre neighborhood park in the eastern portion of the Avila Ranch project site adjacent to the Town Center, with frontage on the residential collector. Planned activities in the park include ballfields, basketball, open space, picnicking, passive recreation, and other uses consistent with the City's Parks and Recreation Element.
- Mini parks shall be provided in each phase of the Avila Ranch development. These mini parks will range in

size from one half acre to 2.5 acres and include passive recreation areas, and small game areas such as basketball, or other areas appropriate to the size of the park. Recreational and bike trails shall be constructed sequentially with each phase so that the Tank Farm Creek trail will be completed by Phase 3 of the Avila Ranch development.

Avila Ranch residential developments will contribute an amount equal to 1 acre per thousand population for community wide facilities. While not required by the Parks and Recreation Element, these special facilities (e.g., Sinsheimer Park, Mission Plaza, Santa Rosa Park, Laguna Park, Damon-Garcia Sports Complex), serve the entire community (including new residential areas in the AASP) and the residential units shall contribute towards expanding their capacity, or addressing unmet community wide park and recreation facility needs (such as those identified in Policy 3.12 of the Parks and Recreation Element).

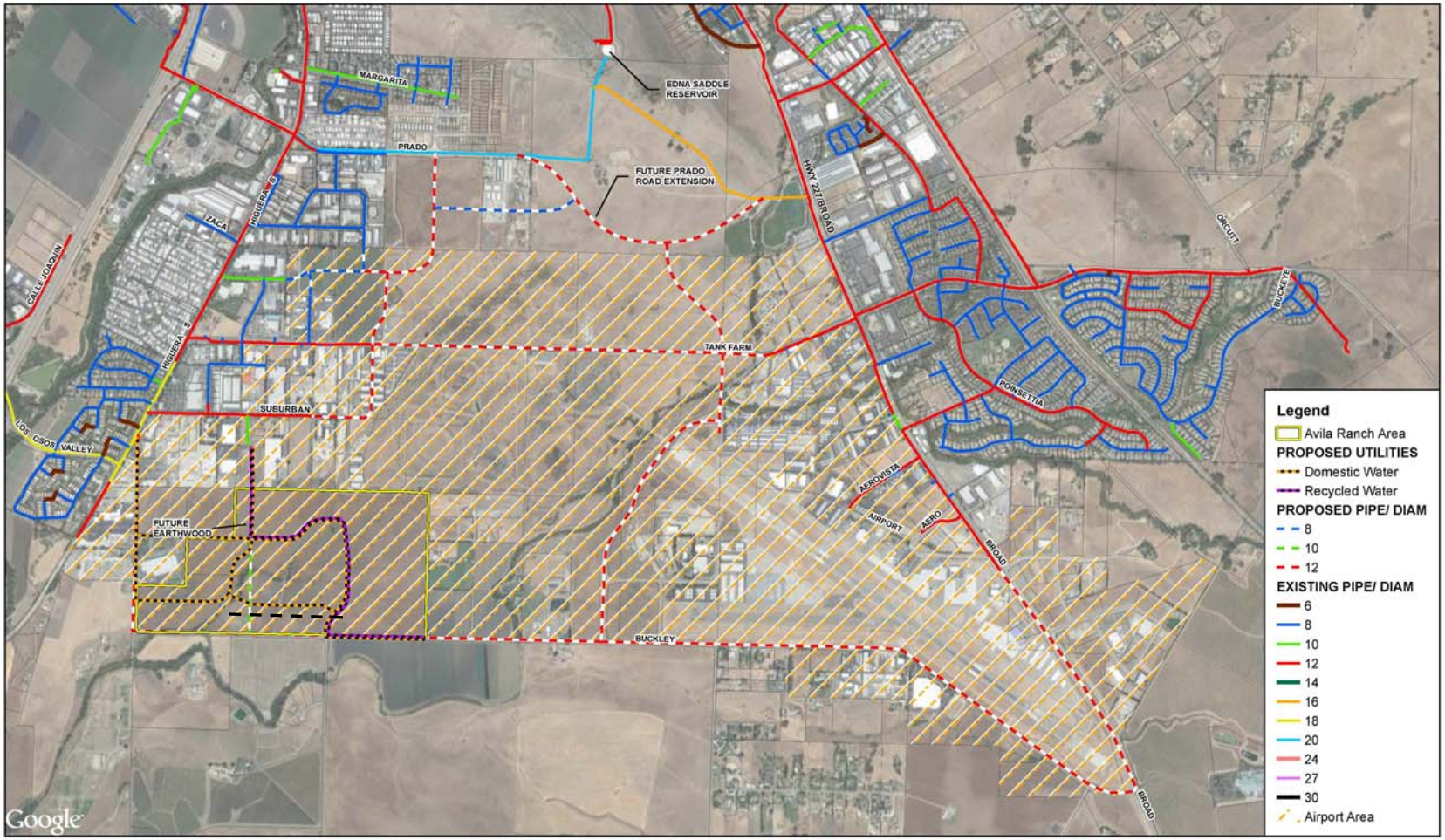


Figure 7-1 Water Distribution System

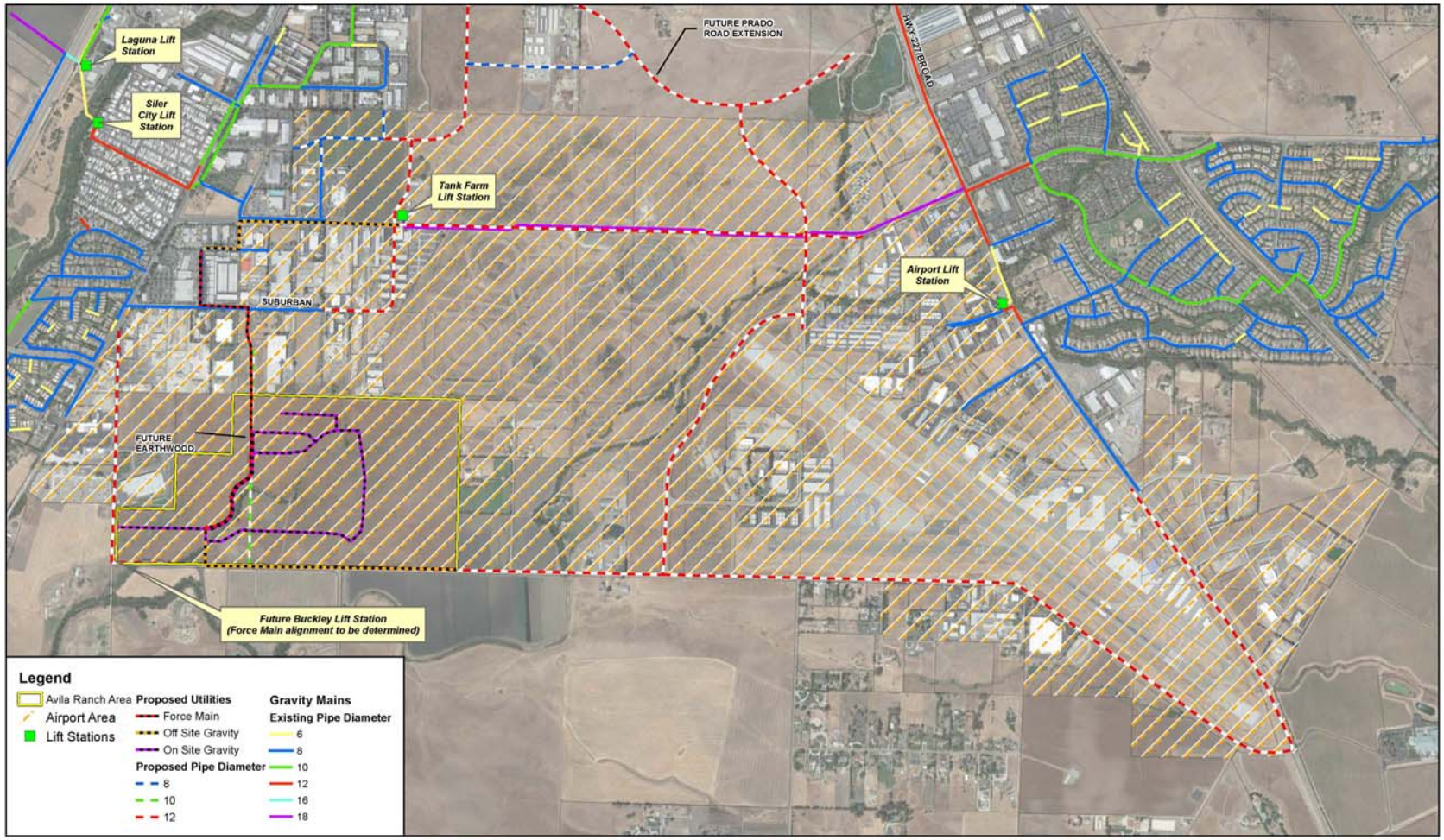


Figure 7-2 Waste Water Collection System

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