

# 5 SUSTAINABILITY



## 5.1 Introduction

Sustainability means living in a manner that balances social, economic, and environmental considerations with the community's current and, most importantly, future needs. A primary goal of this Specific Plan is to create a neighborhood that furthers the City's and region's sustainability. This Chapter introduces sustainable principles and practices that are found throughout the Specific Plan with regard for social, economic and environmental sustainability. While these categories are described separately, there is much overlap in terms of implementation and place-making.

### SUSTAINABILITY GOALS

**Contribute to the social, economic, and environmental sustainability of San Luis Obispo.**

**Provide workforce and affordable housing options that support the City's economic and social goals as expressed in the General Plan and Economic Development Plan.**

**Promote wellness and active lifestyles through innovative community design.**

## DEFINITIONS

### Social Sustainability

The ability of an area's systems and process to support the capacity of current and future generations to create healthy and liveable communities.

### Economic Sustainability

The ability of an area economy or business(es) to support a defined level of economic production indefinitely. Common measures of economic production relate to the poverty threshold and employment growth.

### Environmental Sustainability

The ability to continue practices related to rates of renewable resource harvest, pollution creation, and non-renewable resource depletion indefinitely.

## 5.2 Social Sustainability

By design, San Luis Ranch offers a new foundation for social sustainability in the City of San Luis Obispo and on the Central Coast. As described below, the Specific Plan offers work force housing, affordable housing, and neighborhood wellness. These key features provide equitable opportunities for the community and foster a good quality of life. San Luis Ranch is expressly focused on the needs of families and working professionals.

### 5.2.1 Workforce Housing

The City and County of San Luis Obispo have a severe shortage of affordable and workforce housing. The average family in San Luis Obispo County earns approximately \$42,461. This currently allows a family with a 20% down payment to purchase about a \$205,000 home (Zillow.com/mortgage-calculator). Meanwhile, in the City of San Luis Obispo the current average sale price for a single family detached home is \$676,000, and the average sale price for an attached home is \$418,000.

Workforce housing is defined as housing that is affordable to households earning 120 percent of the area median income. San Luis Ranch is specifically designed to meet this need by providing smaller homes on compact lots. These small but high-quality homes are intended to sell

below the current City averages and be affordable to the city's workforce. For example, the average home size in San Luis Ranch is 1,300 square feet, which at the average price per square foot, would value the home at a little over \$475,000. The Project's attached units will range from 700 to 1,200 square feet, making the price range from approximately \$250,000 to \$440,000. Figures 5.1 and 5.2 illustrate the proposed differences in prices between San Luis Ranch and other new residential construction in the City of San Luis Obispo.

*"The City has a wide range of housing, but lacks a sufficient range of housing oriented towards entry-level through executive level employees. A continuum of housing options is essential so that employers desiring to establish a business in San Luis Obispo can adequately expect that employee housing options can be accommodated with wages."*

City of SLO Economic Development Strategic Plan

Figure 5.1 San Luis Ranch Single Family Home Prices vs. SLO New Single Family Home Prices

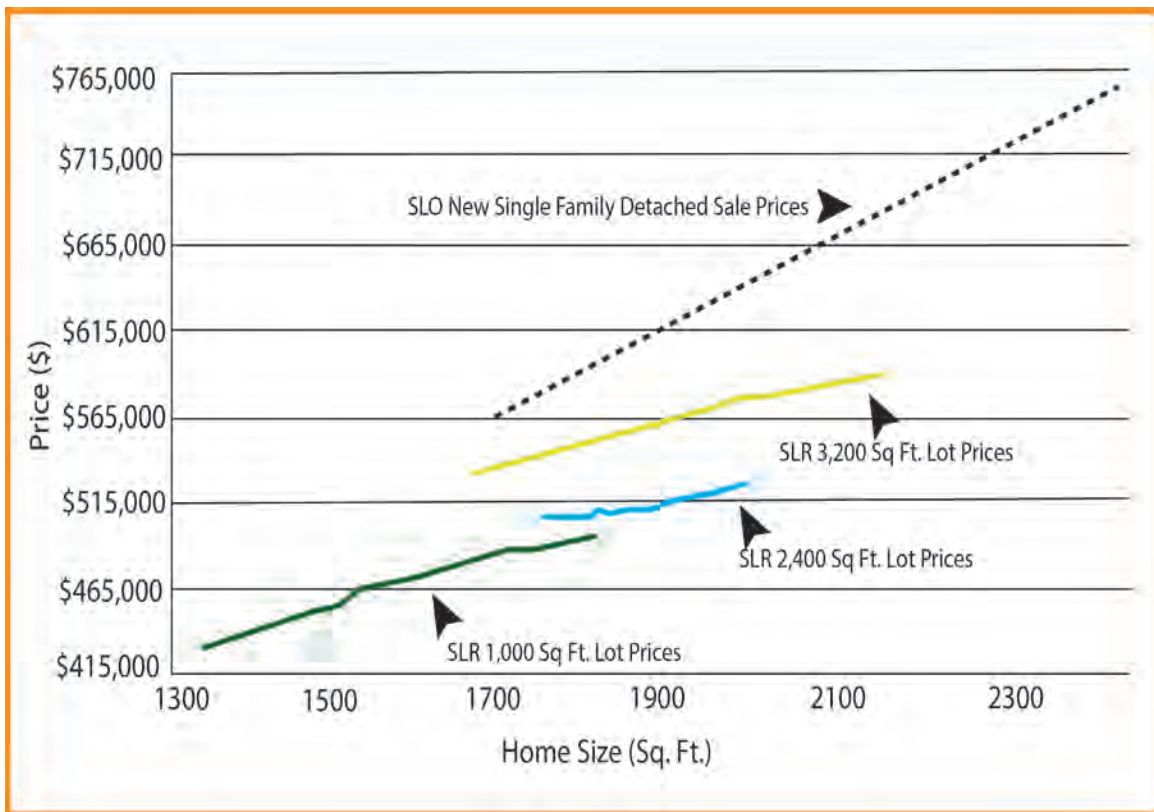
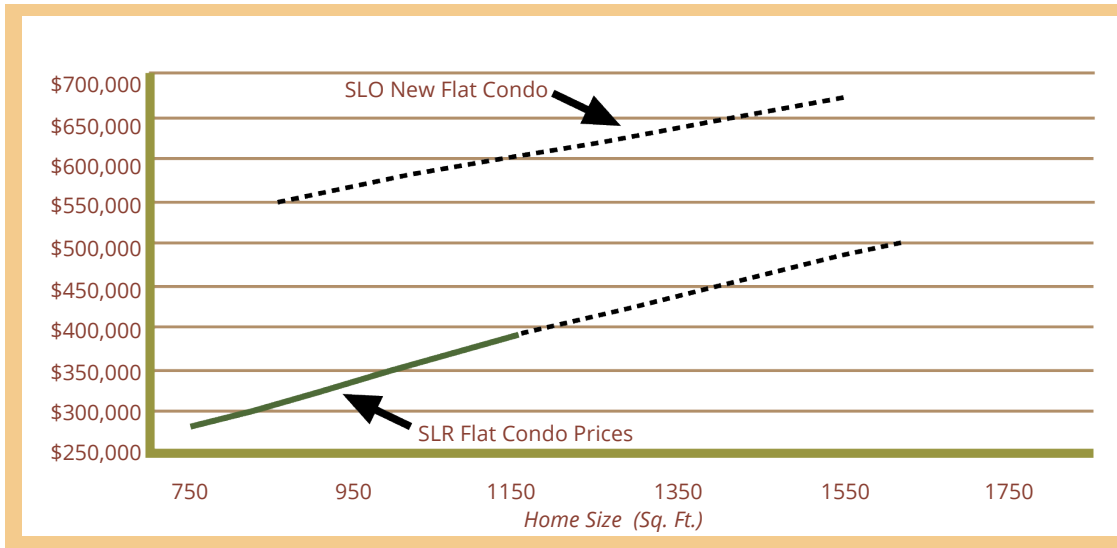


Figure 5.2 San Luis Ranch Flat Condo Prices vs. SLO New Flat Condo Prices



## How the San Luis Ranch Design Equates to Lower Cost Housing

San Luis Ranch is focused on entry level, affordable and work force housing. The key to developing for this market is the quality of the design. Features for creating lower cost housing:

### Site Planning Efficiency

Higher density clustered housing reduces infrastructure costs.

### Small Lots

Less infrastructure means less cost per lot. People will pay less in San Luis Ranch due to the smaller lot size.

### Small Family Friendly Homes

People will pay less in San Luis Ranch due to smaller home sizes and affordability by design.

### One Comprehensive Architectural Theme (with Material Variation)

Limited elevations and floor plans equate to more production volume and lower costs.

### Secondary Dwelling Units Offered as an Option

Secondary dwelling units can provide additional housing for multi-generational households, or can be configured as home offices, making overall cost of living lower for families and professionals.

### Efficient Engineering

Top floor plans align exactly with bottom floor plans, allowing substantial cost savings in materials and construction.

### Streamlined Construction

Streamlined development and construction process saves millions of dollars and leads to lower prices.

The nature of the property with its small lots and smaller homes will assure that the housing stock remains affordable. San Luis Ranch home prices will stay low because people will choose to pay less for small houses on small lots in comparison to currently available housing choices.

### 5.2.2 Affordable Housing

Affordable housing (below market-rate) is an important complement to the area’s workforce and other market-rate housing and a key component of a balanced and sustainable residential inventory. Accordingly, the City’s Municipal Code (Chapter 17.91) and General Plan Housing Element (Goal 2, Appendix N: Table 2 and Table 2A) enact inclusionary housing requirements for new developments (see Table 5.1). Further, the City’s Municipal Code (Chapter 17.90) and General Plan Housing Element (Section 3.30) set incentives for affordable housing construction.

The San Luis Ranch Specific Plan will meet and exceed the City’s affordable housing goals to achieve a balanced housing inventory appropriate for the Plan Area, City, and region. For the residential component, five percent of the final unit count\* will be affordable to lower income households, and ten percent of the final unit count will

be affordable to moderate income households. There will also be an inclusionary requirement on the commercial component of the Project of two units per commercial acre.

According to City policies and regulations, inclusionary housing requirements may be met by onsite construction, payment of an in-lieu fee based on building valuation, dedication of property, or a combination of these methods.

*\*Affordable housing units are in addition to the maximum number of units allowed by the General Plan.*

Depending on the final development program, San Luis Ranch could add up to 109 deed-restricted affordable housing units to the City’s housing stock.

**Table 5.1 City of San Luis Obispo Housing Element Requirement**

Type of Development Project (1)	
Residential - Adjusted base requirement per Table 2A	Commercial
Build 5% low and 10% moderate income ADUs, but not less than 1 ADU per project	Build 2 ADUs per acre, but not less than 1 ADU per project
or	or
Pay in-lieu fee equal to 15% of building valuation	Pay in-lieu fee equal to 5% of building valuation

**Notes**

Figures shown are based on the current County affordability standards. San Luis Ranch homes will sell for the standards in place when the properties are put up for sale.

1. Affordable Dwelling Units must meet City affordability criteria.

Source: City of San Luis Obispo Housing Element, Appendix N, Table 2

*“Enrich community cultural and social life by accommodating people with various backgrounds, talents, occupations, and interests.”*

General Plan policy #23

*“The City will support residential infill development and promote higher residential density where appropriate.”*

Housing Element policy 6.10

Table 5.2 City of San Luis Obispo Inclusionary Adjustment Factor

Project Density (Density Units/Net Acre) (1)	Inclusionary Housing Requirement Adjustment Factor (2)					
	Average Unit Size (sq. ft.)					
	Up to 1,100	1,101-1,500	1,501-2,000	2,001-2,500	2,501-3,000	>3,000
Affordable housing calculations TBD.						

Figure 5.3 Illustrative San Luis Ranch Multi-Family Housing



### 5.2.3 Neighborhood Wellness

Neighborhood wellness in San Luis Ranch is focused on health and access to agricultural resources. This section describes features in the San Luis Ranch Specific Plan that can lead to a more active and healthy lifestyle.

#### Active Lifestyle

Recent health impact studies in urban areas have identified the potential for bicycle and pedestrian amenities to increase physical activity, promote biking and walking over driving, enhance social cohesion, and improve health outcomes. Positive health impacts of increased pedestrian and bicycle activity have been linked to reducing obesity and diabetes, improving mental health, reducing cardiovascular disease, reducing osteoporosis, and lengthening lifespan. In addition, providing public transit improves mobility and access for vulnerable populations such as low-income households, minorities, the elderly, young people, and disabled persons.

Increased transit access makes it easier for these populations to get around, accomplish needed tasks, and to stay connected with the community. Through increased social interactions, these segments of the population are less likely to withdraw from society, promoting good mental health.

The Specific Plan includes neighborhood and transportation features designed to encourage a healthy and active lifestyle. In particular, San Luis Ranch's bicycle and pedestrian networks allow easy and scenic access to recreational areas, trails, and daily services and shopping (see Figure 6.2). See Chapter 4 for more information on recreational opportunities, such as the Bob Jones Trail extension, and Chapter 6 for multimodal amenities that will be provided throughout the Specific Plan area.

*"These areas are important to the physical and mental well-being of residents, offering recreational opportunities, social interaction, and an enhanced sense of place."*

Climate Action Plan, p. 48

Figure 5.4 Examples of Healthy & Active Lifestyle Amenities



## Agricultural Heritage Facilities and Learning Center

Agriculture is a significant feature of San Luis Obispo's culture and community character. The Agricultural Heritage Facilities and Learning Center in the Specific Plan Area is intended to perpetuate the City's heritage and integrate the site's historical agricultural practices into the neighborhood. The Agricultural Heritage Facilities and Learning Center will offer access to healthy food, create a connection to the land, and provide a community gathering place. Words that describe the Vision for the Agricultural Heritage Facilities and Learning Center include:

- Iconic
- Visual
- Beauty
- Learning
- Local Goods
- Community Sales
- Community Gathering
- Like "Whole Foods", but Outdoors

A description of the agricultural resources of San Luis Ranch and how they are incorporated into open space and recreational amenities are described in Chapter 4 of the Specific Plan.

Figure 5.5 Example Agricultural Facilities and Learning Center Design



## 5.3 Economic Sustainability

San Luis Ranch will be an active contributor to the City and region's economic growth while also creating sufficient revenue mechanisms to accomplish significant infrastructure improvements. Primary funding sources from San Luis Ranch include hotel transient occupancy taxes, sales taxes, and residential property tax assessments. Both of these will substantially contribute to the City's economic sustainability and large infrastructure projects, such as Prado Road improvements and the Froom Ranch Way extension.

### 5.3.1 Residential Assessments

Residential assessments are a means of funding a fair-share portion of infrastructure projects needed within the City and region. The Mello-Roos Community Facilities Act allows the City to form a Community Facilities District (CFD) and authorize a special tax. The special tax makes possible a CFD bond issuance to finance the construction of regional infrastructure improvements such as roadways and utilities. Bond proceeds from the San Luis Ranch Specific Plan Area residential assessments could range up to approximately \$28 million under various assumptions. See Chapter 7 for more detail on infrastructure and financing.

### 5.3.2 Hotel and Commercial Development

While the General Plan allows for up to 350,000 square feet of these uses, including retail and office, it is likely that buildout of the Specific Plan will be up to 250,000 square feet of nonresidential development. The proposed mix of uses will provide a number of economic benefits in terms of jobs and fiscal sustainability of the City. For example, Class A office spaces for medical and technology companies could attract head of household jobs, a key component of the City's 2012 Economic Development Strategic Plan.

In addition, the Plan anticipates a 200 room hotel, which may include restaurant/dining facilities and a conference center to help draw regional and national visitors and support the expansion of existing and new industries. The site's proximity to Highway 101, proximity to Cal Poly, access to Downtown, and scenic views make it a prime location for a successful hotel operation. A hotel will contribute to the City's property and transient occupancy tax (TOT), as well as generate visitor spending in the City.

Proposed stores, supporting ancillary retail, and dining will also generate sales tax revenue. (New residential development will also support economic activity for the existing commercial center and other local businesses adjacent the Plan Area.)

### 5.3.3 Economic Benefits of Multimodal Approach

The Multimodal approach of the Specific Plan also has the ability to provide economic benefits greater than the costs of their development. For instance, the 2013 SLO Bicycle Transportation Plan quantified the costs and benefits of biking facilities based on expected demand and benefits to mobility, health, recreation, and reduced auto use. This creates a benefit to cost ratio of over 10:1. Similar economic benefits from pedestrian and transit services, namely small-scale, strategic improvements and coordinated land use organization, may also be achieved with the incorporation of these facilities in the Specific Plan.

Chapter 2 (Land Use) and Chapter 3 (Neighborhood Form) of the Specific Plan describe the hotel and related commercial developments, as well as the development standards governing intensities and possible build-out. Chapter 8 (Implementation) describes how the project will achieve build-out and Chapter 7 (Infrastructure and Financing) describes through what mechanisms the necessary infrastructure may be financed.

## 5.4 Environmental Sustainability

With the agricultural tradition, scenic landscape, and natural features of San Luis Ranch, environmental sustainability is not only essential for preservation of the area's ecosystem, but imperative for supporting the community's identity. The Specific Plan emphasizes the importance of the natural environment by including the following steps towards greater environmental sustainability:

- Preservation of agricultural land and open space
- Energy conservation and climate stabilization
- Natural resources management

## 5.4.1 Preservation of Agricultural Land and Open Space

### Agriculture

San Luis Ranch will preserve agricultural land contiguous to existing urban farmland (SLO City Farm). By preserving agricultural uses along Highway 101, San Luis Ranch will achieve the community's goals to maintain an agricultural view shed along this key highway corridor, framing the arrival to the City of San Luis Obispo. Moreover, as discussed above, the prominent location of the Agricultural Heritage Facilities and Learning Center will provide access to healthy food and foster greater appreciation for locally sourced agricultural products.

San Luis Ranch Specific Plan also incorporates agricultural aspects throughout the Plan Area through community gardens and edible landscaping. These features will be designed and sited in a manner that is consistent with the neighborhood character, encourages community participation, and ensures access to those who may benefit the most from these amenities.



*San Luis Ranch Row Crops*



*SLO City Farm Immediately South of San Luis Ranch*  
Source: [centralcoastgrown.org](http://centralcoastgrown.org)



## **Open Space: Creeks, Wetlands, Parks, and Trails**

As of 2011, there were 21 designated parks within the City, totaling 158 acres of park landscape and 82 acres of turf. The City's General Plan requires annexation areas to provide open space and park land at the rate of 10 acres per 1,000 residents, with 5 of those acres dedicated as neighborhood parks (Parks & Recreation Element 3.13). The Subdivision Regulations require each new subdivision to dedicate 5 acres of parkland per 1,000 anticipated residents, or pay an in-lieu fee equivalent to fair market value. As of 2012, the City maintains a total of 6,765 acres of open space (3,513 acres in fee, and 3,252 acres in easements). (SLO CAP pg. 45).

As shown in Chapter 4, the San Luis Ranch Specific Plan provides a significant amount of parks and open space and meets the City's requirements. A key goal of the Plan is to connect with the City's park and open space system and improve Prefumo Creek. In addition, the Project will complete an important segment of the Bob Jones Trail alignment to be determined during environmental review.



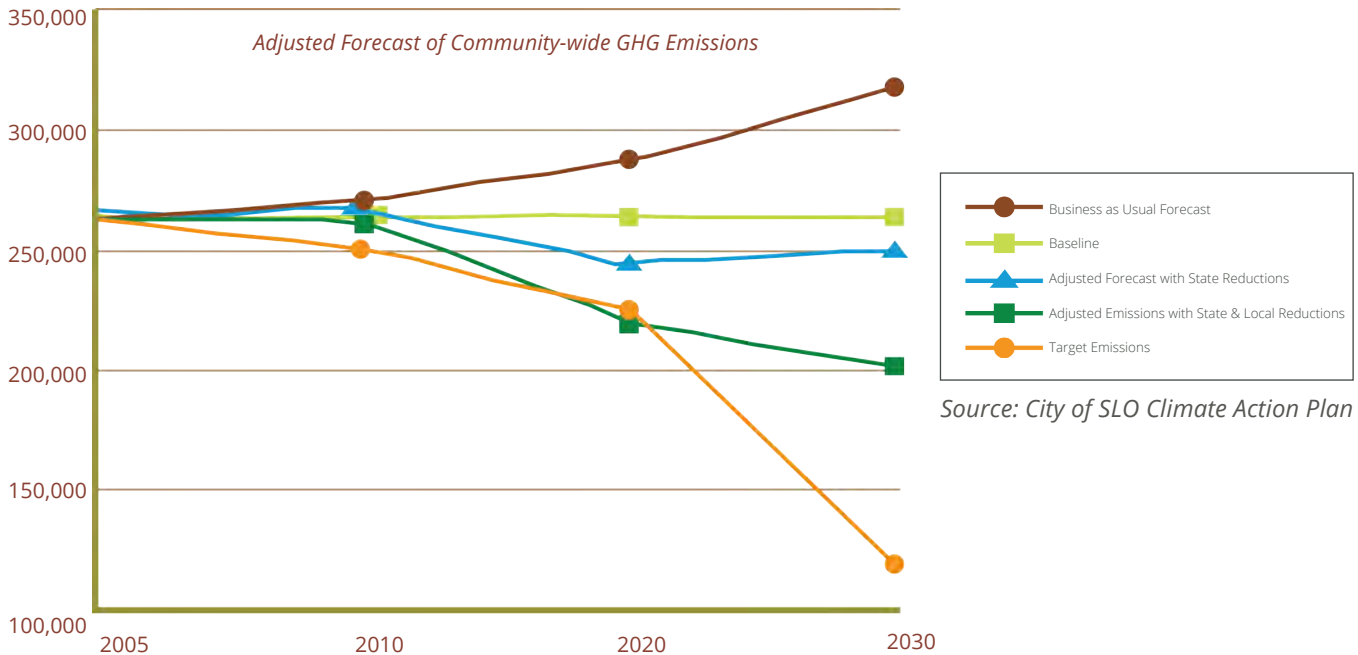
Bishop Peak Trail. *Source: centralcoastgrown.org*

### **5.4.2 Energy Conservation and Climate Change**

The City of San Luis Obispo adopted a Climate Action Plan (CAP) in 2012 to address greenhouse gas emissions at the local level. The CAP presents a comprehensive set of strategies and corresponding actions including: energy efficiency in buildings, reduced emissions via changes to transportation and land use, renewable energy, and reductions in water usage and solid waste (see Figure 5.6).

Development within the San Luis Ranch Specific Plan Area is consistent with strategies in the Climate Action Plan. As described in more detail in the Plan, the proposed infill housing and onsite agricultural preservation reduces regional traffic and the associated negative impacts to air quality and other environmental factors and supports implementation of the Climate Action Plan.

Figure 5.6 City of San Luis Obispo GHG Emissions Forecast



### Building Energy Conservation

Development of the San Luis Ranch Specific Plan Area shall strive to meet leading technology standards in building design and construction. New structures, renovated buildings, and new infrastructure facilities will be designed to minimize energy consumption and maximize renewable energy generation in order to reduce greenhouse gas (GHG) emissions, save costs, and promote the conservation of natural resources.

Energy conservation construction techniques include:

- Meeting or Exceeding Title 24 Standards
- Natural Lighting and Ventilation
- High R-Value Insulation
- Energy Efficient HVAC Systems and Appliances
- Noise Reduction
- Water Usage Reduction

### Electric Vehicle Charging Stations

Some parking spaces in San Luis Ranch will be outfitted with electric vehicle charging stations. These parking spaces will be reserved for electric vehicles, along with the area's Multimodal transportation network, to encourage energy conscience transportation.

San Luis Ranch is committed to doing its part to reduce our carbon footprint via support for electric vehicles, and enabling and encouraging Multimodal transportation to reduce vehicle miles traveled (VMT), benefitting the whole community.



Conscious Charging Station in Commercial Area  
Source: teslamotorsclub.com

### 5.4.3 San Luis Obispo's Carbon Footprint

A City's carbon footprint is comprised of the amount of greenhouse gases and carbon dioxide emitted by the activities and transportation choices of its inhabitants. The Specific Plan aims to lower the City's carbon footprint by incorporating horizontal mixed use enabling residents to access their daily needs within a short walking distance and by offering the ease of a multimodal transportation system.

## 5.5 Stormwater Grading and Drainage

The grading and drainage strategy for the San Luis Ranch project is based on the development of the property in a manner which supports the goals of providing workforce housing through higher density clustered development and associated commercial developments and office space, mitigating potential flooding impacts and establishing areas of developable land.

San Luis Ranch drainage facilities will include a combination of bio-swales, detention and retention facilities, and cisterns that will recharge the aquifer onsite. They will be designed in conformance with stormwater management requirements as presented in the City waterways

Management Plan, the Regional Water Quality Control Board Resolution No. R3-2013-0032 for Post Construction Stormwater Control, and the State's General Permit for Stormwater Discharge.

The design of onsite detention facilities will be addressed in the following manner (see also Section 7.3.2 Existing Conditions and Floodplain Management Plan):

Limit 2-year post-development peak runoff to the 2-year pre-development runoff

Limit 10-year post-development runoff to the 10-year pre-development runoff

Limit 50-year post-development runoff to a maximum increase of 5% over pre-development as described in the City Waterways Management Plan (see Section 7.3.2 for more information on floodplain management).

Detention of the 100-year storm is not recommended for this project based on the timing of peak flows within Prefumo Creek.

Specific design details and diagrams on stormwater and flooding can be found in Chapter 7.





## Chapter 6

# MULTIMODAL CIRCULATION



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# 6 MULTIMODAL CIRCULATION



## 6.1 Introduction

The San Luis Ranch Specific Plan Area is adjacent to existing developed areas, streets, and bike paths. As such, connections with the existing urban pattern are a key component of the Specific Plan. The City of San Luis Obispo General plan puts forth the following performance standard for development in the San Luis Ranch Specific Plan Area:

Circulation connections to integrate property with surrounding circulation network for all modes of travel. (Section 8.1.4-a, p. 1-87)

Figure 6.1 Multimodal Residential Streetscape



## 6.2 Multimodal Approach

The multimodal approach considers connections among various transportation modes including walking, bicycling, public transit, and automobile (see Figure 6.1). Figure 6.2 illustrates the multimodal access plans including transit stops and bike staging areas that have been incorporated in the site plan to satisfy the City's performance standard for connectivity. Figures 6.3, 6.4, 6.5, and 6.6 break out the circulation network for each mode of transportation including bicycle, pedestrian, vehicular, and dog-friendly routes. The remainder of this section discusses transit facilities and pedestrian and bicycle amenities.

### 6.2.1 Goals

#### MULTIMODAL CIRCULATION GOALS

Consider connections among various transportation modes, including walking, bicycling, public transit, and automobiles.

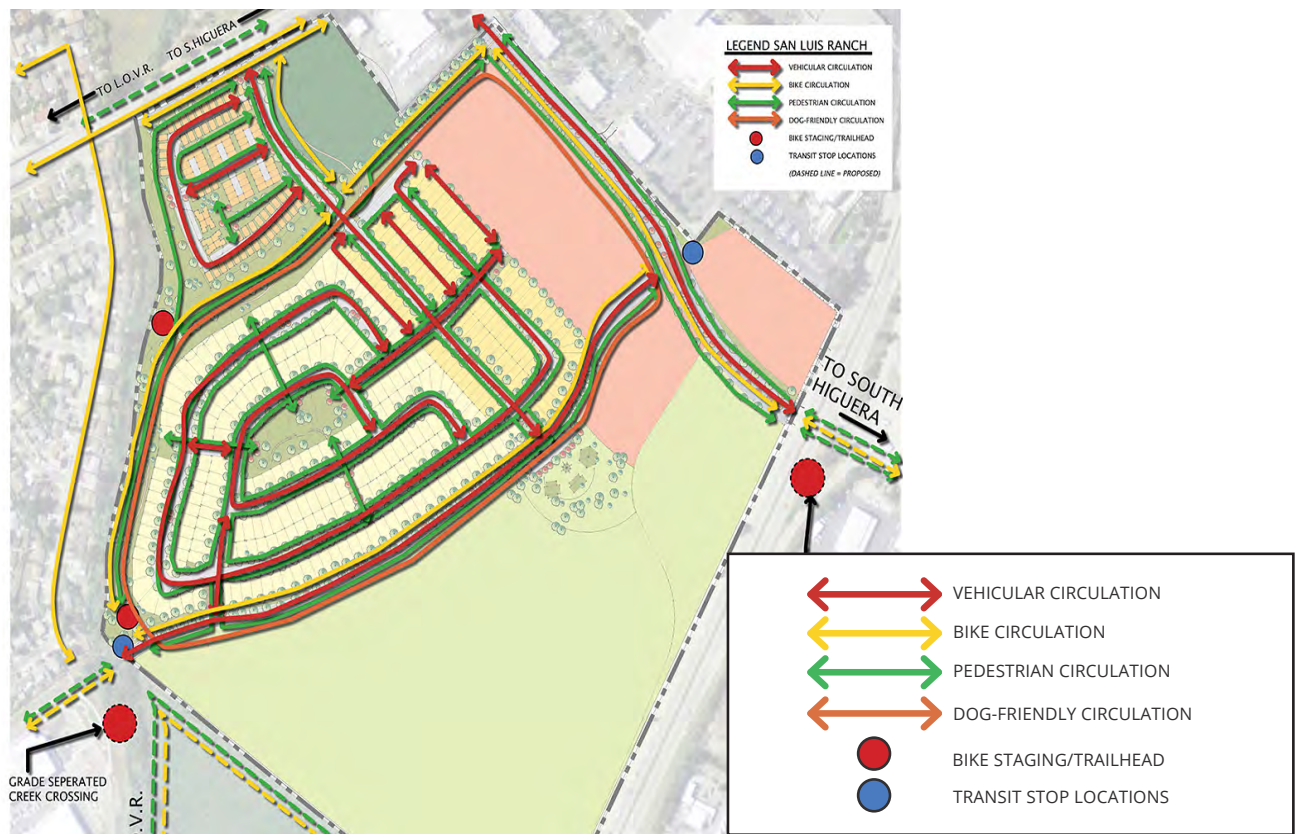
Connect the street network within the Plan Area to adjacent large capacity streets, and design to lower volume within the San Luis Ranch

Reduce automobile traffic and encourage alternatives to vehicular travel

## Traffic Reduction Benefits of San Luis Ranch

- Less regional traffic
- Traffic decongestion due to Froom Ranch Way and Dalidio Road improvements
- Neighborhood services and adjacent employment will reduce vehicle trips
- Pedestrian and bike amenities will encourage people to walk or bike versus drive
- Improved access to transit facilities with new transit stop
- Compared to Measure J, the traffic impact from San Luis Ranch will be significantly lessened

Figure 6.2 Multimodal Access Plan



Automobile Charging Station



Passenger Public Transit



Figure 6.3 Bicycle Circulation Map

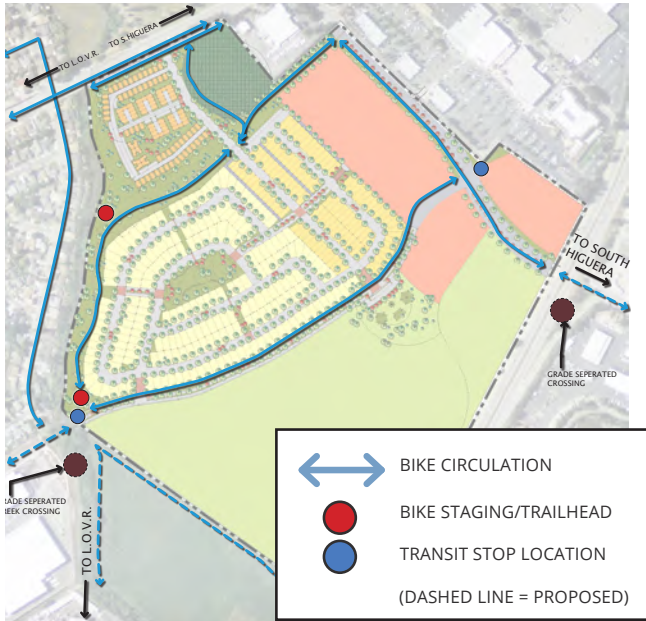


Figure 6.4 Pedestrian Circulation Map



Figure 6.5 Vehicular Circulation Map

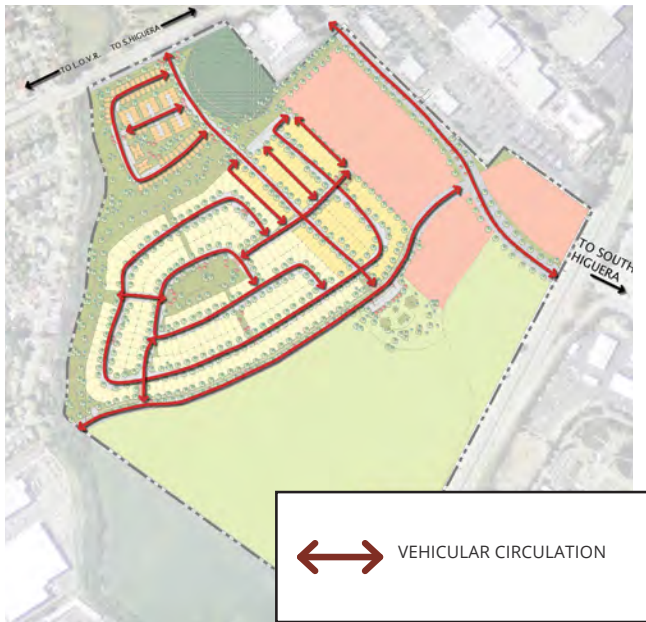
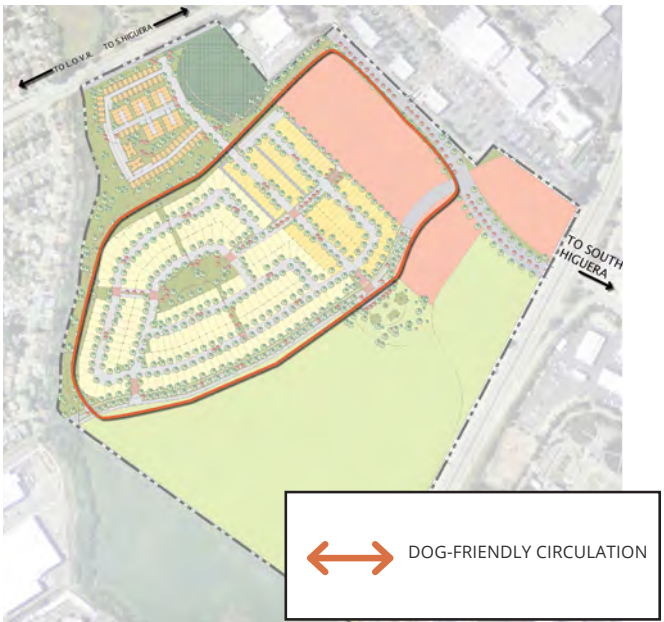


Figure 6.6 Dog-Friendly Circulation Map



Figures 6.3-6.6 illustrate the considerable community benefits of multimodal design at San Luis Ranch. Multiple paths are provided, and designed for pedestrians, cyclists, joggers, and dog walkers, as well as vehicular travel. An emphasis is put on safety first, with three Class I bike paths running on the main streets throughout the project, as well as Class II paths and sharrows on local streets. The bicycle circulation network will connect the single and multi-family residential areas with the Bob Jones Trail and a series of loops that join the various San Luis Ranch Specific Plan land uses.

San Luis Ranch's paths and streets will be open and accessible, further increasing safety via wide visual corridors and continual "eyes on the parks." Whether enjoying a walk, bike ride, fitness activity, or drive, scenic vistas of the surrounding mountains and open space will allow enjoyment of the best of what San Luis Obispo has to offer.

### 6.3 Transit Facilities

San Luis Ranch will feature enhanced transit facilities and a new transit center that will increase the accessibility of transit to the area. A key purpose of transit amenities is to de-emphasize the use of private automobiles as a primary mode of transportation for the neighborhood.

#### 6.3.1 Transit Facilities

Transit facilities in the San Luis Ranch Specific Plan Area will be developed with the extension of roadways based on the land use concepts discussed in Chapter 2. Adjacent San Luis Obispo Transit (SLO Transit) bus routes shown in Figure 6.7 below will require changes to provide direct access within the Specific Plan Area. Revised bus routes and the creation and maintenance of transit facilities will be coordinated with the City of San Luis Obispo based on an analysis of expected demand. Access to SLO Transit will also provide San Luis Ranch residents a connection to the Regional Transit Authority (RTA) bus routes.

#### 6.3.2 Transit Center

The City of San Luis Obispo General Plan Land Use Element puts forth a performance standard for the San Luis Ranch Specific Plan Area:

Development shall include a transit hub. Developer shall work with transit officials to provide express connections to Downtown area (see Section 8.1.4-d, p. 1-87).

This Specific Plan proposes a transit center that will provide direct transit access between the San Luis Ranch Specific Plan Area and Downtown. Location of the proposed transit center will be coordinated with SLO Transit and RTA (if applicable) upon submittal of individual project plans. Amenities of this transit center may include transit lane turnouts, designated right-of-way area, shelters, benches, access for the disabled, trash and recycle receptacles, comprehensive signage, and real-time arrival-status displays. If transit ridership meets specified demand thresholds, direct Regional Transit Authority access will be considered at this future transit center.

Figure 6.7 Existing Transit - Local Bus Route Map



## 6.4 Pedestrian and Bicycle Amenities

San Luis Ranch Specific Plan pedestrian and bicycle transportation concepts draw upon the idea of Complete Streets. Complete Streets are roadways designed and operated to enable safe access and travel for all users including pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities. The City of San Luis Obispo General Plan Land Use Element puts forth a performance standard for development in the San Luis Ranch Specific Plan Area:

Site should include walkable retail and pedestrian and bicycle connections to surrounding commercial and residential areas (see Section 8.1.4-i, p. 1-87).

Pedestrian and bicycle amenities will be included throughout the Specific Plan Area so as to promote walking and bicycling to nearby daily-need amenities. Figure 6.3 shows bicycle circulation in a conceptual design. Figures 6.4 and 6.6 illustrate conceptual pedestrian circulation and amenities.

Figure 6.8 shows a five and ten minute walk from the center of the neighborhood. Within this short distance, residents will have access to a wide variety of goods and services.

In terms of pedestrian and bike amenities, the San Luis Ranch Specific Plan Area will include the following:

- Pedestrian connections that are fully separated from the roadway and connect residential areas and commercial activity centers

- Pedestrian paths that extend through the open space and parks

- Safe and convenient pedestrian crossings, including providing crosswalks spaced at appropriate intervals, reducing crossing distance, and managing speed and flow of vehicular traffic

- Three Class I bike paths planned to maximize safety, as well as Class II, sharrow lanes, and colored bike lanes (see Figure 6.11).

- Extension of the Bob Jones City to Sea Trail.

Figure 6.8 San Luis Ranch Walking Proximity to Daily Need Amenities



## Pedestrian Facilities in San Luis Ranch

**Sidewalks:** Key sidewalk characteristics that affect pedestrian safety and comfort are width, alignment, and slope. Wider sidewalks within mixed-use or heavy traffic areas act as a physical buffer from vehicular traffic and can accommodate more foot traffic. Level, straight sidewalks provide the safest walking surface for residents of all ages and abilities. San Luis Ranch sidewalks shall not jog or slope at driveways, and shall maintain a straight-line, level configuration so as to make safe and convenient a continuous path of pedestrian travel.

**Street Furniture:** Street furniture such as benches and planters break the larger public realm down to the pedestrian scale, and thereby increase comfort and security of walking.

**Landscaping:** Landscaping in the public realm contributes to the environment, adds beauty, increases pedestrian comfort, and adds visual relief to the street. To optimize pedestrian comfort and safety, landscaping will complement the built character, views and pedestrian movements.

**Adequate Lighting:** The quality of lighting is a critical factor in pedestrian safety and security during low-light times of day and night. Lighting will be designed not only for vehicular traffic on the roadways, but also for pedestrians on sidewalks and pedestrian paths.

**High-Visibility Cross Walks:** Crosswalk striping patterns with lines longitudinal to the roadway are more visible to approaching motorists than the two transverse lines used on many crosswalks. High visibility patterns are especially beneficial at uncontrolled crossing locations (i.e., where there are no stop signs or traffic signals requiring vehicles to stop).

**Pedestrian Crossing Warning Signs:** Warning signs alert motorists that they should expect pedestrians at defined locations or along roadway segments. Pedestrian warning signs also may remind motorists of the rules of the road.

**Medians & Pedestrian Refuge Islands:** Medians can take the form of raised islands placed in a street right-of-way at intersections or midblock locations to separate pedestrians from motor vehicles. If designed and applied appropriately, medians improve pedestrian safety by allowing pedestrians a safe place to stop at the mid-point of the roadway, enhancing the visibility of pedestrian crossings, and reducing the speed of vehicles approaching pedestrian crossings.

**Bulb-Outs and Curb-Extensions:** Bulb-outs and curb-extensions can reduce the distance for pedestrian crossing while still accommodating bike paths and on-street parking. Additionally, bulb-outs reduce vehicular speed and increase visibility at busy intersections, increasing pedestrian safety (see Figures 6.9 and 6.10).

Figure 6.9 Pedestrian Crosswalks with Curb Extensions



Figure 6.10 Residential Street Corner Curb Extensions



# Bicycle Facilities in San Luis Ranch

**Visible Bike Lanes and Sharrows:** Colored markings or patterns on the roadway highlight the path of bicyclists. The purpose of the prominent markings is to make bicyclists more visible to drivers and to let drivers know where to expect bicyclists. Bicycle lane markings that clearly distinguish shared lane markings (also known as sharrows) are used to indicate a shared lane environment for motorists and bicyclists. See images below.

**Separate Bike Paths:** Bike paths vary by the type of separation that is created between car and vehicle lanes of travel. A Class I bike path provides a separated right-of-way for exclusive use of bicycles with crossflow by motorists minimized. A Class II bike path provides a striped lane for one-way bicycle travel on a roadway.

**Directional Bicycle Signage:** Effective bicycle signage provides guidance and destination information to bicyclists and may incorporate a bike symbol, destination, direction and distance (if appropriate) into a single sign panel.

**Bicycle Racks and Storage:** Bicycle racks and storage generally fall into “short-term” and “long-term” categories. Short-term bicycle parking accommodates visitors and customers, who are generally parking for less than four hours. Long-term bicycle parking is meant to accommodate employees, residents, commuters, and others expected to park on a regular basis for more than four hours. Long-term bicycle parking is to be provided in a secure, weather-protected manner and location consistent with City standards. San Luis Ranch Specific Plan development shall incorporate a combination of short-term and long-term bicycle parking to meet the needs of a variety of bicycle users. The images below illustrate residential and commercial bicycle storage examples.

**Adequate Lighting:** Appropriate lighting levels along bicycle paths and around storage and signage amenities increase the safety and security of bicyclists.



*Bicycle Amenities: Bike-only pass-through, Bike Parking, and Visible Bike Lanes. Source: SLO 2013 Bicycle Transportation Plan*



*Bicycle Amenities: Bike Parking. Source: SLO 2013 Bicycle Transportation Plan*

### 6.4.1 Bicycle Transportation Standards

The San Luis Ranch Specific Plan adopts bicycle transportation guidelines set forth in the San Luis Obispo Bicycle Transportation Plan as a means of “promoting increased use of bicycles as a transportation choice and encouraging bicycling for health, economic, community, environmental, or other personal reasons”. Key bicycle guidelines and standards from the SLO Bicycle Transportation Plan include:

Where cul-de-sacs are used in subdivisions, pedestrian/ bikeway connections shall be provided to through streets.

Where competing demands for the use of the right-of-way present unique challenges, alternative design facilities such as colored pavement, bike boxes, and buffered bicycle lanes may be considered.

Directional signs should be installed where bikeways intersect, turn, terminate, or at bikeway connections.

New or modified traffic signals along designated Class II or III bikeways shall include detection for bicycles.

Bicycle parking shall be provided whenever a new structure is erected or enlarged or whenever a new use is established which requires a total of 10 or more vehicle parking spaces.

### 6.4.2 San Luis Ranch Key Bicycle Facilities

San Luis Ranch will contribute to the City's existing bicycle network with several notable improvements. The Specific Plan includes at least three Class I Bicycle paths, including along Dalidio Drive, Froom Ranch Way, and through the San Luis Ranch Preserve and Trailhead. A segment of the Bob Jones Bike Trail will provide a much desired community amenity, and will provide connections to Laguna Lake Park and the Madonna Road Bike Path (final alignment to be determined during environmental review). Both safety and circulation aspects for cyclists will be greatly enhanced throughout the Plan Area (see Figure 6.11).



Figure 6.11 Class I Bike Path Design Adjacent to Prefumo Creek



Figure 6.12 Conceptual Location of the San Luis Ranch Specific Plan Area Bob Jones Trail Extension



### Bob Jones City to Sea Trail

The San Luis Ranch Specific Plan includes the planned segment of the Bob Jones City to Sea Trail (Bob Jones Trail) that occurs in the Specific Plan Area. This section of the Bob Jones Trail alignment will be determined during the environmental review process, and will be given to the city through an offer of dedication.

Source: SLO 2013 Bicycle Transportation Plan

Figure 6.13 Conceptual Location of the Prado West Bicycle Connection



### Prado West Connection

The SLO Bicycle Transportation Plan puts forth the need for a Class I crossing of Hwy 101 between Los Osos Valley Road and Madonna Road. San Luis Ranch Specific Plan development shall consider as part of the Prado Road connection, either a bicycle/pedestrian only crossing, or a motor vehicle crossing with both Class I and Class II facilities. The SLO Bicycle Transportation Plan looks to provide connectivity from the planned “Prado East extension to Broad” project, as a main east/west connector across town to shopping and, most notably, Laguna Middle School (see Figure 6.13). San Luis Ranch Specific Plan development is only responsible for its fair share of improvements in the San Luis Ranch Specific Plan Area.

Source: SLO 2013 Bicycle Transportation Plan

## 6.5 Neighborhood Traffic Management Program

A Neighborhood Traffic Management (NTM) program addresses methods of enhancing pedestrian flows, slowing vehicular speeds, reducing traffic volumes, and ensuring an efficient transportation network. The City of San Luis Obispo is currently undertaking a series of NTM programs to address observed traffic issues throughout the City. The San Luis Ranch NTM strategies incorporate elements of these plans. Moreover, because of less retail development proposed in San Luis Ranch, San Luis Ranch will generate less traffic volume than would be realized under existing entitlements.

Pedestrian crosswalks and streetscape amenities are a key component to enhancing pedestrian safety through NTM.

The intent for pedestrian facilities in the San Luis Ranch Specific Plan is outlined in Section 6.4. Other key components of NTM are the slowing of traffic speeds and reduction of traffic volumes. Traffic calming measures undertaken in the San Luis Ranch Specific Plan Area are to be considered where traffic volumes and speeds exceed maximum levels, as established in Policy 8.1.3 of the City's Circulation Element. Froom Ranch Way may be of particular concern, as it could serve San Luis Ranch neighborhood residents in addition to Prado Road connection traffic. San Luis Ranch Specific Plan Area traffic demand management measures shall be coordinated with the City of San Luis Obispo Public Works Department. A range of traffic control strategies for San Luis Ranch Specific Plan residential streets are identified below.

### Traffic Control Strategies in San Luis Ranch

**Narrow Drive Lanes:** Reducing the width of streets can be an effective strategy for reducing traffic speeds in a neighborhood environment. Residential road typologies with a road width of less than 20' have been shown to have substantial fewer collisions and slower traffic.

**Speed & Warning Signs:** A comprehensive speed and warning signage program works to calm traffic and slow speeds. This can raise driver awareness of surroundings, provide a tool to meter and calm traffic (as in the case of crossing beacons, Rapid Rectangular Flashing Beacons, and digital speed feedback devices), and serve as a directional tool.

**Turn Restriction Signs:** Signage that limits turning movements allows for directional control of traffic and neighborhood diversion. This can help alleviate neighborhood congestion and direct heavier volumes to local collectors and arterials, thereby limiting neighborhood cut-through traffic.

**Roundabouts:** Roundabouts can serve as a traffic-calming feature in areas that have a need for traffic calming but do not require formal stop control. Roundabouts slow traffic speeds and provide an opportunity for plantings, seating, and play-based activities.

**Speed Humps:** Speed humps or tabletops serve as tools to reduce traffic speeds and increase safety in the neighborhood environment. They decrease speed at critical junctions or crossings and allow for pedestrians to be at eye level with auto traffic. They should be used strategically to maximize benefit.



## 6.6 Street Network & Standards

The existing street network adjacent to the Specific Plan Area includes a freeway (U.S. Highway 101) and arterials (Madonna Road and Los Osos Valley Road). The large capacity of these streets provides an opportunity for these roadways to branch out to a lower volume neighborhood network.

The proposed street network within the Specific Plan Area consists primarily of collector and residential streets, enhancing of the City's existing street network and surrounding mobility. Access to the residential areas is provided on the south from Froom Ranch Way and on the north from Madonna Road (see Figure 6.14).

Figure 6.14 Street Network Plan



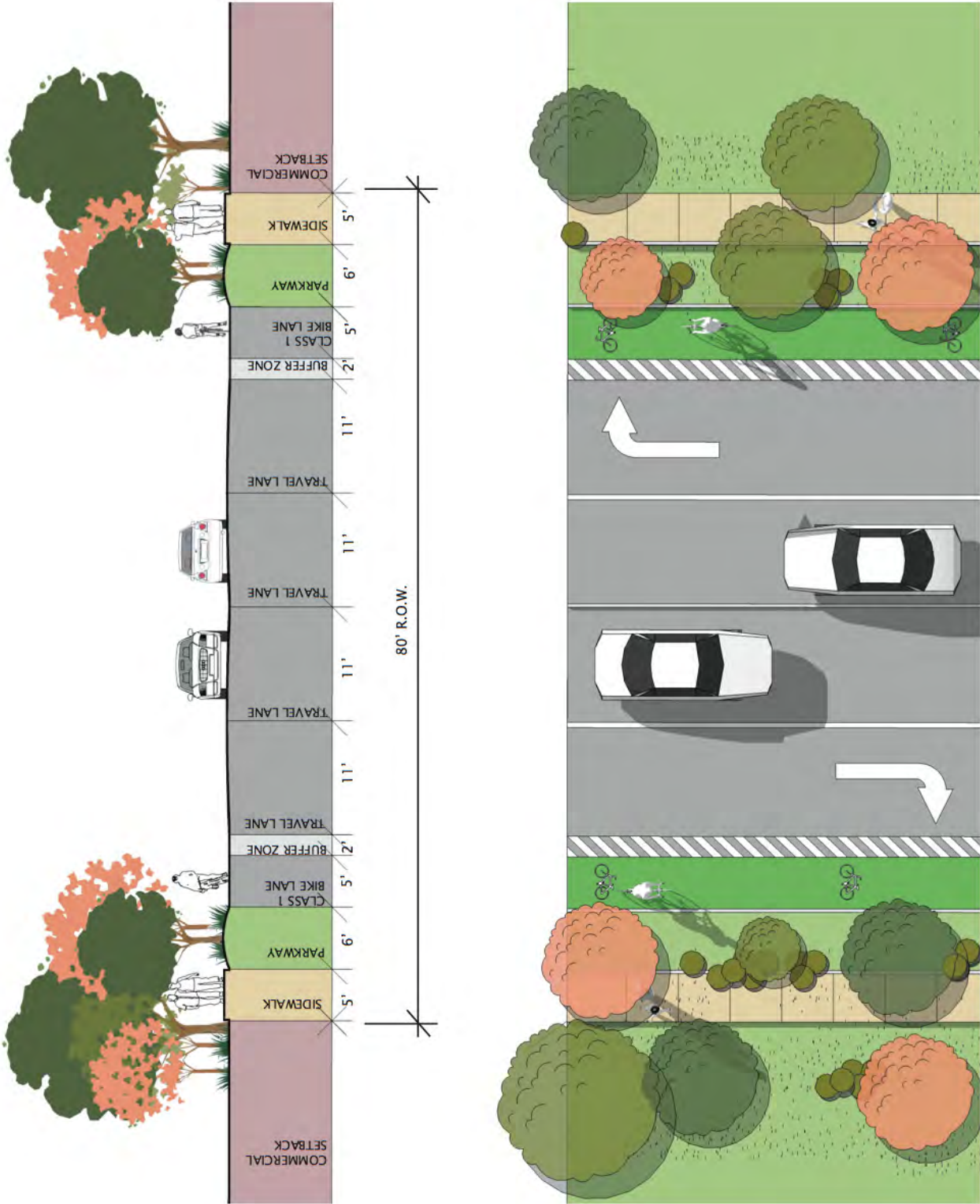
### 6.6.1 Collector Streets

Collectors are generally two lane streets with lower volumes than arterials and provide for circulation within and between neighborhoods. Separated bicycle lanes are typically included where feasible. These roads serve relatively short trips and are meant to collect vehicles from local streets and distribute them to the arterial network. The key collector streets serving the San Luis Ranch Specific Plan Area include Dalidio Drive/Prado Road and Froom Ranch Way. Figure 6.15 illustrates the proposed cross section for Froom Ranch Way, which extends from the southern boundary of the San Luis Ranch site to the Prado Road connection on the north. As shown, this two-lane collector is planned for a sixty foot right-of-way, five-foot median, Class I Bike Lanes, sidewalks, and parkways. Figure 6.16 illustrates the Dalidio Drive/Prado Road cross-section.

Figure 6.15 Residential Collector Street Cross-section – Froom Ranch Way



Figure 6.16 Collector Street Cross-section - Dalidio Drive/Prado Road



## 6.6.2 Local Street Cross Sections

Local streets provide access to individual properties, primarily residences and businesses, and connect to the City's network of arterial and collector streets. These streets consist of two-way vehicular traffic with available street parking on both sides of the street. Aside from Prado Road and Froom Ranch Way, most internal San Luis Ranch Specific Plan Area streets will be classified as local streets (see Figures 6.17 and 6.18).

Figure 6.17 Local Residential Street Cross-section - Central Spine



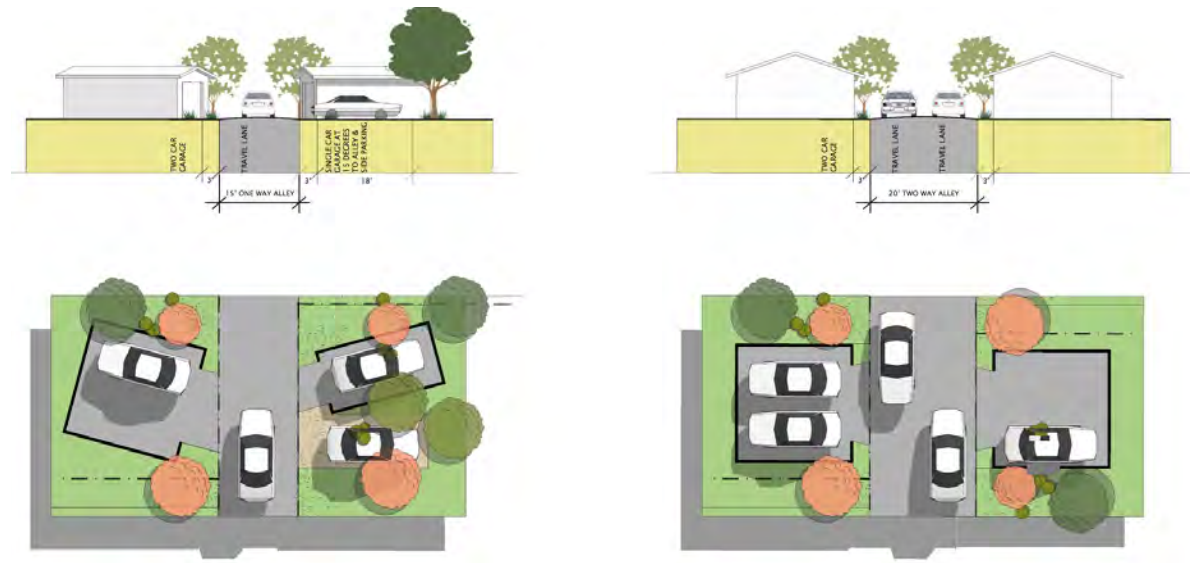
Figure 6.18 Example Local Residential Street Cross-section



### 6.6.3 Alleys

Alleys provide rear access to some of the smaller lots in San Luis Ranch. Figure 6.19 shows potential configurations of 15 and 20 foot wide alleys.

Figure 6.19 Example 15-foot and 20-foot Alley



## 6.7 Summary of Supportive Interface with Adjacent Streets and Paths

The street network within the San Luis Ranch Specific Plan Area provides access to nearby neighborhoods and commercial centers through connections with adjacent streets and paths.

### 6.7.1 Bicycle Pedestrian Pathway Connections

The San Luis Ranch Specific Plan will provide a key connection of the Bob Jones Bicycle Trail. By implementing a key link of the Bob Jones Trail, the San Luis Ranch Specific Plan contributes to the regional effort to connect downtown San Luis Obispo to Avila Beach. The Specific Plan Area also contains interior bicycle trails and lanes including a Class II lane that connects to the future Class I Bike Lanes along the Prado Road overcrossing, and Class I Bike Lanes on Froom Ranch Way and through the active linear park. These facilities are consistent with the goals and objectives outlined in San Luis Obispo's 2013 Bicycle Transportation Plan and increase connections for the City's existing bicycle transportation network. See section

6.2.1 for additional details on San Luis Ranch bicycle and pedestrian pathway connections to the surrounding circulation network.

### 6.7.2 Integration with Existing Street Network

The San Luis Ranch Specific Plan Area looks to accommodate traffic generated by future residents and businesses, while simultaneously enhancing the City's existing street network and area mobility.

All farm access will be via Calle Joaquin and will be in conformance with the Calle Joaquin Agricultural Plan.

### 6.7.2 A Prado Road Connection

The construction of a new 4-lane road overcrossing from the San Luis Ranch site across U.S. Highway 101 via an overpass will connect to the existing section of Prado Road on the east side of the freeway (with or without a full interchange). This overpass will serve the expanded commercial and residential development of San Luis Ranch and will provide an additional east-west connection in San Luis Obispo that would reduce congestion at the Los Osos Valley Road and Madonna Road interchanges and route traffic to and from the Airport Area via the Prado Road connection. The overpass will also have a Class I Bike Lane. This improvement would be constructed as a future project after the Specific Plan is developed, and the Specific Plan would pay a fair share contribution to the future construction.

### 6.7.2 B Froom Ranch Way

The San Luis Ranch Specific Plan will also provide a connection to Froom Ranch Way to enable access from Los Osos Valley Road to San Luis Ranch and Prado Road. The Froom Ranch Way connection will meet regional traffic needs by providing a connection between commercial centers while not bifurcating onsite or neighborhood agricultural lands. It is planned as a two-lane collection with turn lanes, a median, sidewalk, parkways, and a Class I bicycle path.

The Froom Ranch Way bridge includes a new 2-lane bridge over Prefumo Creek to connect the Froom Ranch Way extension on the San Luis Ranch site to the existing roadway section located south of the creek. This bridge will provide a connection between the Specific Plan and Los Osos Valley Road.

### 6.7.2 C Dalidio Road Improvements

The existing segment of Dalidio Drive south of Madonna Road includes two northbound lanes and two southbound lanes until the first access driveway that serves the Central Coast Plaza Shopping Center, at which point the road narrows to two lanes (one in each direction). Dalidio Drive will require widening to its planned 4-lane arterial width from this point easterly through the Specific Plan Area.

### 6.7.2 D Madonna Road Improvements

The existing segment of Madonna Road adjacent to the Specific Plan contains two eastbound and two westbound lanes. A right-in and right-out connection with acceleration and deceleration lanes will be provided on this section of Madonna Road to serve the residential units. This segment will require widening to match the segments east and west of the Specific Plan and provide curb, gutter and sidewalk along the project's frontage (see Figure 6.20).

### 6.7.2 E Traffic Signal Improvements

The additional traffic will require modifications to the Dalidio/Madonna Road intersection to implement dual westbound left turns.

### 6.7.2 F Emergency Access Easement

The San Luis Ranch Specific Plan Area development will also include an offer of dedication for a 20' Emergency Access Easement between Froom Ranch Way and Calle Joaquin, and shall not bifurcate onsite or neighboring agricultural lands.

### 6.7.2 G Roundabouts

San Luis Ranch may, as appropriate, explore the use of roundabouts when connecting to the existing and planned City roadway network.

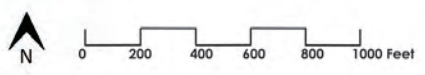
Figure 6.20 Madonna Road Improvements







-  Phase 1 Single Family Residential
-  Phase 2 Multi-Family Residential
-  Phase 3 Commercial - Retail
-  Phase 4 Commercial - Hotel
-  Phase 5 Commercial - Office
-  San Luis Ranch Specific Plan Boundary



# Chapter 7

# INFRASTRUCTURE & FINANCING



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# 7 INFRASTRUCTURE & FINANCING

## 7.1 Introduction

This Chapter addresses the availability of public infrastructure and services, and the financing mechanisms available to fund San Luis Ranch Specific Plan Area infrastructure build-out. The goal is to provide certainty and direction for Plan Area development to proceed in a manner that serves the interests of the community.

### 7.1.1 Goals

#### INFRASTRUCTURE GOALS

**Provide certainty and direction for Plan Areas' infrastructure and services to proceed in a manner that serves the interests of the community.**

**Provide floodplain and stormwater management strategies that will protect stormwater quality, mitigate potential flooding impacts, and establish areas of developable land.**

**Provide utilities and streets, public services, and roadway improvements that will adequately serve the Plan Area.**

**Provide a Public Facilities Financing Plan that outlines a funding strategy for its enactment.**

## 7.2 Infrastructure Improvements

This Section evaluates the infrastructure and utility improvements necessary to accommodate Specific Plan Area development. This Section contains information on water systems, wastewater, solid waste and recycling, stormwater, electricity and natural gas, high-speed data access, telecommunications, Prado Road connection, and Froom Ranch Way extension is provided in the following subsections.

### 7.2.1 Potable and Non-Potable Water Systems

The City of San Luis Obispo Utilities Department provides water supply, treatment, and distribution for the City's population of 44,530 (2012). As shown in Table 7-1, the City's water demand (4.94 million gallons per day (MGD) in 2012) is principally supplied by four water sources (totaling 8.91 MGD in 2012).

The San Luis Ranch Specific Plan Area's 0.15 MGD (see Table 7-2) will increase the City's water demand (4.94 MGD) by about 3.02 percent and accounts for only 1.67 percent of the City's water supply (8.91 MGD). However, "the per capita water use introduced by development of the San Luis Ranch Specific Plan Area is offset by the existing irrigated row crops and associated groundwater use." (City of San Luis Obispo, June 2014, LUCE 2035: Vol. I Draft EIR, p. 4-363).

Historically, the project site's agricultural water use has varied from 498 acre-feet per year (0.37 MGD) (City of San Luis Obispo, April 2004 Dalidio Final EIR) to approximately 380 acre-feet per year (0.28 MGD) (Supplemental Statement of Water Diversion and Use for 2012) depending on the particular crop rotation. Agricultural water use on the site, as around California, varies annually depending on the types of crops planted, the number of crop rotations, and seasonal rainfall. Water supply to the property is sourced from onsite wells used for irrigation of the ongoing agricultural use. It is anticipated that these wells will continue to be used for irrigation of the San Luis Ranch Specific Plan agricultural activities.

Table 7-3 shows the projected water savings from the San Luis Ranch Specific Plan Area Ranch as compared to existing conditions based on City of SLO Draft Final Water Master Plan, April 2015. This Table does not include anticipated reductions in water demand from the implementation of additional conservation measures

and graywater systems planned for the site. San Luis Ranch would save between 56 and 103 AFY of water as compared to existing conditions. Water for use on the site is being drawn from the San Luis Valley portion of the San Luis Obispo Valley Groundwater Basin as described in California Groundwater Bulletin 118, State of California, February 27, 2004. The groundwater in storage in the San Luis Valley portion of the basin was estimated to average of 16,300 acre-feet. The City of San Luis Obispo has drawn water from this basin in the past, most recently during the drought of 1986 through 1990, and this basin remains a viable alternative for future groundwater pumping to supplement the City's existing four sources of water.

The City of San Luis Obispo is in the process of completing its 2015 Water Master Plan, for which it has prepared a hydraulic model that analyzes the existing water system and effects of future development. Assumptions for the San Luis Ranch project are included in the City hydraulic model. Corresponding recommendations are provided for the proposed San Luis Ranch Specific Plan Area backbone water system. New 12-inch mains will extend through the site from Madonna Road to the existing line at Highway 101 across from Prado Road, as well as within the proposed Froom Ranch Way extension. San Luis Ranch Specific Plan buildout will connect to the existing 8 inch mains at the end of Froom Ranch Way, at the end of Oceannaire Drive and at the end of Dalidio Drive. These lines are depicted in Figure 7.1

**Table 7-1 City Water Demand and Supply (2012)**

	Acre-Feet per Year	Million Gallons per Year (1)	Million Gallons per Day
City of San Luis Obispo Water Demand	5,541	1,805	4.94
<b>2012 WATER SUPPLY</b>			
Salinas Reservoir	6,940 (2)	2,261	6.19
Whale Rock Reservoir			
Nacimiento Reservoir	3,380	1,101	3.02
Recycled Water	165	54	0.15
Subtotal	10,485	3,415	9.36
Situation (3)	-500	-163	-0.45
<b>Total</b>	<b>9,985</b>	<b>3,252</b>	<b>8.91</b>

- 1 million gallons = 3.07 acre-feet.
  - Supplies for Salinas and Whale Rock Reservoirs are totaled.
  - Reservoir siltation is a natural occurrence that reduces storage capacity over long periods.
- Source: City of San Luis Obispo, June 2014, LUCE 2035: Vol. I Draft EIR, pp. 4-355 to 4-356.

Table 7-2 Projected Water Demand for San Luis Ranch

Land Use	Count	Unit	Unit Factor	Demand Factor	Demand (GPD)	Demand (MGD)	Demand (Ac-Ft/Yr)
Single-family	350	Residences	Avg. 2.5 persons per residence (1)	73 GPD per person	63,875	0.0639	72
Multi-family	150	Residences	Avg. 2.5 persons per residence (1)	73 GPD per person	27,375	0.0274	31
Non-residential	250,000	SF		0.10 GPD per SF	25,000	0.025	28
Hotel	200	Rooms		82 GPD per room	16,400	0.0164	18
<b>Total (2)</b>					<b>149,650</b>	<b>0.149</b>	<b>167</b>

1. Based on average number of persons per residence in San Luis Obispo County, U.S. Census Bureau 2009-2013.
2. Before implementation of conservation measures and graywater systems planned for the project.

Table 7-3 Projected Water Demand Savings for San Luis Ranch Over Existing Conditions

	Acre-Feet per Year	
	Low	High
On-Site Water Demand	380	498
Projected San Luis Ranch Water Demand (1)	167	167
Projected Agricultural Demand (2)	157	228
<b>Projected Water Demand Savings</b>	<b>56</b>	<b>103</b>

1. Before implementation of conservation measures and graywater systems planned for project.
2. Approximately 50 acres will remain in agricultural production.

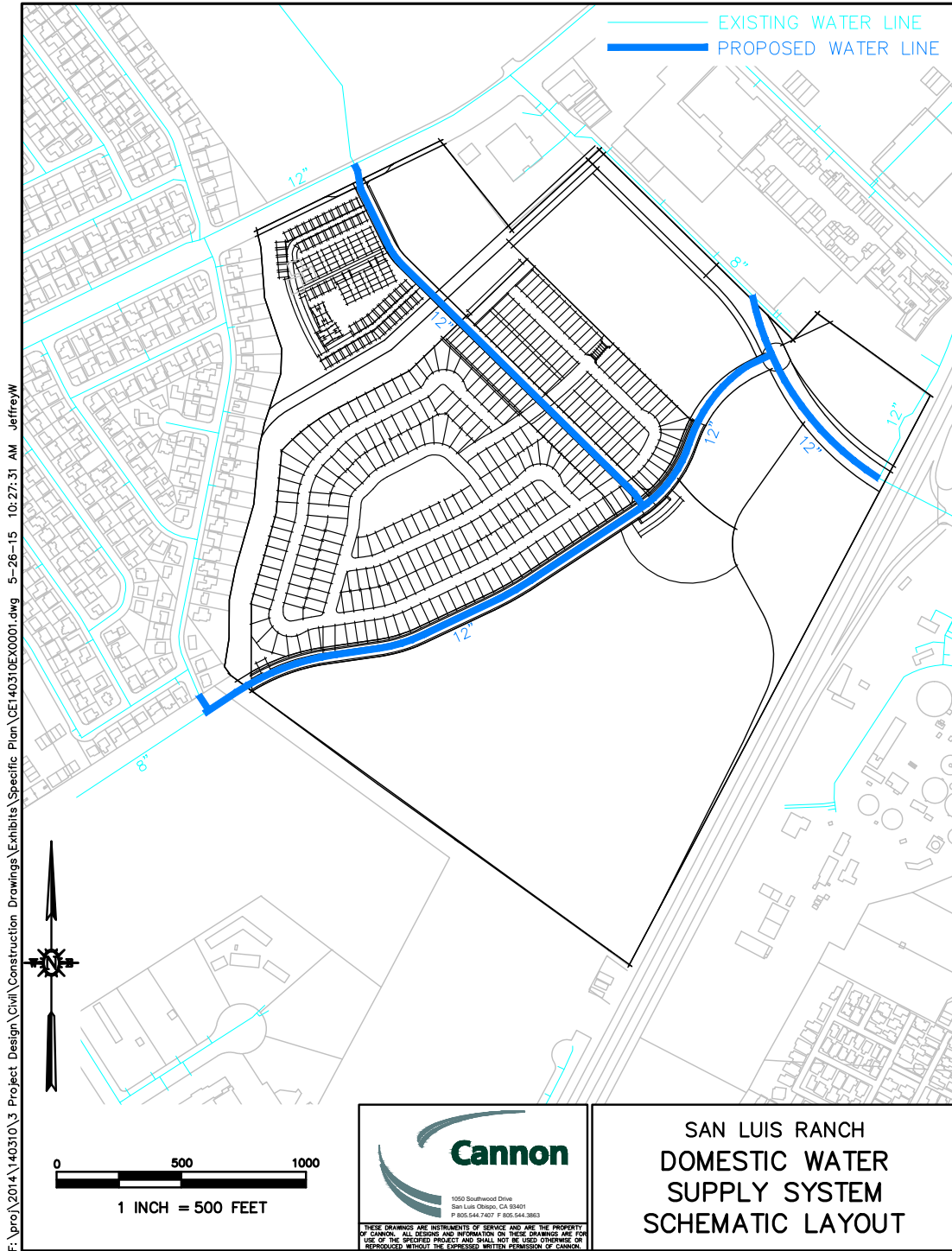
## Water Conservation

Management of on-site water consumption will be crucial in all aspects of the development of the San Luis Ranch site. All of the structures, as well as all of the site components and facilities, will include the latest water conserving technology as a means to actively reduce the project's water footprint.

### Water conservation measures will include:

- **Requirements that all landscaped areas include drought-tolerant landscape to the maximum extent possible.**
- **Use of recycled water for exterior landscaped areas reducing the consumption of potable water.**
- **Use of the latest technology in low-flow water fixtures, including water efficient heating appliances, in the project.**
- **Interior reuse of gray water to the maximum extent allowed by law.**
- **Onsite rainwater harvesting, including water storage cisterns as a means of capturing rainwater for use.**
- **San Luis Ranch will use less water than the current agricultural use by a significant amount.**

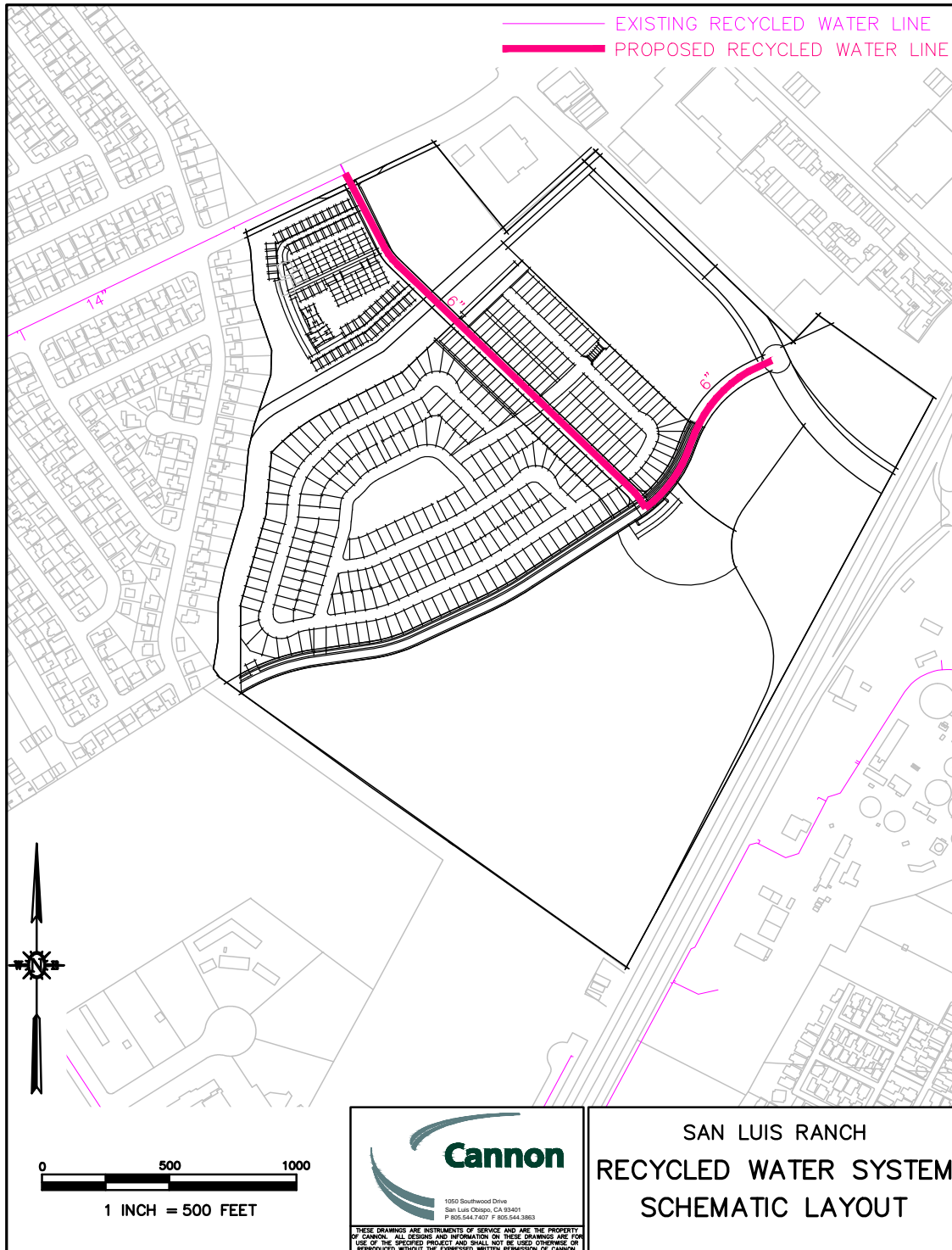
Figure 7.1 San Luis Ranch Domestic Water Supply System Schematic Layout



Analysis from the City's Recycled Water Master Plan Update indicates that extending recycled water main lines through San Luis Ranch so as to loop the system does not appreciably help service pressures at Laguna Golf Course or Laguna Middle School. The loop system is therefore not hydraulically required. The proposed extension of a 6-inch Recycled Water Main from Madonna Road through

the site is depicted on Figure 7.2. Open Space areas along the creek, parks, and areas within the commercial and office areas will be irrigated using recycled water sourced from an extension of the City's Recycled Water System. Proper separation shall be maintained between existing wells and recycled water.

Figure 7.2 San Luis Ranch Recycled Water System Schematic Layout



## 7.2.2 Wastewater System

The City's wastewater collection and treatment are maintained by the City of San Luis Obispo Utilities Department. The City's current wastewater collection system is designed for a dry-weather flow of 5.2 MGD and currently receives an average of 4.39 MGD (City of San Luis Obispo, June 2014, LUCE 2035: Vol. III Background Report, p. 5-21).

Table 7-4 shows the projected wastewater demand for the San Luis Ranch Specific Plan Area based on wastewater generation factors included in the City of San Luis Obispo, April 27, 2015, Draft Wastewater Collection System Infrastructure Renewal Strategy Report.

San Luis Ranch's projected wastewater demand of 0.097 MGD accounts for 2.21 percent of the City's current demand (4.39 MGD). However, projected build-out population from anticipated development in the City (including San Luis Ranch) is estimated to result in 5.5 MGD of wastewater demand (City of San Luis Obispo, LUCE 2035: Vol. III Background Report, p. 5-20). The City's 2013-15 Capital Improvement Plan (CIP) allocates \$12.4 million for improvements to the wastewater collection system through 2018 to accommodate the projected demand. Further, the City's wastewater treatment system will also be upgraded to accommodate anticipated development. The CIP allocates nearly \$66 million on system improvements to increase treatment capacity from 5.5 MGD to 5.8 MGD (City of San Luis Obispo, June 2014, LUCE 2035: Vol. III Background Report, p. 5-26).

Existing City wastewater facilities that surround the site consist of an 8-inch line in Madonna Road and two 8-inch lines that create a siphon from the main in Oceannaire Drive under Perfumo Creek to a 15-inch and ultimately 18-inch line which extends through the existing San Luis Ranch agricultural fields and through a siphon under Highway 101 to the Laguna Lift Station. 2013 upgrades to the Laguna Lift Station provide sufficient capacity for San Luis Ranch Specific Plan Area build-out.

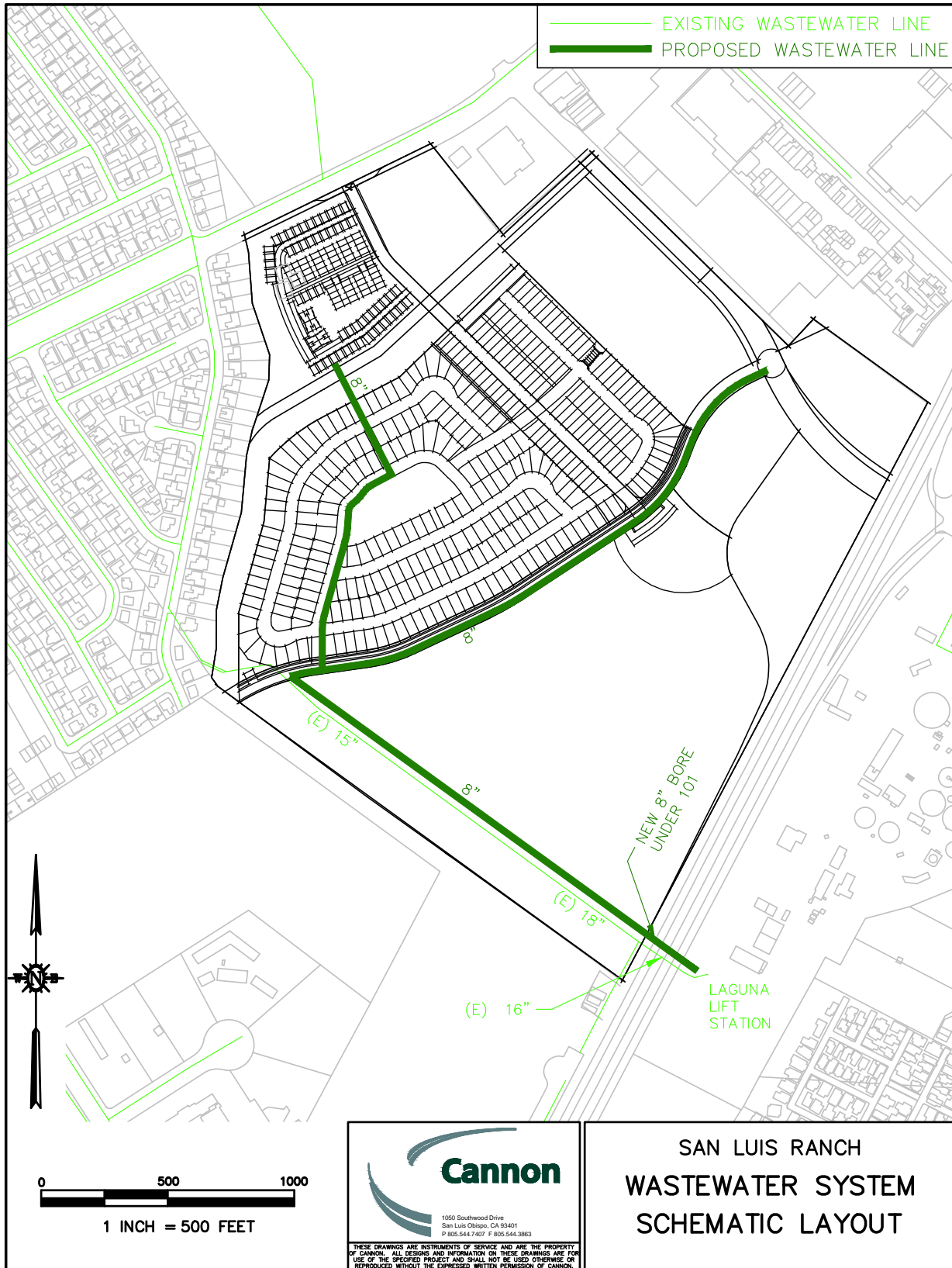
Service to the San Luis Ranch Specific Plan Area will be provided via a parallel line constructed within the agricultural open space area and with a new crossing at Highway 101 and connection to the Laguna Lift Station. Proposed backbone sewer improvements for the San Luis Ranch project are shown in Figure 7.3.

**Table 7-4 Projected Wastewater Demand for San Luis Ranch**

Land Use	Count	Units	Demand Factor	Demand (GPD)	Demand (MGD)	Demand (Ac-Ft/Yr)
Single Family	350	Dwelling unit	150 GPD/DU	52,500	0.053	59
Multi-family	150	Dwelling unit	105 GPD/DU	15,750	0.016	18
Commercial	150,000	SF	60 GPD/1000 SF	9,000	0.009	10
Office	100,000	SF	54 GPD/1000 SF	5,400	0.005	6
Hotel	200	Rooms	70 GPD/1000 SF	14,000	0.014	16
<b>Total</b>				<b>96,650</b>	<b>0.097</b>	<b>109</b>



Figure 7.3 Wastewater System Schematic Layout



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**SAN LUIS RANCH  
 WASTEWATER SYSTEM  
 SCHEMATIC LAYOUT**

### 7.2.3 Solid Waste and Recycling

The City's solid waste is managed by the Utilities Department and operates through an exclusive franchise agreement with the San Luis Garbage Company. Between 2007 and 2010, the resident-related solid waste disposal rate ranged between 4.4 and 5.4 pounds per person, and the employee-related solid waste disposal rate ranged between 11.7 and 13.8 pounds per person (City of San Luis Obispo, June 2014, LUCE 2035: Vol. I Draft EIR, p. 4-360).

Most of the City's solid waste, including recycling and household hazardous waste, is disposed of at the Cold Canyon Landfill, located about 8 miles southwest of the City. In 2011, the City sent 49,979 tons of solid waste to the Cold Canyon Landfill. In 2012, Cold Canyon accepted 1,620 tons of solid waste per day (591,300 tons per year) with 16.8 percent remaining capacity, but was granted

an expansion to accept 2,050 tons per day (748,250 tons per year). Two other landfills in San Luis Obispo County, Chicago Grade Landfill and Paso Robles Landfill are operating at 93 percent and 82 percent remaining capacity, respectively (City of San Luis Obispo, June 2014, LUCE 2035: Vol. I Draft EIR, p. 4-360).

As shown in Table 7-5, with 1,145 residents and 855 employees, the San Luis Ranch Specific Plan Area is projected to generate 3,013 tons of solid waste annually. Existing landfills used to accommodate City solid waste and recycled items will likely be able to accommodate increased demand produced by the San Luis Ranch Specific Plan build-out. Furthermore, San Luis Ranch residents will be incentivized to recycle by the provision of curbside recycling, elimination of single-stream recycling (where item separation is required) and by education programs that discuss and identify recyclables.

**Table 7-5 Projected Solid Waste Generation for San Luis Ranch**

	Count	Generation Factor (Pounds per Day)	Pounds per Day	Tons per Year
Residents	1,145	4.90 (1)	5,611	1,024
Employees	855	12.75 (2)	10,901	1,989
<b>Total</b>			<b>16,512</b>	<b>3,013</b>

Source: City of San Luis Obispo, June 2014, LUCE 2035: Vol. III Background Report, p. 5-99.

## 7.3 Natural Resources Management

The floodplain and stormwater management strategies are focused on protecting stormwater quality, mitigating potential flooding impacts, and establishing areas of developable land in accordance with the Specific Plan land use goals. The following is a list of the planned stormwater strategies.

### 7.3.1 Stormwater Management

Stormwater management is an important function in the preservation and maintenance of natural creek processes and ecosystems, as well as protecting built structures from flooding and preventing costs and impacts associated with reconstruction. The Specific Plan provides direction for stormwater management before and after development of the site. Stormwater management offers the following benefits to the San Luis Ranch Specific Plan Area and its neighboring areas:

- Preserve existing drainage channels
- Prevent erosion and flooding
- Improve runoff water quality
- Protect clean water resources
- Recharge ground water
- Reduce minerals washed away
- Contain and treat onsite

Development within the Specific Plan Area will conform to stormwater management requirements of the City of San Luis Obispo, including new standards for Low Impact Development (LID) set forth by the State Regional Water Quality Control Board, through the use of bio swales, detention and retention basins, cisterns, and other low impact methods to recharge the aquifer onsite. See Section 7.3.2 for general stormwater management goals.

### 7.3.2 Existing Conditions and Floodplain Management Plan

San Luis Ranch is located in a designated 100-year floodplain (1% probability of occurrence per year). The overall general flow of surface water is from northeast to southwest, along the Cerro San Luis Drainage Channel and along the west side of the 101 freeway, across the agricultural fields in a generally widening surface flow path, finally draining into Prefumo Creek (see Figure 7.4).

While the risk of potential flooding is not severe, the Specific Plan still accounts for these floodplain conditions and plans accordingly for accommodation of floodwaters. The Specific Plan's floodplain management strategy includes both preventative and corrective measures to reduce these flood-associated risks

When fully developed and under normal conditions, San Luis Ranch will manage natural resources responsibly by not increasing runoff as it currently exists, by:

- Limiting 2-year post-development peak runoff to the 2-year pre-development runoff;
- Limiting 10-year post-development runoff to the 10-year pre-development runoff
- Limiting 50-year post-development runoff to a maximum increase of 5% over pre-development as described in the City's Waterways Management Plan.

Figure 7.6 shows specific details regarding drainage and location of detention and retention basins, as well as stormwater treatment areas. Figure 7.5 shows grading within the Plan Area, specifically noting areas of cut and fill, and general flow direction of potential floodwaters post-development.

### Examples of Low Impact Development Features for Stormwater Management



*Low Impact Stormwater Control*



*Curb Cuts and Biofiltration Strips*

### General Grading and Drainage Info

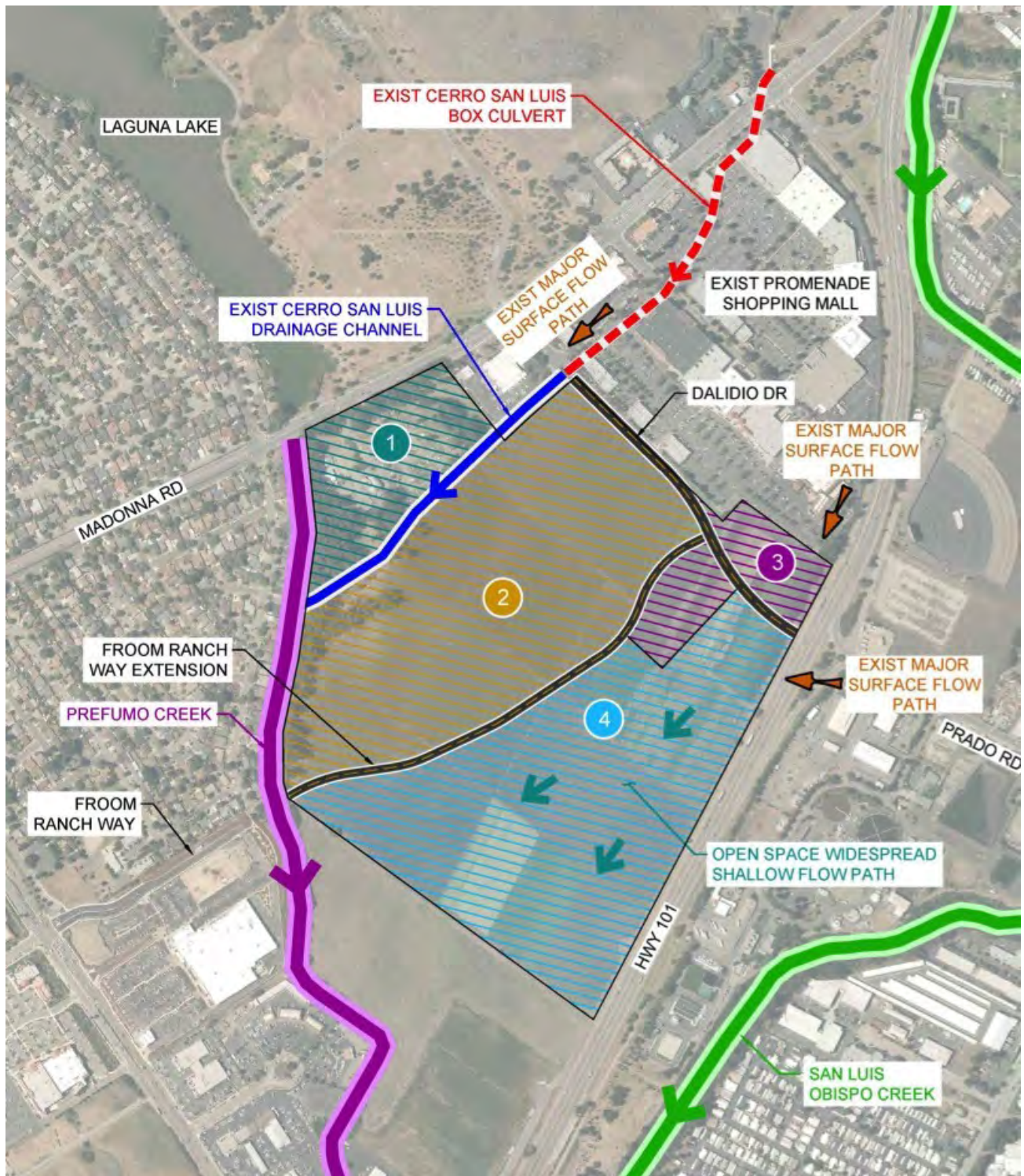
The project will be designed to comply with the requirements of the City of San Luis Obispo for Post Construction Stormwater Treatment. Stormwater detention for the project will be designed to:

- Limit 2-year post development runoff to 2-year pre-development flows
- Limit 10-year post development runoff to 10-year pre-development flows

- Limit 50-year post-development runoff to a maximum increase of 5% over pre-development flows as described in the City's Waterways Management Plan.
- Due to the location of the project within the Prefumo Creek drainage basin, and in order to avoid conflict with peak flows within Prefumo Creek, the 100-year storm will not be detained.

# CONCEPTUAL FLOODPLAIN MANAGEMENT

Figure 7.4 Floodplain Management Plan



# CONCEPTUAL FLOODPLAIN MANAGEMENT PLAN



## Area 1– Multi-Family

The multi-family area (Area 1) will be graded using standard methods, incorporating stormwater treatment and retention upstream of discharge to the adjacent water-ways. Stormwater treatment will be addressed within individual neighborhoods and commercial areas, along roadways, and in park areas adjacent to creeks. A portion of offsite flows from the existing Promenade Shopping Mall will be diverted and detained in a manner which allows for residential portions of the project adjacent to Prefumo Creek and Cerro San Luis Channel to release treated runoff directly to the waterway(s). This detention may be within adjacent commercial properties or the underground system adjacent to Froom Ranch Way.



## Area 2– Residential & Commercial

Area 2 is the largest proposed development area and includes residential and commercial uses. This area experiences shallow flooding and is located within the Federal Emergency Management Agency (FEMA) and City 100-year floodplain. It is proposed to be raised by fill above the floodplain elevation, with floodwaters conveyed by the increased capacity in Prefumo Creek and Cerro San Luis Drainage Channel and the widespread shallow flow path provided in the agricultural open space. The placement of fill will modify the flood zones and require revisions to the FEMA and City flood maps. Low impact development features will be included throughout the development area and detention basins may be included in this area.



## Area 3– Commercial Area

(Potential Office and Hotel)

This commercial area is within the FEMA and City 100-year floodplain. The building areas of this site are proposed to be raised by fill above floodplain elevations with floodwater being conveyed along the edges, through parking areas, and through box culverts. The placement of fill will modify the flood zones and require revisions to the FEMA and City flood maps. Low impact development features will be included throughout the site and detention basins may be included in this area.

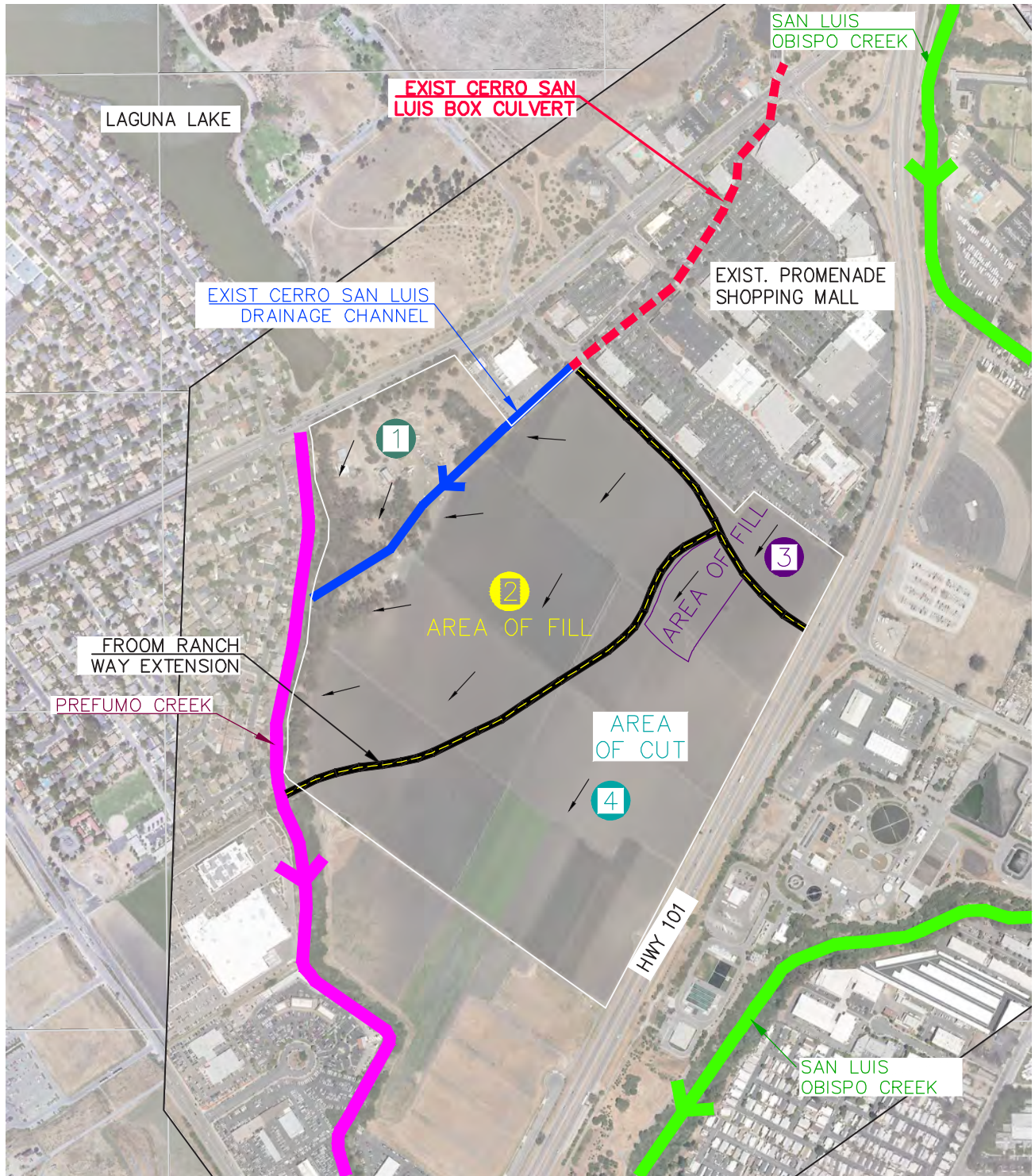


## Area 4– Agricultural Open Space

Area 4 is subject to 100-year event flooding from two off-site sources: San Luis Obispo Creek (crossing over Highway 101) and flows entering from the Promenade shopping mall. These offsite flows combine with onsite runoff and spread across the field in a wide, shallow floodplain. The volume of this floodplain will need to be increased to accommodate additional development. However the existing flood path characteristics must be preserved as the flow crosses the downstream property line. This area will be preserved for open space and agricultural use. .

# CONCEPTUAL GRADING

Figure 7.5 Conceptual Grading Plan



← GENERAL DIRECTION OF FLOW

# CONCEPTUAL GRADING PLAN



## Area 1– Grading Area 1

The multi-family area will be graded using standard methods. It is currently and will remain outside of the limits of the 100-year flood plain.



## Area 2– Grading Area 2

The current limits of the 100-year flood plain extend across the proposed single-family and commercial areas of the site. Through the placement of fill these properties will be graded such that, at a minimum, all structures will be removed from the flood plain and the 100-year storm will be contained in the streets. The project will process FEMA Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) documentation as described in Section 7.3.2.



## Area 3– Grading Area 3

(Potential Office and Hotel)

The limits of Area 3 also lie within the 100-year flood plain and the potential office and hotel sites will also receive fill such that, at a minimum, structures will be removed from the flood plain. An overland drainage path will be provided to accommodate overland flood flows from the north.

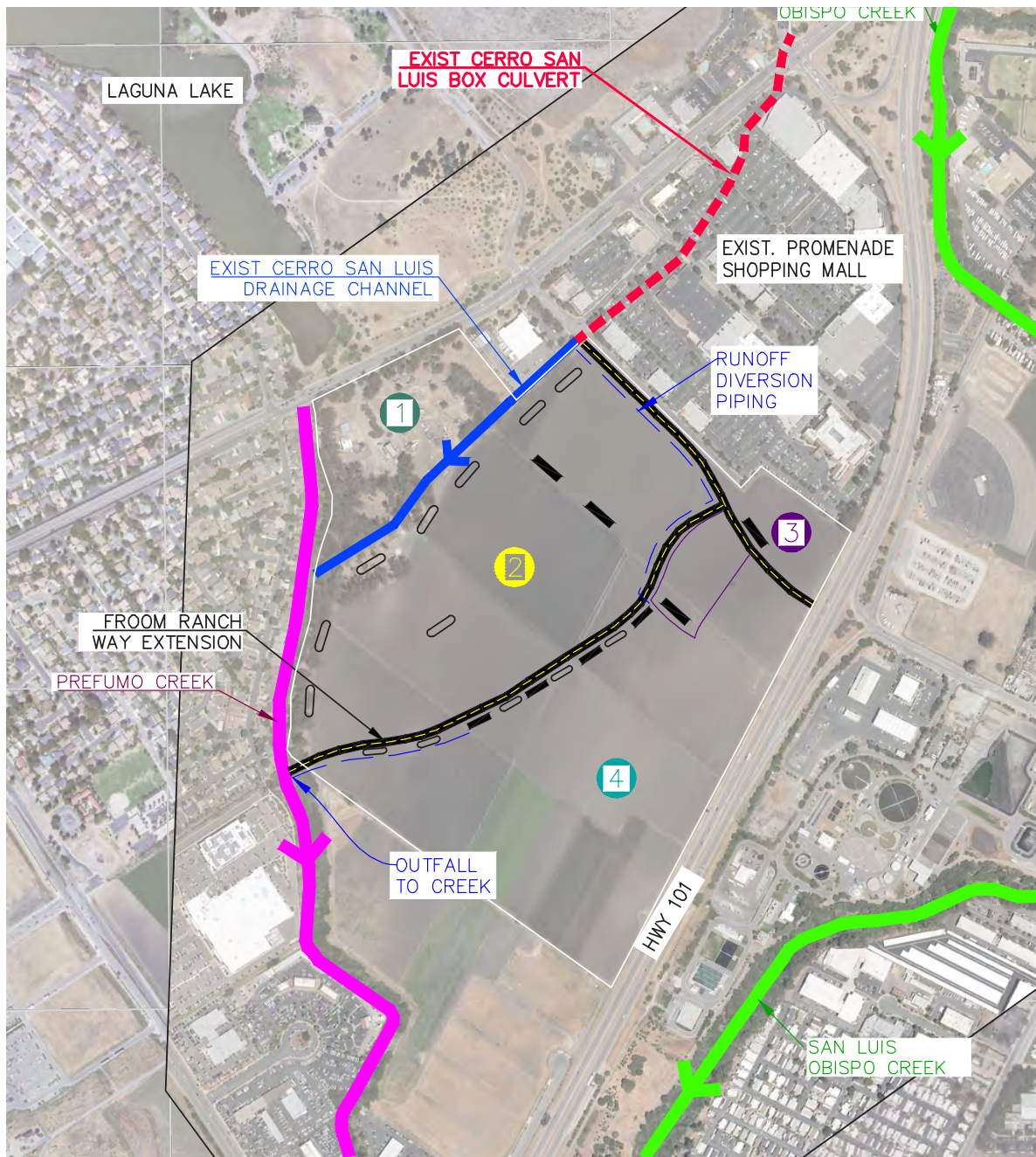




## Area 4– Grading Area 4

With the exception of the proposed Agricultural Center, the agricultural area is in and will remain in the 100-year flood plain, with grading taking place within this area to facilitate the placement of fill on adjacent properties. The agricultural area will be lowered to offset the diverted flows from Areas 2 and 3 such that no change in flood water depths or flows will occur on surrounding properties. Grading in the Agricultural Center area will include the placement of fill to protect the proposed structures from flooding.

# CONCEPTUAL DRAINAGE

Figure 7.6 Conceptual Drainage Plan



-  POSSIBLE UNDERGROUND DETENTION LOCATION
-  POSSIBLE STORMWATER TREATMENT AREAS



# CONCEPTUAL DRAINAGE PLAN



## Area 1– Drainage Area 1

Multifamily housing will be laid out in a manner which will allow the incorporation of stormwater treatment and retention upstream of the discharge to adjacent water-ways. This stormwater treatment will be addressed in park areas, at street medians and curb bump-outs in order to meet the requirements for Post Construction Stormwater Treatment. Required detention for this site will be provided onsite where possible, or may be provided within other portions of the project through the diversion of upstream runoff and remote detention such that the detention criteria associated with this area is met.



## Area 3– Drainage Area 3

Drainage from the potential Hotel and Office properties will be treated and detained onsite. Flows from this area will be released to project storm drain network which eventually outfalls to Prefumo Creek. Drainage from the existing parking areas to the north will be conveyed through the project to the project storm drain network.



## Area 2– Drainage Area 2

Drainage from the Commercial property will be treated and detained onsite. Flows from this area will be released to project storm drain network which eventually outfalls to Prefumo Creek, or to Cerro San Luis Channel.

New drainage facilities at the existing Cerro San Luis Channel and Dalidio Drive will be installed to convey the offsite flows generated by the 10-year storm under Dalidio Drive to the Cerro San Luis Channel. Improvements to Dalidio Drive will convey larger storms from properties to the north across Dalidio Drive to the Cerro San Luis Channel. Some of this water may be diverted through underground piping to project detention areas in order to facilitate some regional detention as needed.

The Single Family Residential area will provide required stormwater treatment within street landscape areas, the central park area, and areas adjacent to the creek and channel. Required stormwater detention will be provided onsite where possible or may be provided within other portions of the project through the diversion of upstream runoff and remote detention such that the detention criteria associated with this area is met.



## Area 4– Drainage Area 4

The Agricultural Open Space Area will remain within the 100-year flood zone. With the exception of the Agricultural Center, no development is proposed in this area and no stormwater treatment or detention is required for agricultural uses. Required storm water treatment associated with the Agricultural Center will be contained within that development area, and detention may be proposed in that area as well.

In order to support the needs of Areas 1 and 2 and the Agricultural Center there may be some regional detention facilities adjacent to Froom Ranch Road in the form of linear shallow basins or underground storage. Flows from these basins will be released to Prefumo Creek.

Opportunities to utilize the regional detention facilities in creative ways to support sustainable practices will be explored.

## 7.4 Utilities and Streets

### 7.4.1 Electricity and Natural Gas

The City's electricity is provided by Pacific Gas & Electric (PG&E). In 2005, the City's electricity consumption was approximately 251.5 gigawatt hours (GWh), 37 percent of which was accounted for by the residential sector. PG&E owns all the power transmission lines that provide electricity to the City of San Luis Obispo (City of San Luis Obispo, June 2014, LUCE 2035: Vol. III Background Report, p. 5-45).

Southern California Gas Company provides natural gas throughout the City. In 2005, the City's natural gas consumption was approximately 1,085,520 decatherms (Dth) (City of San Luis Obispo, LUCE 2035: Vol. III Background Report, p. 5-47). The natural gas and oil refineries and terminals closest to the City are located near the southern border of San Luis Obispo County. The closest transmission lines to the San Luis Ranch Specific Plan Area run along Los Osos Valley Road and Highway 101. These operate at pressures above 200 pounds per square inch (psi) (SoCalGas, 2015, Gas Transmission and High Pressure Distribution Pipeline Interactive Map: San Luis Obispo, <http://www.socalgas.com/safety/pipeline-maps/san-luis-obispo.shtml>).

The existing electricity and natural gas infrastructure in the City is most likely sufficient to cover the development in San Luis Ranch.

### 7.4.2 High-speed Data Access

Residences and businesses in San Luis Ranch will have access to high-speed Internet delivered via a recently installed fiber-optic cable network. In 2012, Digital West, in cooperation with the City, installed new fiber-optic cables in San Luis Obispo expanding access to the fiber-optic network beyond government and Cal Poly facilities (City of San Luis Obispo, June 2014, LUCE 2035: Vol. III Background Report, p. 5-48). One of the new Digital West fibers runs along South Higuera Street, very close to the San Luis Ranch Specific Plan Area; another runs along Los Osos Valley Road, also close to the Specific Plan Area. These fibers provide speeds of up to one gigabit per second (San Luis Obispo County, February 1, 2011, SLO County Fiber Optics: A Broadband Discussion, <http://www.slocounty.ca.gov/Assets/ITD/Presentations/Broadband+Fiber+02-01-2010-114.pdf>; City of San Luis Obispo, June 2014, LUCE 2035: Vol. III Background Report, p. 5-48).

Broadband internet service in the area is provided by Charter Communications, AT&T, and Comcast. 92 percent of the San Luis Obispo-Paso Robles area has access to one or more providers for the wire-line connection required for broadband service (City of San Luis Obispo, June 2014, LUCE 2035: Vol. III Background Report, p. 5-49).

The existing high-speed data infrastructure is most likely sufficient to supply development in San Luis Ranch.

### 7.4.3 Telecommunications

The San Luis Obispo-Paso Robles area has access to one or more wireless providers, and approximately 99.4 percent of the population has access to two or more wireless providers. Phone service providers that cover the area include AT&T, Verizon, T-Mobile, Sprint, and Nextel. (City of San Luis Obispo, June 2014, LUCE 2035: Vol. III Background Report, p. 5-44).

The existing telecommunications infrastructure is most likely sufficient to cover development in San Luis Ranch.

### 7.4.4 Prado Road Connection

As discussed in Chapter 6, the eventual construction of a new overcrossing at Prado Road will serve the expanded commercial and residential development of San Luis Ranch and will provide an additional east-west connection in San Luis Obispo that would reduce congestion at the Los Osos Valley Road and Madonna Road interchanges and route traffic to and from the Airport Area via the Prado Road connection. The Prado Road connection is also a "Designated STAA Truck Routes" in the San Luis Obispo General Plan Circulation Element.

The City's Land Use and Circulation Elements specifically address the Prado Road connection and the responsibilities of new development. The Land Use Element puts forth that the San Luis Ranch Specific Plan shall:

Provide land and appropriate financial support for development of a Prado Road connection. Appropriate land to support road infrastructure identified in the EIR (overpass or interchange) at this location shall be dedicated as part of any proposal. (City of San Luis Obispo General Plan Land Use Element Section 8.1.4-a, p. 1-87)

The City's Circulation Element identifies Prado Road improvements as a Transportation Capital Project. As such, the Prado Road connection is subject to the following under the Circulation Element:

1) "Development" means that the proposed changes to the street system would be paid for by the developers of adjoining property or properties that directly impact the street section or facility. In general, development-funded projects will be constructed at the time that development occurs. However, projects may be built prior to development when it is necessary to complete an important circulation link. In these cases, future developments may be assessed for existing improvements.

2) The design of the Prado Road interchange and modifications to the ramp system for the Los Osos Valley Road interchange will be determined as part of Project Study Reports (PSRs) required by CalTrans. The alignment of Prado Road northwest of Route 101 and its connection point to Madonna Road will be coordinated with the City's consideration of plans to expand commercial development consistent with the General Plan Land Use Element.

The San Luis Ranch Specific Plan assumes that construction of a vehicular and/or bicycle and pedestrian extension of Prado Road will eventually occur and that construction of a Prado Road interchange at Highway 101 may occur based on performance triggers established by the City. Once these triggers have been established, San Luis Ranch will fund its fair share component of the Prado Road infrastructure improvement costs, as discussed further in Sections 7.5-7.7.

#### 7.4.5 Froom Ranch Way Connection

As discussed in Chapter 6, San Luis Ranch will also provide a connection to Froom Ranch Way to enable access from Los Osos Valley Road to San Luis Ranch and Prado Road. The Froom Ranch Way connection will meet regional traffic needs by providing a connection between commercial centers.

The City's General Plan states the following for this extension.

The Land Use Element puts forth:

Connection to Froom Ranch Way and Calle Joaquin, if proposed, shall not bifurcate on-site or neighboring agricultural lands. Any connection to Calle Joaquin shall be principally a secondary/emergency access by design (Section 8.1.4-c, p. 1-87).

The Circulation Element states:

As part of any proposal to further develop the Dalidio-Madonna Area, the alignment and design of extensions of Froom Ranch Way and Calle Joaquin connecting with Prado Road (west of Route 101) shall be evaluated and established if consistent with the Agricultural Master Plan for Calle Joaquin Reserve. (Section 9.2.5, p. 2-31)

The San Luis Ranch Specific Plan proposes to extend Froom Ranch Way without bifurcating agricultural lands and includes an offer of dedication of a 20-foot Emergency Access Easement between Froom Ranch Way and Calle Joaquin.

## 7.5 Public Services

### 7.5.1 Police and Fire Protection

Police services for the San Luis Ranch Specific Plan Area will be provided by the City of San Luis Obispo and will be based out of the San Luis Police Department (SLOPD) offices located at 1042 Walnut Street. There are currently 1.27 police officers per 1,000 San Luis Obispo residents. While neither the City of San Luis Obispo General Plan nor the SLOPD establishes staffing ratio goals for the Department, this staffing ratio is lower than other police departments in the region, with the exceptions of Atascadero and Paso Robles. According to the California Commission on Peace Officer Standards and Training, this ratio is also slightly below the state average for comparable communities (City of San Luis Obispo, June 2014, LUCE 2035: Vol. I Draft EIR, p. 4-292).

According to the LUCE DEIR, the City should consider hiring 74 additional police officers by 2035 to accommodate all build out anticipated under the LUCE update, which includes the San Luis Ranch Specific Plan Area (City of San Luis Obispo, June 2014, LUCE 2035: Vol. I Draft EIR, p.4-291). An additional 74 police officers would enable the City to maintain the existing police staffing ratio 1.27 officers per 1,000 San Luis Obispo residents. The City's police department is most likely sufficient to serve development in San Luis Ranch.

The San Luis Obispo City Fire Department (SLOFD) will provide fire protection services to the Specific Plan Area. Development in the Specific Plan Area will primarily be served by Fire Station No. 4 located at the intersection of Madonna Road and Los Osos Valley Road, approximately one half mile away from the San Luis Ranch Specific Plan Area, and by Fire Station No. 1 located near the intersection of Broad Street and Santa Barbara Avenue.

The Specific Plan Area lies within a four-minute response time area, meeting the SLOFD target response time for all areas served. The City's fire protection is most likely sufficient to serve development in San Luis Ranch.

### 7.5.2 Schools

Public education in the City is provided by the San Luis Coastal Unified School District (SLCUSD), which includes preschool, primary, secondary, and adult education. The San Luis Ranch Specific Plan Area falls in the attendance areas for C.L. Smith Elementary School, Laguna Middle School, and San Luis Obispo High School. Table 7-6 shows the enrollment and student-teacher ratio for these schools and the district-at-large.

The district wide student-teacher ratio of 21 falls below the 2011-2012 statewide average of 23.4 (National Center for Education Statistics, October 2013, Selected Statistics from the Common Core of Data: School Year 2011-12, p. 3, <http://nces.ed.gov/pubs2013/2013441.pdf>).

As shown in Table 7-7 on the following page, San Luis Ranch residential development is estimated to add 87 school-age students to the City's population.

**Table 7-6 Public Schools Serving San Luis Ranch**

School	Grade Level	Enrollment	Teachers	Students per Teacher
C.L Smith Elementary	Pre K-6	401	20	20
Laguna Middle School	7-8	711	36	20
San Luis Obispo High School	9-12	1,453	70	21
District-wide		7,090	336	21

Source: City of San Luis Obispo, June 2014, LUCE 2035: Vol. III Background Report, p. 5-71

Table 7-7 San Luis Ranch Student Generation

Grade Level	Generation Factors (Students per Unit)	San Luis Ranch Development	Number of Students
<b>SINGLE-FAMILY RESIDENTIAL UNITS</b>			
Pre K-6	0.110	350	39
7-8	0.012		4
9-12	0.035		12
<b>Total</b>	<b>0.157</b>		<b>55</b>
<b>MULTI-FAMILY RESIDENTIAL UNITS</b>			
Pre K-6	0.116	150	17
7-8	0.032		5
9-12	0.066		10
<b>Total</b>	<b>0.214</b>		<b>32</b>
<b>TOTAL</b>			
Pre K-6			56
7-8			9
9-12			22
<b>Total</b>			<b>87</b>

Source: City of San Luis Obispo, June 2014, LUCE 2035: Vol. I Draft EIR, p. 4-301

New students from San Luis Ranch Specific Plan Area development will continue the Citywide trend of a growing student population—total district enrollment has increased by 3 percent over the past three years (City of San Luis Obispo, June 2014, LUCE 2035: Vol. I Draft EIR, p. 4-292). To account for the cost of the growing student population presented by new development, SLCUSD sets school impact fees for developments within the district.

at \$3.36 per square foot of residential use and \$0.54 per square foot of commercial use (San Luis Coastal Unified School District, 2015, Developer Fees, <http://www.slcsud.org/department-page.php?id=38>). As shown in Table 7-8 below, San Luis Ranch Specific Plan Area development would generate close to \$2.9 million in impact fees for the district.

Table 7-8 San Luis Ranch School Impact Fees

	Average Square Feet	Number of Unit	Total Square Feet	Developer Fee		
				Per Square Feet	Per Unit	Total
Residential, Single-family	1,814	350	634,900	\$3.36	\$6,095.04	\$2,133,264
Residential, Multi-family	1,296	150	194,400		\$4,354.56	\$653,184
Commercial/Office			250,000	\$0.54		\$135,000
<b>Total</b>						<b>\$2,921,448</b>

Source: San Luis Coastal Unified School District, 2015, Developer Fees, | <http://www.slcsud.org/department-page.php?id=38>

## 7.6 Performance Triggers

In addition to the utility infrastructure, Froom Ranch Way extension, and Prado Road Connection discussed in Section 7.2, various other roadway improvements are necessitated to support San Luis Ranch Specific Plan Area build-out and implement the City's General Plan. The transportation improvements will be constructed in a phased manner to match the development sequencing

and accommodate the forecasted traffic volumes. Table 7-9 lists the anticipated development phases or triggers and the transportation infrastructure improvements (see Figure 7.7 for an illustration of the phases).

See Chapter 6 for more information on the circulation system and street cross sections.

**Table 7-9 San Luis Ranch Build-Out Phasing Plan**

Phase/Trigger	Improvement
Phases 1 and 2 - Residential	Froom Ranch Way Extension
Phases 1 and 2 - Residential	Madonna Road Improvements
Phase 3 - Commercial	Dalidio Drive Improvements
Phase 3 - Commercial	Traffic Signal Improvements
Phase 3 - Commercial	Froom Ranch Way Bridge
After Specific Plan Build-Out	Prado Road Connection - US 101

**Froom Ranch Way Connection:** The Froom Ranch Way extension includes a new 2-lane collector road with Class I Bike Lane extending from the southern boundary of the San Luis Ranch site to the Prado Road connection on the north. This roadway link would be required in the first residential phases of the project to provide the backbone circulation system for the residential component of the Specific Plan.

**Dalidio Road Improvements:** The existing segment of Dalidio Drive south of Madonna Road includes two northbound lanes and two southbound lanes until the first access driveway that serves the Central Coast Plaza Shopping Center, at which point the road narrows to two lanes (one in each direction). Dalidio Drive will require widening to its planned 4-lane arterial width from this point easterly through the Specific Plan Area. This improvement would be required in the first phase of commercial development.

**Madonna Road Improvements:** The existing segment of Madonna Road adjacent to the Specific Plan contains two eastbound and two westbound lanes. A right-in and right-out connection with acceleration and deceleration lanes will be provided on this section of Madonna Road to serve the residential units. This segment will require widening to match the segments east and west of the Specific Plan and provide curb, gutter and sidewalk along the project's frontage. The new access connection and the improvements to Madonna Road would be required in the first residential phases of the project to provide the backbone circulation system for the residential component of the Specific Plan.

**Traffic Signal Improvements:** Most of the commercial traffic (retail, hotel, and office uses) would use the existing Dalidio Drive/Madonna Road intersection for access. The additional traffic will require modifications to the intersection to implement dual westbound left turns. This improvement would be required in the middle of the commercial phase of development.

**Froom Ranch Way Bridge:** This improvement includes a new 2-lane bridge over Prefumo Creek to connect the Froom Ranch Way extension on the San Luis Ranch site to the existing roadway section located south of the creek. This bridge will provide a connection between the Specific Plan and Los Osos Valley Road and will be required at the end of the commercial phase of the project.

**Prado Road Connection:** This improvement would extend Prado Road as a 4-lane arterial with Class I Bike Lane from the San Luis Ranch site across U.S. Highway 101 via an overpass and connect to the existing section of Prado Road on the east side of the freeway (with or without a full interchange). This improvement would be constructed as a future project after the Specific Plan is developed, and the Specific Plan would pay a fair share contribution to the future construction.

**U.S. Highway 101 Interchange:** This improvement would tie Prado Road and Froom Ranch Way to U.S. Highway 101. San Luis Ranch is significantly less than the 850,000 square feet of commercial and office space entitlements under Measure J. The current proposal would not trigger the interchange, and the applicant will work with the City to keep the proposal below that performance trigger.

Figure 7.7 Phase/Trigger for Infrastructure Improvements



## 7.7 Financing Strategy – Required Facilities

The San Luis Ranch Specific Plan provides a Public Facilities Financing Plan (PFFP), and outlines a funding strategy to enact the PFFP. The PFFP will outline construction and maintenance costs for required facilities and services that would be impacted by the project. The PFFP also presents strategies for bond and other public financing options.

### 7.7.1 Public Facilities Financing Plan (PFFP)

#### *Build-Out and Phasing*

Figure 7.7 shows a map of the phasing plan. Tables 7-10 and 7-11 outline the proposed residential and commercial build out by year, respectively, in terms of dwelling units, square footage, and acreage. These tables show maximum allowable buildout under the City's General Plan. Actual buildout may be lower, but not less than the minimum required by the General Plan. The actual residential product mix at buildout will be determined by market conditions.

Table 7-10 San Luis Ranch Residential Build-Out Phasing Plan

Year	Dwelling Units	Acres
2017	86	8.0
2018	196	15
2019	175	15
2020	43	4.0
<b>Total</b>	<b>500</b>	<b>42</b>

#### *Cost Estimates*

The total cost of transportation and backbone utility infrastructure associated with San Luis Ranch Specific Plan build-out is estimated to be approximately \$28.8 million (See Table 7-12). The \$28.8 million figure is not inclusive of land acquisition associated with roadway infrastructure

improvements, existing development impact fees (school, City, or other), on-site stormwater management, or in-tract improvements that project developers will assume as their projects are constructed.

Table 7-11 San Luis Ranch Non-Residential Build-Out Phasing

Year	Commercial		Office		Hotel + Conference Center	
	Square Feet	Acres	Square Feet	Acres	Rooms	Acres
2017	50,000	2.375				
2018	50,000	2.375	25,000	0.625	200	3.50
2019	50,000	2.375	25,000	0.625		
2020	50,000	2.325	25,000	0.625		
2021			25,000	0.625		
2022			25,000	0.625		
2023			25,000	0.645		
<b>Total</b>	<b>200,000</b>	<b>9.45</b>	<b>150,000</b>	<b>3.77</b>	<b>200</b>	<b>3.50</b>



Table 7-12 San Luis Ranch Improvement Projects Estimated Costs + Triggers

Improvement Project	Estimated Cost	Trigger
Froom Ranch Way Extension	\$1,900,000	Phases 1 and 2 (Residential)
Madonna Road Improvements	\$500,000	Phases 1 and 2 (Residential)
Utility Infrastructure (1)	\$1,015,000	Phases 1 and 2 (Residential)
Dalidio Drive Improvements	\$2,000,000	Phase 3 (Commercial)
Traffic Signal Improvements	\$170,000	Phase 3 (Commercial)
Froom Ranch Way Bridge	\$800,000	Phase 3 (Commercial)
Prado Road Extension - U.S. 101(2)	\$22,450,000	Future - After Phases 4 and 5
<b>Total</b>	<b>\$28,835,000</b>	

1. Wastewater, Water, and Recycled Water Backbone Infrastructure Shown in Figure 7.1, 7.2, and 7.3.
2. Cost estimate assumes overcrossing of U.S. 101 with no interchange. San Luis Ranch will only pay its fair-share portion of the Prado Road extension cost.

### **Funding Mechanisms**

This section outlines key funding sources that would finance key infrastructure elements of the San Luis Ranch Specific Plan Area. These funding sources are organized into two groups:

1. Primary funding mechanisms (Community Financing District (CFD) and Enhanced Infrastructure Financing District (EIFD)) will generate the primary funds necessary to complete the improvement projects described above.
2. Ancillary funding mechanisms (Development Agreements, Development Impact Fees, and Developer Financing) will generate funds necessary to cover the costs to administer primary funding sources and other infrastructure projects as needed.

### **Cost Allocation**

As mentioned above, the primary funding mechanisms for infrastructure improvements are Community Facilities District (CFD) and Enhanced Infrastructure Financing District (EIFD). Table 7-13 shows how bonds could be issued across three phases to finance the infrastructure accordingly. It is anticipated that San Luis Ranch will pay its fair share of these improvements.

Table 7-13 San Luis Ranch Improvement Projects Cost Allocation by Bond Financing Phase

Improvement Project	Estimated Cost	Bond Financing		
		First Issuance	Second Issuance	Third Issuance
Froom Ranch Way Extension	\$1,900,000	\$1,900,000		
Madonna Road Improvements	\$500,000	\$500,000		
Utility Infrastructure (1)	\$1,015,000	\$1,015,000		
Dalidio Drive Improvements	\$2,000,000		\$2,000,000	
Traffic Signal Improvements	\$170,000		\$170,000	
Froom Ranch Way Bridge	\$800,000		\$800,000	
Prado Road Extension - U.S. 101 (2)	\$22,450,000			\$22,450,000
<b>Total</b>	<b>\$28,835,000</b>	<b>\$3,415,000</b>	<b>\$2,970,000</b>	<b>\$22,450,000</b>

1. Wastewater, Water, and Recycled Water Backbone Infrastructure Shown in Figure 8.1, 8.2, and 8.3.
2. Cost estimate assumes overcrossing of U.S. 101 with no interchange. San Luis Ranch will only pay its fair-share portion of the Prado Road extension cost.

### 7.7.2 Funding Mechanisms

This Section provides information on primary and ancillary funding mechanisms.

#### Primary Funding Mechanisms

**Community Facilities Districts:** A Community Facilities District (CFD) is a special district created pursuant to the Mello-Roos Community Facilities Act (California Government Code Section 53311 et seq.) to finance public infrastructure and service projects through levying of a special tax on property in the district. Public bonds can be issued based on the revenue stream from the special tax. As a primary funding mechanism, a CFD may provide for the purchase, construction, expansion, or rehabilitation of any real or other tangible property with an estimated useful life of at least five years. Creation and administration of a CFD are discussed in Section 7.6 below.

**Enhanced Infrastructure Financing District:** An Enhanced Infrastructure Financing District (EIFD) is a new funding mechanism that was approved by the State of California in 2014. An EIFD can finance public capital facilities or other specified projects of communitywide significance. An EIFD is a special district that may be created within a city or county, and is established upon approval by 55 percent of voters. The legislative body of the participating entities governs the EIFD. An EIFD can issue public bonds based on tax-increment financing to

fund identified projects that may include the construction or rehabilitation of a wide variety of public infrastructure and facility projects such as parking, transit facilities, sewage treatment, parks, recreational facilities, open space and libraries.

The State legislature is expected to further refine technical issues related to EIFDs in 2015.

#### Ancillary Funding Mechanisms

**City and County Tax Exchange:** Under Revenue and Taxation Code Section 99, a county may upon annexation enter into an agreement with a city to share property taxes that would be spent towards improvements, services, etc. in the annexed area.

It is envisioned that the City of San Luis Obispo and the County of San Luis Obispo will work together to develop a fair and equitable approach to the sharing of incremental increases in real property ad valorem taxes imposed and collected as authorized by the Revenue and Taxation Code in order to encourage sound urban development and economic growth.

**Development Agreements:** A development agreement is a tool for establishing a vested right to proceed with development in conformance with the policies, rules, and regulations in effect at the time of approval (Government Code Section 65864). Development agreements provide

a developer with assurances for a specified length of time that the proposed project may proceed as originally approved, and not be affected by future changes in land use regulations. In exchange for this assurance, the landowner/developer may agree to public improvements, land dedications, or in-lieu fees, as negotiated with the City, as a condition of the agreement.

**Development Impact Fees:** Allowed under Government Code Section 66000 et seq., development impact fees are payments from new developments required by local governments to offset the cost of improving or expanding City facilities to accommodate the development. To establish the appropriate fee amount, a jurisdiction determines the specific improvements to be funded and prepares a “nexus” study to demonstrate the relationship between the proposed improvements and new development.

Table 7-14 shows the projected impact fees that will be generated from San Luis Ranch Specific Plan Area development. Development impact fees could be offset with credits for sustainable development practices or use of on-site resources such as water wells if deemed appropriate by the City.

**Developer Financing:** In many cases, developers fund facilities or dedicate land as a means of mitigating the impact of their developments. For example, the City may impose, as a condition of development, construction of a facility that is needed, such as a roadway. Once the roadway is constructed and accepted by the City, fee credits equal to the amount of the cost of the facility or the cost of the facility as estimated in the capital improvement plan, can be issued to the developer. The developer can then apply them to offset fees imposed on his development or enter into a fair share reimbursement agreement for any constructed facility that is oversized.

**Landscaping and Lighting District:** The Landscaping and Lighting District of 1972 (California Streets and Highways Code §§ 22500, et seq.) allows local agencies to establish a Landscaping and Lighting District to finance landscaping and lighting in public areas as well as construction of community centers and acquisition of parks. An assessment is charged to each property owner in the district based on a formula calculating the degree of benefit derived by the property owner. Landscaping and Lighting Districts are subject to the voting and notice requirements of Proposition 218.

**Homeownership Association Fees:** Homeownership Association (HOA) fees may be used to fund maintenance for parks if the parks are considered part of the HOA common area.

## 7.8 Financing Implementation and Administration

The San Luis Ranch Specific Plan Area will be built across phases as outlined in Section 7.7. Changes in required facility design and cost estimates might result. The PFFP and City finance policies are designed to accommodate such changes while securing in-place public bond financing.

### 7.8.1 Updates and Revisions to the PFFP

The PFFP should be updated each time there is a significant change in facility plans, land use plans, or infrastructure cost estimates. When these items are revised, there will be a corresponding change in the fair share cost allocation to each type of land use anticipated within the San Luis Ranch Specific Plan Area. Impact fees within the development must also be adjusted to maintain a nexus between facilities being funded and land uses paying such fees.

### 7.8.2 Individual Project Applications and Developer Reimbursements

When an individual project is submitted to the City for processing and approval, the facilities required to serve that project must be identified. Due to the incremental nature of public facility phasing, it is likely that certain projects will be required to oversize improvements to accommodate future development. By comparing the project's assigned fair share of facility costs to the costs of improvements required to allow the project to proceed, the City will be able to calculate an equitable reimbursement to the developer paying for oversized improvements. The City will likely enter into an agreement with the developer to affect such a reimbursement.

### 7.8.3 Capital Facility Account(s) for Collected Fees

Pursuant to Section 66006 of the California Government Code, the City will establish a capital facility account(s) for collected fees. Establishment of this account(s) will prevent commingling of the fees with other City revenues and funds. Interest income earned by fee revenues in these accounts will be deposited in the accounts and applied to facility construction costs. Within one hundred eighty days of the close of each fiscal year, the City will make information pertaining to each account (as required by Section 66006 (b)(1)) available to the public and will review this information at a regularly scheduled public hearing.

Table 7-14 Summary of Impact Fees Estimated from San Luis Ranch Development

	Avg. SF	Unit Count	Total SF	Other Measure	Impact Fees		Fee Calculation		
					Amount	Per	Per SF	Per Unit	Total
<b>TRANSPORTATION IMPACT + PLAN PREPARATION FEES</b>									
Residential, Single-family	1,814	350	634,900			Unit	\$1.94	\$3,516.00	\$1,230,600
Residential, Multi-family	1,296	150	194,400			Unit	\$2.41	\$3,120.00	\$468,000
Office			100,000			SF	\$7.05		\$705,000
Service Commercial			150,000			SF	\$3.82		\$573,000
Hotel/Motel		200			\$1,632.00	Unit		\$1,632.00	\$326,400
<b>Total</b>									<b>\$3,303,000</b>
<b>WATER DEVELOPMENT IMPACT FEE</b>									
Residential, Single-family	1,814	350	634,900		\$10,775.00	Unit	\$5.94	\$10,775.00	\$3,771,250
Residential, Multi-family	1,296	150	194,400		\$7,542.00	Unit	\$5.82	\$7,542.00	\$1,131,300
Office			100,000						TBD
Service Commercial			150,000						TBD
Hotel/Motel		200		4" meter	\$179,934.00	4" meter			\$179,934
<b>Total</b>									<b>\$5,082,484</b>
<b>WASTEWATER DEVELOPMENT IMPACT FEE</b>									
Residential, Single-family	1,814	350	634,900		\$3,729.00	Unit	\$2.06	\$3,729.00	\$1,305,150
Residential, Multi-family	1,296	150	194,400		\$2,610.00	Unit	\$2.01	\$2,610.00	\$391,500
Office			100,000						TBD
Service Commercial			150,000						TBD
Hotel/Motel		200		4" meter	\$62,621.00	4" meter		\$313.11	\$62,621
<b>Total</b>									<b>\$1,759,271</b>
<b>SCHOOL IMPACT FEES</b>									
Residential, Single-family	1,814	350	634,900			SF	\$3.36	\$6,095.04	\$2,133,264
Residential, Multi-family	1,296	150	194,400			SF	\$3.36	\$4,354.56	\$653,184
Office			100,000			SF	\$0.54		\$54,000
Service Commercial			150,000			SF	\$0.54		\$81,000
Hotel/Motel		200							TBD
<b>Total</b>									<b>\$2,921,448</b>

#### 7.8.4 City Ordinances Enabling Impact Fees

For impact fees not already codified by the City, the City Council could adopt an ordinance enabling impact fees within the Specific Plan Area. Such impact fees may include transportation and water connection surcharges similar to those that have been assessed in other Specific Plan Areas of the City of San Luis Obispo.

#### 7.8.5 Creation and Administration of a CFD

Formation of the CFD may be initiated by any one of the following methods: (1) motion by the City Council, (2) a written request signed by two City Council members, (3) a petition signed by 10 percent of the registered voters or in the proposed CFD, or (4) a petition signed by property owners accounting for 10 percent of the land in the proposed CFD. Within 90 days of initiating the proceedings, the City Council adopts a resolution of intent to establish the CFD. In not less than 30 days and not more than 90 days from adoption of the resolution, the City Council will hold a public hearing on the formation of the CFD. Finally, as required by Proposition 13, the special tax must be approved by two-thirds of registered voters in the proposed CFD. However, if there are fewer than 12 registered voters residing in the proposed district, the vote shall be by the landowners of the proposed CFD, and each landowner shall have one vote for each acre or portion of an acre of land owned within the CFD.

Formation of a Community Facilities District commits the City to the ongoing administration of the CFD. A Mello-Roos special tax is not a fixed lien on a parcel, but an annual lien that must be calculated and levied each year. The appropriate special tax will be determined by the City or its designee after consideration of annual debt service requirements, direct construction funding, administrative costs of the CFD, prepayments received, and development activity within the CFD. After the special taxes have been calculated each fiscal year, they will be submitted to the county auditor to be included on the secured property tax bill.

#### 7.8.6 Forming an EIFD

Enhanced Infrastructure Financing Districts (EIFDs) are a relatively new public financing mechanism (established in Government Code Sections 553398.50, et seq. effective January 1, 2015). Unlike other public financing mechanisms under California law, EIFDs may be formed by resolution of the city council without an accompanying public vote. To issue bonds, however, an EIFD must hold a vote and garner at least 55 percent of voter approval for the issuance. Before adopting a resolution forming an EIFD, the city council must publish the proposed EIFD infrastructure financing plan, notice all landowners and affected taxing entities, and hold a public hearing. Further, a city that in the past created a redevelopment agency (as defined by Health and Safety Code Section 33003) may not initiate formation of an EIFD until the former redevelopment agency is adequately concluded pursuant to Government Code Section 53398.54.





## Chapter 8

# IMPLEMENTATION



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# 8 IMPLEMENTATION



As introduced in Chapter 1, the implementation component of the Specific Plan provides a process and guidelines for implementation of the Plan's goals, programs, and policies.

## 8.1 Implementation Plan

The following sections below outline the process for implementation of the San Luis Ranch Specific Plan.

The goals, policies, and programs of the Specific Plan will be enforced and implemented in private and public development within San Luis Ranch. The programs supporting the goals and policies are drawn from the previous chapters of the Specific Plan. These programs are not all intended for immediate and simultaneous enactment, but to be implemented throughout the development and future of San Luis Ranch. For potential funding sources for these programs, please see the options discussed in Chapter 7.

### 8.1.1 Goals, Policies, and Programs

Figure 8.1 Implementation Measures

Type	Number	Description
<b>Goal</b>	1	A mixed-use development that fosters a sense of community.
<b>Policy</b>	1.1	Support multiple land uses that work to enhance the surrounding residential, open space, agriculture, and commercial uses. (See Policy 3.2)
<b>Program</b>	1.1.2	Create zoning standards that allow for horizontal or vertical mixed use buildings in commercial areas and pedestrian and bicycle connections to integrated agriculture and open space.
<b>Policy</b>	1.2	Encourage an aggressive approach to parking that allows tucked-behind parking, parking courts and strategic placement of parking lots.
<b>Program</b>	1.2.1	Create zoning standards which regulate the location of parking for residential and commercial buildings. Standards should ensure that parking lots and driveways are not the dominant visual feature from the sidewalk.
<b>Program</b>	1.2.2	Develop flexible parking requirements, and parking alternatives which focus on meeting Specific Plan goals of walkability and connectivity within the site and to surrounding uses.
<b>Policy</b>	1.3	Encourage an attractive and relevant streetscape design to provide appropriate options for street development depending on the adjacent land use.
<b>Program</b>	1.3.1	Develop guidelines for streetscape improvements including street planters, benches, and lights, as appropriate for each street type.
<b>Policy</b>	1.4	Promote high intensity, clustered development that promotes walking, biking, and transit use.
<b>Program</b>	1.4.1	Cluster development on approximately 50% of site. Create street and pathway connections for multimodal use. Orient buildings to address the street.
<b>Policy</b>	1.5	Promote development of public open space and recreation in the form of pocket parks, neighborhood parks, parklets, and walking and biking trails.
<b>Policy</b>	1.6	Provide public and private open space in all residential developments. (See Policy 4.1)
<b>Goal</b>	2	A community that maintains and promotes the land's agricultural heritage.
<b>Policy</b>	2.1	Encourage open space and agricultural uses that support a green buffer surrounding residential and commercial neighborhoods in the Plan Area.
<b>Program</b>	2.1.1	Dedicate 50% of the net site to open space.
<b>Policy</b>	2.2	Preserve visual prominence of the site as a gateway to the City.
<b>Program</b>	2.2.1	Provide public visual arts in a manner consistent with the City's policies and requirements. (See Program 2.6.1)

<b>Program</b>	2.2.2	Maintain areas adjacent to Highway 101 and other scenic corridors as open space to maintain mountain views.
<b>Policy</b>	2.3	San Luis Ranch Specific Plan buildout shall protect scenic vistas from the site.
<b>Policy</b>	2.4	Strictly monitor the conversion of active agriculture to non-agricultural uses and consider the possible effects of new development on character of the community as a whole.
<b>Policy</b>	2.5	Protect associated structures such as the Dalidio Home, Laguna Race Track viewing stand, barn, and water tower.
<b>Program</b>	2.5.1	Evaluate historic structures on the site for purposes of preservation and protective reuse.
<b>Policy</b>	2.6	Provide agricultural resources along with destinations for visitors and local residents that will emphasize the region's agricultural economy.
<b>Program</b>	2.6.1	Develop an on-site farm and learning center.
<b>Program</b>	2.6.2	Provide opportunities for public participation in on-site agricultural activities. (See Program 2.2.1)
<b>Program</b>	2.6.3	Support street closures for temporary farmers markets to attract visitors and locals.
<b>Policy</b>	2.7	Incorporate appropriate agricultural uses in public places and neighborhoods.
<b>Program</b>	2.7.1	Support community gardens in public places and neighborhoods that promote the principle of local food production, maintain the local agricultural tradition, and are designed and sited to be consistent with the Plan Area's character.
<b>Program</b>	2.7.2	Modify Community Design Guidelines to allow agricultural uses, such as fruit trees, in landscaped medians and other open areas.
<b>Program</b>	2.7.3	Allow diversified urban landscapes (annuals/perennials/ food gardens) in front yards.
<b>Policy</b>	2.8	Promote building architectural styles that are consistent with agricultural history of the community.
<b>Goal</b>	3	A community with commercial, office, and visitor serving uses that are integrated with existing and future commercial areas and neighborhoods.
<b>Policy</b>	3.1	Encourage commercial, office, and visitor serving development.
<b>Program</b>	3.1.1	Create zoning standards to allow neighborhood and community commercial, hotel, and office uses integrated with new and existing in commercial areas.
<b>Program</b>	3.1.2	Allow neighborhood commercial uses in residential areas, providing residents with convenient access to daily goods and services.
<b>Program</b>	3.1.3	Create flexible zoning standards to accommodate a variety of shops, restaurants, services, and neighborhood retail stores.
<b>Program</b>	3.1.4	Create zoning standards to allow high quality over-night accommodations, including hotel with conference center, to support tourism and business functions.
<b>Policy</b>	3.2	Support land uses and development that enhance the surrounding residential, open space, agriculture, and commercial uses. (See Policy 1.1)
<b>Policy</b>	3.3	Encourage pedestrian scale development that fosters walking to and from commercial uses.
<b>Program</b>	3.3.1	Non-residential buildings shall provide pedestrian entryways accessible from the sidewalk, that are separate and distinct from driveways and parking lot access points.
<b>Program</b>	3.3.2	Commercial development adjacent to residential uses shall provide pedestrian paths to commercial centers.

<b>Program</b>	3.3.3	Development on long lots or blocks shall provide cut through pedestrian pathways so pedestrians do not need to traverse the perimeter of the block to access parallel streets.
<b>Program</b>	3.3.4	Develop minimum building frontage requirements for commercial buildings that ensure that building facades improve the visual aesthetic of the public realm.
<b>Policy</b>	3.4	Strictly monitor the possible effects of development on the downtown and surrounding businesses.
<b>Goal</b>	4	A community of diverse housing opportunities, including workforce housing.
<b>Policy</b>	4.1	Focus on traditional neighborhood design integrated with adjacent open space amenities, walkable safe streets, and pocket parks.
<b>Program</b>	4.1.1	Provide standards for minimum landscaping and approved plant species including street trees and drought tolerant species.
<b>Program</b>	4.1.2	Provide minimum lighting requirements, including shielding of commercial lighting, the type and placement of street lights, and pedestrian scale lighting.
<b>Policy</b>	4.2	Transform San Luis Ranch Specific Plan Area into a vibrant residential area.
<b>Program</b>	4.2.1	Create zoning standards to accommodate low density residential, medium density residential, medium-high density residential, and high density residential units.
<b>Program</b>	4.2.2	Amend the General Plan to allow for residential units at densities up to 87 dwelling units per acre.
<b>Policy</b>	4.3	Promote affordable, entry level, and workforce housing opportunities whenever possible.
<b>Program</b>	4.3.1	Conduct a study to determine affordable housing types that are economically feasible in the Plan Area.
<b>Program</b>	4.3.2	Allow small lot single and multi-family homes that which ar ""affordable by design.""
<b>Program</b>	4.3.3	Develop incentives, in addition to City Density Bonus standards, for projects that meet the City's minimum affordability requirements.
<b>Policy</b>	4.4	Promote park and recreation uses throughout the Plan area to create a livable, walkable, connected neighborhood. (See Policy 5.4)
<b>Program</b>	4.4.1	Create zoning standards to allow open space for recreational uses in residential zones.
<b>Goal</b>	5	A community that protects and enhances the adjacent creek and habitat.
<b>Policy</b>	5.1	Support restoration efforts for the creek and visual resource.
<b>Policy</b>	5.2	Promote development of public open space and recreation areas that have connections to and from the creek.
<b>Program</b>	5.2.1	Establish guidelines that provide a framework to create an attractive and sustainable landscape pattern and built environment that unifies and enhances quality of the proposed development with surrounding open space and habitats.
<b>Program</b>	5.2.2	Provide connection to the Bob Jones Trail and separate pedestrian paths that connect to the residential neighborhood.
<b>Policy</b>	5.3	Focus on preservation of biological and habitat resources.
<b>Program</b>	5.3.1	Identify sensitive habitats and species early in the development process.
<b>Policy</b>	5.4	Promote Park and Recreation uses throughout the San Luis Ranch Specific Plan so as to create a livable, walkable, connected neighborhood. (See Policy 4.4)
<b>Goal</b>	6	A community seamlessly integrated into the existing circulation system.

<b>Policy</b>	6.1	Apply a multimodal approach to transportation networks for the site (i.e., considering safety and mobility of all users, including pedestrians, cyclists, drivers, and transit riders).
<b>Program</b>	6.1.1	Develop a city (potentially regional) public transit center within the Plan Area.
<b>Program</b>	6.1.2	Provide for key pedestrian and bicycle amenities such as sidewalks, lighting, and pedestrian paths that support walkability within the Plan Area.
<b>Program</b>	6.1.3	Provide minimum of eight feet of usable sidewalk along local, and arterial streets, arterials and collector roads to provide pedestrian linkages to commercial and employment centers including Froom Ranch Way and Prado Road.
<b>Program</b>	6.1.4	Require new development to provide bicycle parking.
<b>Policy</b>	6.2	Develop a circulation system within the Plan Area that successfully interfaces with existing adjacent streets and paths.
<b>Program</b>	6.2.1	Construct an overcrossing for Prado Road to continue over Highway 101.
<b>Program</b>	6.2.2	Extend Froom Ranch Road to connect to Prado Road.
<b>Program</b>	6.2.3	Provide access to the Plan Area’s residential neighborhood via Froom Ranch Way to the south and Madonna Road to the north in a manner that discourages “cut-through” traffic.
<b>Program</b>	6.2.4	Implement an interconnected street grid, absent of dead ends or cul-de-sacs.
<b>Program</b>	6.2.5	Provide bike paths consistent with the City’s Bicycle Master Plan.
<b>Policy</b>	6.3	Ensure a safe and efficient circulation system within the Plan Area.
<b>Program</b>	6.3.1	Develop a neighborhood traffic management plan that addresses methods of enhancing pedestrian safety and ensuring an efficient transportation network.
<b>Program</b>	6.3.2	Manage speeds of local/residential streets to ensure safety of all roadway users by utilizing narrow lane widths, shorter curb radii, and traffic calming elements such as roundabouts, specialized intersection treatment, and bulb-outs.
<b>Program</b>	6.3.3	Provide high-visibility crosswalks at high traffic intersections.
<b>Program</b>	6.3.4	Minimize future driveways and curb-cuts along pedestrian streets including local/residential roads.
<b>Goal</b>	7	A community built with architectural integrity and material sustainability.
<b>Policy</b>	7.1	Ensure that buildings are designed in a manner consistent with the character of the Plan Area.
<b>Program</b>	7.1.1	Establish guidelines for: building facades, orientation and form, and materials that reflect and convey human scale and the historic traditions of the Plan Area.
<b>Policy</b>	7.2	Ensure buildings are constructed, operated, and maintained with sustainable materials and practices.
<b>Program</b>	7.2.1	Maximize use of building materials that are locally resourced, require minimal mineral extraction and production, and are easily salvaged and recycled.
<b>Program</b>	7.2.2	Support use of green roofs or other roofs specifically designed to absorb heat from the sun.

## 8.2 San Luis Ranch Approval and Adoption

There are several levels of review and approval by the City of San Luis Obispo to implementation of the San Luis Ranch Specific Plan. This Section outlines the City process and, since the Plan Area is unincorporated, describes the annexation requirements of the Local Agency Formation Commission.

- City application for annexation (see Section 8.2.1).
- City adoption of the Specific Plan and certification of EIR.
- City adoption of a Tentative Subdivision Map.
- City adoption of Final Subdivision Maps by phase or sub-phase.
- Discretionary review and approval of projects as required by Chapter 3.
- Ministerial review and approval of construction documents.

### 8.2.1 Annexation Requirements

Annexation is the process by which an incorporated city extends its boundaries to include unincorporated county land. Administratively, annexation occurs at the county level through the Local Agency Formation Commission (LAFCO). The San Luis Obispo LAFCO (SLO LAFCO) has outlined its process for city annexation (Policies and Procedures, February 2014). Concerning annexation, SLO LAFCO established the following policies:

1. The boundaries of a proposed annexation must be definite and certain and must conform to lines of assessment whenever possible.
2. The boundaries of an area to be annexed will not result in any areas difficult to serve.
3. There is a demonstrated need for governmental services and controls in the area proposed for annexation.
4. The municipality has the resources capable of meeting the need for services in the area proposed for annexation and has submitted studies and information documenting its ability to serve.
5. There is a mutual social and economic community of interest between the residents of the municipality and the proposed territory.
6. The proposed annexation is compatible with the municipality's general plan. The proposed annexation represents a logical and reasonable expansion of the annexing municipality.

7. The Commission shall determine if a disadvantaged unincorporated community is associated with an application. If a disadvantaged unincorporated community does exist, the procedures for processing the annexation as outlined in the CKH Act (Cortese-Knox-Hertzberg Act of 2000) shall be implemented (p. 13-14).
8. Generally, this process includes a formal application by the City, an environmental review consistent with CEQA requirements, and public hearings.

Concerning the preservation of agricultural land, SLO LAFCO established the following policy:

The Commission shall approve annexations of prime agricultural land only if mitigation that equates to a substitution of at least 1:1 for the prime land annexed is agreed to by the applicant (proponent) and the jurisdiction with land use authority. The 1:1 substitution ratio may be met by implementing various measures:

- Acquisition and dedication of farmland, development rights, and/or agricultural conservation easements to permanently protect farmlands with similar characteristics within the County Planning Area.
- Payment of in-lieu fees to an established, qualified, mitigation/conservation program or organization sufficient to fully fund the acquisition and dedication activities state above.
- Other measures agreed to by the applicant and the land use jurisdiction that meet the intent of replacing prime agricultural land at a 1:1 ratio.

### **8.2.2 Entitlements Process**

The entitlement process is often one of the more cumbersome and complicated aspects of the development process. The Specific Plan will provide a clear, step-by-step approach to gain entitlements in conformance with San Luis Ranch applicable regulations. The primary actions are listed below.

#### ***Subdivision/Tract Map***

The precise location of streets, utilities and, boundaries of development sites will be determined upon approval of subdivision maps. There may be a sequence of subdivision maps, as first large sections of the planning area and then groups of individual lots are made available for individual ownership and development.

Aviation easements for the benefit of the County airport, with proper notice to all future buyers of parcels, will be recorded concurrently with subdivision final map

#### ***Architectural Review***

For projects subject to architectural review, the “minor or incidental” procedure will be used for those projects meeting this Specific Plan’s design standards. Consistent with required City procedures, architectural review will be required accordingly:

- Commercial, industrial, institutional, multi-family residential, and single-family tract construction will be subject to architectural review.
- Individually built single-family dwellings will not be subject to architectural review, unless they are proposed for “sensitive sites.” Since creek and hillside open space areas are to be preserved through public ownership or easements, single-family lots adjacent to such areas will not be considered sensitive sites.

#### ***Building Permits***

The City building permit process of plan-check, inspection, and occupancy release will typically be the final and most detailed step in City review of private site development.

#### ***Natural Resource Mitigation***

Relatively small areas of wetlands and grassland plant communities are an inevitable consequence of developing the Specific Plan Area.

However mitigation measures will be identified in the Specific Plan’s EIR. The Specific Plan text will refer to and draw upon these measures.

#### ***Public Improvement Plans***

Plans for project-related public improvement will be consistent with the key City financing policies including those concerning impact fees, debt financing, and capital improvements.

### **8.3 Statement of Severability**

If any provision of this Specific Plan or its application to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, the invalidity shall not affect other Specific Plan provisions, clauses, or applications which can be implemented without the invalid provision, clause, or application, and to this end the provisions and clauses of the Specific Plan are declared to be severable.

## **Appendix A**

# **GENERAL PLAN CONSISTENCY**





## Purpose of Appendix A: General Plan Consistency

This appendix identifies the City of San Luis Obispo General Plan goals, programs, and policies that pertain to the San Luis Ranch Specific Plan, and discusses how the Specific Plan maintains consistency with General Plan provisions.

General Plan Consistency		
General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
Land Use		
Goals	General Plan	
3	Protect and enhance the natural environment, including the quality of air, water, soil, and open space.	Approximately 50% of the Plan Area permanently preserved agriculture and open space. The Specific Plan includes standards consistent with SLO City regulations for water quality and reduced runoff. The Specific Plan's walkable neighborhood and multimodal transportation encourage non-motorized transportation to reduce car usage and associated GHG emissions.
4	Protect, sustain, and where it has been degraded, enhance wildlife habitat on land surrounding the city, at Laguna Lake, along creeks and other wetlands, and on open hills and ridges within the city, so that diverse, native plants, fish, and animals can continue to live within the area.	Approximately 50% of the Plan Area permanently preserved agriculture and open space. Riparian and habitat areas will be protected, restored, and enhanced.
5	Protect public views of the surrounding hills and mountains.	Open space is preserved along Highway 101 (scenic route corridor) preserving views under proposed plan.
6	Recognize the importance of farming to the economy of the planning area and the county, protect agriculture from development and from incompatible uses, and protect remaining undeveloped prime agricultural soils.	The Specific Plan includes a working, interactive farm and Agricultural Heritage Facilities Learning Center connected by design to the existing SLO City farm. Further, adjacent uses are buffered from the agriculture zone. The project permanently protects approximately 50 acres of prime soils.
8	Foster appreciation among citizens of the complex abundance of the planning area's environment, and of the need to respect natural systems.	The Specific Plan's interactive farm and Agricultural Heritage Facilities and Learning Center are intended to attract agri-tourism and educate local residents as to the area's

## General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
		agricultural history. Restored and enhanced habitat areas will be complemented with educational signage and trails.
12	Provide employment opportunities appropriate for area residents' desires and skills.	The Specific Plan includes commercial, office, agriculture, hotel, and high-tech uses to provide a variety of employment opportunities across industries.
13	Provide goods and services which substantial numbers of area residents leave the area regularly to obtain, provided doing so is consistent with other goals.	The Specific Plan includes commercial, office, hotel, and high-tech placed to offer residents a variety of on-site goods and services.
17	Provide high quality public services, ensuring that demands do not exceed resources and that adequate facilities and services can be provided in pace with development.	The Specific Plan includes an infrastructure assessment, which identifies existing and future infrastructure and service needs under the projected build-out.
19	Accommodate residents within all income groups.	The Specific Plan's housing designs and standards provide housing opportunities for a range of incomes, concentrating on workforce housing. Estimated housing prices for San Luis Ranch are lower than median sales prices in 2013, and affordable to moderate income groups.
21	Actively seek ways to provide housing which is affordable to residents with very low, low, and moderate incomes, within existing neighborhoods and within expansion areas.	The Specific Plan's "affordability-by-design" principle variety of housing product types, including single-family attached and detached, and multi-family, increase pricing options.
23	Enrich community cultural and social life by accommodating people with various backgrounds, talents, occupations, and interests.	The Specific Plan provides affordable housing to workforce population, as well as commercial, recreational, and agricultural interactive opportunities, supporting diverse residential groups within the City.
24	Provide a resilient economic base, able to tolerate changes in its parts without causing overall harm to the community.	The Specific Plan expands the City's economic base by adding a variety of new jobs. This greater industry variety will reduce economic reliance on one industry sector.
25	Have developments bear the costs of resources and services needed to serve them, except where the community deliberately chooses to help pay in order to achieve other community goals.	The Specific Plan expands roadway network and provides road extensions including the project's fair share cost for Prado Road and

## General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
		Froom Road connections.
27	Serve as the county’s hub for: county and state government; education; transportation; visitor information; entertainment; cultural, professional, medical, and social services; community organizations; retail trade.	The Specific Plan includes a hotel development (with viable conference space) to attract business conferences. The Plan Area’s agricultural uses will be highlighted to attract tourists and locals. Additional retail and office uses will complement and strengthen the City’s standing as a shopping destination. The variety of housing types proposed in the Specific Plan will accommodate workers from across sectors.
28	Provide a wide range of parks and sports and recreational facilities for the enjoyment of our citizens.	The Specific Plan includes integrated public open space, parks, and interactive agricultural land.
31	Increase the overall health and wellbeing of residents in the City of San Luis Obispo by expanding access to healthy food and nutrition choices and through community design that fosters walking and biking.	The Specific Plan’s proposed Agricultural Heritage Facilities and Learning Center provides opportunities for healthy eating habits for residents and visitors. The Specific Plan encourages multimodal transportation, incorporating extensive walking and biking connections, including a segment of the Bob Jones Trail.
32	Maintain the town’s character as a small, safe, comfortable place to live, and maintain its rural setting, with extensive open land separating it from other urban development.	50% of the proposed project will be devoted to open space and agriculture uses. The Specific Plan emphasizes compact walkable commercial and residential development that is consistent with town character.
33	Maintain existing neighborhoods and assure that new development occurs as part of a neighborhood pattern.	The San Luis Ranch Specific Plan development will adhere to City design guidelines for residential and non-residential development, thereby maintaining existing neighborhood patterns.
34	Where appropriate, create compact, mixed-use neighborhoods that locate housing, jobs, recreation, and other daily needs in close proximity to one another, while protecting the quality of life in established neighborhoods.	The San Luis Ranch Specific Plan includes mixed-use commercial, office, hotel, and residential development within walking distance to new and existing uses. Development standards encourage walkability and promote alternative

## General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
		forms of transportation.
37	Foster an awareness of past residents and ways of life, and preserve our heritage of historic buildings and places.	The San Luis Ranch Specific Plan includes policies that promote cultural and agricultural heritage in building and landscape design of commercial, residential, and agriculture uses. The Agricultural Heritage Facilities and Learning Center includes historic components of the area's rich agricultural heritage.
38	Develop buildings and facilities which will contribute to our sense of place and architectural heritage.	The San Luis Ranch Specific Plan includes policies that promote cultural and agricultural heritage in building and landscape design of commercial and residential uses.
39	Develop buildings and places which complement the natural landscape and the fabric of neighborhoods.	The San Luis Ranch Specific Plan blends new development with the natural landscape and existing neighborhood character.
41	Provide a safe and pleasant place to walk and ride a bicycle, for recreation and other daily activities.	The San Luis Ranch Specific Plan development standards and circulation plan promote walkability, bikability, and connectivity within the site and surrounding areas through an extensive multi-use trail system. Bicycle and pedestrian circulation elements include safe, attractive bike and pedestrian pathways and a segment of the Bob Jones Sea to City trail, which will connect the City of San Luis Obispo to Avila Beach.
<b>Policies/Program</b>		
1.5	The gap between housing demand (due to more jobs and college enrollment) and supply should not increase.	The San Luis Ranch Specific Plan provides substantial numbers of workforce housing to help reduce gap in housing demand and supply.
1.8.1	Within the City's planning area and outside the urban reserve line, undeveloped land should be kept open. Prime agricultural land, productive agricultural land, and potentially productive agricultural land should be protected for farming. Scenic lands, sensitive wildlife habitat, and undeveloped prime agricultural land should be permanently protected as open space.	The Specific Plan Area is within the City's urban reserve line. The Plan dedicates approximately 50% of the site area to agriculture and open space. The Plan will maintain a viable agricultural operation and scenic corridor along Highway 101, and will restore and enhance habitat areas.

## General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
1.8.6	The City shall ensure that continuous wildlife habitat—including corridors free of human disruption are preserved, and, where necessary, created.	The San Luis Ranch Specific Plan provides permanently dedicated open space and restored and enhanced wildlife habitat areas.
1.9.1	The City shall support preservation of economically viable agricultural operations and land within the urban reserve and city limits. The City should provide for the continuation of farming through steps such as provision of appropriate general plan designations and zoning.	The San Luis Ranch Specific Plan agricultural area is adjacent to the existing SLO City farm so as to maximize viability of agricultural operations. Additional open space will complement existing agricultural uses.
1.10.3	Areas preserved for open space should include public trail access, controlled to protect the natural resources, to assure reasonable security and privacy of dwellings, and to allow continuing agricultural operations. Public access through production agricultural land will not be considered, unless the owner agrees.	The San Luis Ranch Specific Plan site design restoration and enhancement of riparian habitat, permanently dedicated agricultural lands, and public access to open space, including a segment of the Bob Jones Trail. Public access to the Agricultural Heritage Facilities and Learning Center portion of the project will be encouraged.
1.11.2	<p>The City shall manage the growth of the city's housing supply so that it does not exceed one percent per year, on average, based on thresholds established by Land Use Element Table 3, excluding dwellings affordable to residents with extremely low, very low, or low incomes as defined by the Housing Element. This rate of growth may continue so long as the City's basic service capacity is assured.</p> <p>Table 3 shows the approximate number of dwellings and residents which would result from the one percent maximum average annual growth rate over the planning period. Approved specific plan areas may develop in accordance with the phasing schedule adopted by each specific plan provided thresholds established by Table 3 are not exceeded. The City Council shall review the rate of growth on an annual basis in conjunction with the General Plan annual report to ensure consistency with the City's gradual assimilation policy.</p>	The San Luis Ranch Specific Plan is restricted to 500 units, consistent with General Plan performance measures for the Dalidio expansion area. Residential development implemented under the Plan will occur in phases, consistent with infrastructure requirements and General Plan policies.
1.11.3	Before a residential expansion area is developed, the City must have adopted a specific plan or a development plan for it. Such plans for residential expansion projects will provide for phased development, consistent with the population growth outlined in Table 3, and taking into account expected infill residential development.	The San Luis Ranch Specific Plan will satisfy this requirement.

## General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
1.13.3	The City may use annexation as a growth management tool, both to enable appropriate urban development and to protect open space. Areas within the urban reserve line which are to be developed with urban uses should be annexed before urban development occurs. The City may annex an area long before such development is to occur, and the City may annex areas which are to remain permanently as open space. An area may be annexed in phases, consistent with the city-approved specific plan or development plan for the area. Phasing of annexation and development will reflect topography, needed capital facilities and funding, open space objectives, and existing and proposed land uses and roads.	The San Luis Ranch Specific Plan includes agricultural and open space areas that will contribute to the rural setting of the area. The Agricultural Heritage Facilities and Learning Center, an active creek recreation area, a protected nature habitat area, and other open space areas are included in the proposed plan.
1.13.6	The City shall not allow development of any newly annexed private land until the City has adopted a specific or development plan for land uses, open space protection, roads, utilities, the overall pattern of subdivision, and financing of public facilities for the area.	Annexation of the Specific Plan Area concurrent with or subsequent to Specific Plan approval will ensure public services are adequately provided to residents.
1.13.7	The City shall approve development in newly annexed areas only when adequate City services can be provided for that development, without reducing the level of public services or increasing the cost of services for existing development and for build-out within the City limits.	The San Luis Ranch Specific Plan will ensure adequate provision of services by delivering fair-share funding for infrastructure improvements.
1.13.10	In addition to other requirements for adequate resources and services prior to development, the City shall require that adequate solid waste disposal capacity exists before granting any discretionary land use approval which would increase solid waste generation.	The San Luis Ranch Specific Plan will ensure adequate provision of services.
2.2.3	Neighborhoods should be protected from intrusive traffic. All neighborhood street and circulation improvements should favor pedestrians, bicyclists, and local traffic. Vehicle traffic on residential streets should be slow. To foster suitable traffic speed, street design should include measures such as narrow lanes, landscaped parkways, traffic circles, textured crosswalks, and, if necessary, stop signs, speed humps, bollards, and on-street parking and sidewalks.	The San Luis Ranch Specific Plan street network is designed to facilitate multimodal movement while deterring cut-through trips through residential neighborhoods. On-street parking and sidewalks will be provided in commercial and residential areas. Development standards emphasize pedestrian and bicycle mobility (alley parking access, limited driveways, and pedestrian access points).
2.2.4	The City shall provide all areas with a pattern of streets, pedestrian network, and bicycle facilities that promote neighborhood and community cohesiveness. There should be continuous sidewalks or paths of adequate width, connecting neighborhoods with each other and with public and commercial services and public open	The San Luis Ranch Specific Plan provides compact, connected commercial and residential areas with sidewalks, bike trails, and a segment of the Bob Jones Trail.

## General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
	space to provide continuous pedestrian paths throughout the city. Connectivity to nearby community facilities (such as parks and schools), open space, and supporting commercial areas shall also be enhanced, but shall not be done in a method that would increase cut-through traffic.	
2.2.5	The City shall treat streets, sidewalks, and front setbacks as a continuous open link among all areas of the city and with all land uses. These features should be designed as amenities for light, air, social contact, and community identity.	The San Luis Ranch Specific Plan development standards promote building form, public space design, and orientation consistent with the City's General Plan.
2.2.6	<p>The City shall promote livability and safety for all residents. Characteristics of quality neighborhoods vary from neighborhood to neighborhood, but often include one or more of the following characteristics:</p> <ul style="list-style-type: none"> <li>• A mix of housing type styles, density, and affordability</li> <li>• Design and circulation features that create and maintain a pedestrian scale.</li> <li>• Nearby services and facilities including schools, parks, retail (e.g., grocery store, drug store), restaurants and cafes, and community centers or other public facilities.</li> <li>• A tree canopy and well-maintained landscaping.</li> <li>• A sense of personal safety (e.g., low crime rate, short police and emergency response times).</li> <li>• Convenient access to public transportation.</li> <li>• Well-maintained housing and public facilities.</li> </ul>	The San Luis Ranch Specific Plan land use plan and development standards encourage build-out consistent with the General Plan. The Specific Plan includes a wide variety of housing types within easy reach of commercial, office, visitor-serving and agricultural facilities, with enhanced access to public and multimodal transportation and services, and integrated open and natural spaces.
2.3.1	The City shall promote a mix of compatible uses in neighborhoods to serve the daily needs of nearby residents, including schools, parks, churches, and convenient retail stores. Neighborhood shopping and services should be available within about one mile of all dwellings. When nonresidential, neighborhood-serving uses are developed, existing housing shall be preserved and new housing added where possible. If existing dwellings are removed for such uses, the development shall include replacement dwellings (no net loss of residential units).	The San Luis Ranch Specific Plan includes an integrated pedestrian network with commercial, service, parks and residential uses within walking distance.
2.3.2	The City shall seek to protect Residential areas from incompatible and detrimental non-residential activities and facilities.	The San Luis Ranch Specific Plan is consistent with the General Plan.
2.3.3	In designing development at the boundary between residential and non-residential uses, the City shall make protection of a residential atmosphere the first priority.	The San Luis Ranch Specific Plan development standards are calibrated to ensure compatibility between uses, and favor pedestrian scale and access over vehicular convenience.

## General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
2.3.4	The City shall ensure new residential development and redevelopment involving large sites are designed to orient low-density housing to local access streets, and medium- or high-density housing to driveways accessible from collector streets. Major arterials through residential areas shall provide only limited private access or controlled street intersections.	The San Luis Ranch Specific Plan street network and development standards encourage alley/side street access and orient driveway access away from primary streets.
2.3.5	The City shall require that all new residential development be integrated with existing neighborhoods. Where physical features make this impossible, the new development should create new neighborhoods.	The San Luis Ranch Specific Plan's residential component creates a new neighborhood, separated from adjacent existing residential neighborhoods by Madonna Road and Perfumo Creek.
2.3.6	The City shall encourage mixed-use projects, where appropriate and compatible with existing and planned development on the site and with adjacent and nearby properties. The City shall support the location of mixed-use projects and community and neighborhood commercial centers near major activity nodes and transportation corridors/transit opportunities where appropriate.	The San Luis Ranch Specific Plan creates a mixed-use project including residential, commercial, visitor-serving, office, agricultural, and open space uses. All components are served by new public and multi modal transportation facilities.
2.3.7	The City shall require residential developments to preserve and incorporate as amenities natural site features, such as landforms, views, creeks, wetlands, wildlife habitats, wildlife corridors, and plants.	The Specific Plan includes extensive landscaping with drought tolerant, native species, as well as restoration and enhancement of creeks, drainages, and habitat areas.
2.3.8	The City shall discourage the development of large parking lots and require parking lots be screened from street views. In general, parking should not be located between buildings and public streets.	The Specific Plan development standards require parking to be set back from sidewalk and in the front of the lot, with parking behind structures and screened by landscaping.
2.3.10	The City shall require new residential developments to respect site constraints such as property size and shape, ground slope, access, creeks and wetlands, wildlife habitats, wildlife corridors, native vegetation, and significant trees.	The Specific Plan is consistent with the General Plan.
2.3.11	Residential projects should provide: <ul style="list-style-type: none"> <li>A. Privacy, for occupants and neighbors of the project.</li> <li>B. Adequate usable outdoor area, sheltered from noise and prevailing winds, and oriented to receive light and sunshine.</li> <li>C. Use of natural ventilation, sunlight, and shade to make indoor and outdoor spaces comfortable with minimum mechanical support.</li> <li>D. Pleasant views from and toward the project;</li> <li>E. Security and safety.</li> <li>F. Bicycle facilities consistent with the City's</li> </ul>	The Specific Plan's residential component includes private open space and solar access, preservation of views, multimodal transportation facilities including a segment of the Bob Jones Trail, and public gathering spaces to foster community interaction.



## General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
	<p>Bicycle Plan.</p> <ul style="list-style-type: none"> <li>G. Adequate parking and storage space;</li> <li>H. Noise and visual separation from adjacent roads and commercial uses. (Barrier walls, isolating a project, are not desirable. Noise mitigation walls may be used only when there is no practicable alternative. Where walls are used, they should help create an attractive pedestrian, residential setting through features such as setbacks, changes in alignment, detail and texture, places for people to walk through them at regular intervals, and planting.)</li> <li>I. Design elements that facilitate neighborhood interaction, such as front porches, front yards along streets, and entryways facing public walkways.</li> <li>J. Buffers from hazardous materials transport routes, as recommended by the City Fire Department.</li> </ul>	
2.3.12	Residential areas may accommodate limited non-residential activities which generally have been compatible, such as child day care, elementary schools, churches, and home businesses meeting established criteria.	The Specific Plan's allowed uses are consistent with the General Plan.

# General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency																								
2.4.1	<p>The following residential density categories are established in (Table 1) within LUCE Planning Sub-area, and Table 2 for areas outside the LUCE Planning Sub-area but within the City's Planning Area. For planning studies conducted, Table 4 provides a typical population density for each residential land use designation. Residential density is expressed as the number of dwellings per acre of net site area within the designation. In determining net area, the following types of areas are excluded: sensitive features such as creeks, habitats of rare or endangered plants and animals, and significant trees; land dedicated in fee to the public for streets or neighborhood parks.</p> <p>For the categories other than Agriculture/Open Space, Residential Rural, Residential Suburban, and Low-Density Residential, densities are expressed in terms of a standard two-bedroom dwelling. This approach is intended to achieve population densities approximately like those indicated. More or fewer dwellings having different bedroom counts may be built depending on the number of people expected to live in a project, as indicated by the number of bedrooms. The population-density standards also apply to group residential facilities. (For allowed residential development in non-residential designations, see Table 1.)</p> <p><b>Table 4. Residential Population Assumptions*</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Designation</th> <th style="text-align: center;">Average Pop. Density (Persons per Acre)</th> <th style="text-align: center;">Maximum Dwelling Density (Units per Acre)</th> </tr> </thead> <tbody> <tr> <td>Unincorporated Agriculture/Open Space (AG/OS)</td> <td style="text-align: center;">0.10</td> <td style="text-align: center;">0.05 (1du/20ac)</td> </tr> <tr> <td>Unincorporated Residential Rural (RR)</td> <td style="text-align: center;">0.10</td> <td style="text-align: center;">0.05 (1du/20ac)</td> </tr> <tr> <td>Unincorporated Residential Suburban (RS)</td> <td style="text-align: center;">0.10</td> <td style="text-align: center;">0.05 (1du/20ac)</td> </tr> <tr> <td>Low Density Residential (LDR)</td> <td style="text-align: center;">20</td> <td style="text-align: center;">7</td> </tr> <tr> <td>Medium Density Residential (MDR)</td> <td style="text-align: center;">25</td> <td style="text-align: center;">12</td> </tr> <tr> <td>Medium-High Density Residential (MHDR)</td> <td style="text-align: center;">40</td> <td style="text-align: center;">20</td> </tr> <tr> <td>High Density Residential (HDR)</td> <td style="text-align: center;">55</td> <td style="text-align: center;">24</td> </tr> </tbody> </table> <p><small>*This table is intended to reflect average population estimates to be expected with each designation and does not reflect densities the City is striving to achieve.</small></p>	Designation	Average Pop. Density (Persons per Acre)	Maximum Dwelling Density (Units per Acre)	Unincorporated Agriculture/Open Space (AG/OS)	0.10	0.05 (1du/20ac)	Unincorporated Residential Rural (RR)	0.10	0.05 (1du/20ac)	Unincorporated Residential Suburban (RS)	0.10	0.05 (1du/20ac)	Low Density Residential (LDR)	20	7	Medium Density Residential (MDR)	25	12	Medium-High Density Residential (MHDR)	40	20	High Density Residential (HDR)	55	24	<p>The Specific Plan includes Medium, Medium-High, and High residential densities consistent with the General Plan.</p>
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2.3.2	<p>The City shall approve a density bonus for projects that:</p> <p style="margin-left: 20px;">A. Provide a receiving site, within expansion</p>	<p>Proposed Specific Plan includes affordable housing component. No</p>																								

## General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
	<p>areas or the downtown commercial core only, development credit transferred to protect open space;</p> <p>B. Include affordable housing for seniors or lower income households consistent with the requirements of State Law.</p>	density bonus is requested.
3.1.1	Commercial and industrial uses should be developed in appropriate areas where the natural slope of the land is less than ten percent.	The Plan Area is composed entirely of land with slopes less than ten percent.
3.1.2	The City shall require that commercial and industrial uses have access from arterial and collector streets, and be designed and located to avoid increasing traffic on residential streets.	The Specific Plan's street network will ensure access to commercial uses from arterial and collector streets.
3.2.1	The City should focus its retailing with regional draw in the locations of downtown, the area around the intersection of Madonna Road and Highway 101, and the area around Highway 101 and Los Osos Valley Road.	The Plan Area lies between Madonna Road and Los Osos Valley Road, adjacent to Highway 101.
3.2.2	The City shall direct most specialty retail stores to locate in the Downtown Core, in the Madonna Road area, or the Los Osos Valley Road area, and in other community shopping areas identified by the Community Commercial district where they will not detract from the role of the Downtown Core as the City's primary concentration of specialty stores; some may also be in neighborhood shopping centers so long as they are a minor part of the centers and serve neighborhood rather than citywide or regional markets.	The Plan Area is adjacent to existing commercial uses along Madonna Road, Los Osos Valley Road, and Highway 101. Commercial tenants will be chosen to complement the neighborhood and be supportive of businesses in the Downtown Core.
3.3.1	<p>The City shall provide for new or expanded areas of neighborhood commercial uses that:</p> <p>A. Are created within, or extended into, nonresidential areas adjacent to residential neighborhoods;</p> <p>B. Provide uses to serve nearby residents, not the whole city;</p> <p>C. Have access from arterial streets, and not increase traffic on residential streets;</p> <p>D. Have safe and pleasant pedestrian access from the surrounding service area, as well as good internal circulation;</p> <p>E. Are designed to be pedestrian-oriented, and architecturally compatible with the adjacent neighborhoods being served. Pedestrian-oriented features of project design should include:</p> <p style="margin-left: 20px;">i. Off-street parking areas located to the side or rear of buildings rather than between buildings and the street;</p> <p style="margin-left: 20px;">ii. Landscaped areas with public seating; and</p>	The Specific Plan includes neighborhood commercial uses within proximity to new and existing residential neighborhoods, as well as established commercial centers along Madonna Road. All uses within the Specific Plan Area are designed to be pedestrian-oriented and architecturally-compatible with the adjacent neighborhoods.

## General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
	<p>iii. Indoor or outdoor space for public use, designed to provide a focus for some neighborhood activities.</p>	
3.4.1	<p>The City may allow certain office uses with limited need for access to Downtown government services to be located away from the Downtown in areas designated Community Commercial. Appropriate types of office include those that provide direct “over-the-counter” services to customers and clients. Professional offices, and those identified by the Zoning Regulations as “production and administrative” offices may also be appropriate, particularly above the ground floor.</p>	<p>Office uses proposed as part of proposed plan are consistent with General Plan.</p>
3.5.1(B, C, and G)	<p>B. All types of office activities are appropriate in the Office district which surrounds the Downtown commercial area, though offices needing very large buildings or generating substantial traffic may not be appropriate in the area which provides a transition to residential neighborhoods.</p> <p>C. Medical services should be near the hospitals, and may also be located in other commercial areas of the City.</p> <p>G. Certain business and professional services with limited need for access to Downtown government services may be located in areas that are away from the Downtown, and designated Community Commercial. Appropriate types of offices include those that provide direct “over-the-counter” services to customers and clients. Professional offices may also be appropriate, particularly above the ground floor.</p>	<p>The Specific Plan’s office uses, including medical uses, are consistent with the General Plan.</p>
3.6.1	<p>The City shall promote San Luis Obispo as an attractive place for short-term stays, as well as an attractive destination for long-term visitors featuring its community character, natural qualities, historic resources, and its educational and cultural facilities. The City should emphasize conference and visitor-serving facilities which have a low impact upon the environment and upon existing landforms and landscapes, and which provide low-impact visitor activities and low-impact means of transportation.</p>	<p>The Specific Plan includes visitor-serving overnight accommodations and visitor-serving commercial uses with access to public and multimodal transportation options. The Specific Plan’s agricultural uses, including the Agricultural Heritage Facilities and Learning Center, highlight and promote agricultural history of San Luis Obispo to attract tourism.</p>
3.6.2	<p>The City shall encourage integration of visitor-serving uses with other types of uses, including overnight accommodations Downtown, near the airport, and near the train station; small-scale facilities (such as hostels or bed-and-breakfast places) may be located in Medium-High Density Residential and High-Density Residential Districts, where compatible. Visitor-serving</p>	<p>The Specific Plan’s hotel and retail uses are integrated near existing Madonna Road commercial uses and freeway access.</p>

## General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
	uses are especially appropriate where such uses have already concentrated: along upper Monterey Street; at the Madonna Road area; at certain freeway interchanges; and in the Downtown.	
3.8.3	The City shall identify suitable sites for new or expanded neighborhood centers as it prepares specific plans and development plans.	The Specific Plan Area has long been envisioned as a prime location for residential and other uses, compatible with agricultural and open space goals.
3.8.5	The City encourages compatible mixed uses in commercial districts.	Consistent with the General Plan, the Specific Plan includes mixed-use development.
3.8.6	The City shall: <ul style="list-style-type: none"> <li>A. Encourage development of additional conference and meeting space;</li> <li>B. Work with the City's art community in promoting arts oriented tourism;</li> <li>C. Develop concepts such as rail tours, historical tours, and bicycle tours; and</li> <li>D. Encourage development of appropriate recreational facilities for bicycles, golf, tennis, equestrian activities, soccer, swimming, fishing, and eco-tourism.</li> </ul>	The Specific Plan includes a hotel/conference center to serve needs of business travelers, visitors, and residents. The agricultural component of Specific Plan targets agri-tourism, highlighting agricultural history of the area. Also, the Specific Plan includes recreational facilities, including a segment of the Bob Jones Trail.
3.9	The City shall amend its Zoning Regulations to implement the changes included in the 2014 General Plan update program.	The Specific Plan's development standards are intended to further the goals of the San Luis Ranch/Dalido Ranch focus area outlined in the General Plan.
3.11	The City shall investigate ways to encourage more cohesion between the existing shopping centers on Madonna Road.	The Specific Plan circulation network connects existing neighborhoods to existing commercial centers along Madonna Road. Further, the Specific Plan provides new pedestrian and bicycle connections to commercial areas along Madonna and Los Osos Valley Roads, including a segment of the Bob Jones Trail.
5.2.1	The City shall cooperate with other agencies and with community groups to help provide facilities which meet broad community cultural needs.	The Specific Plan highlights the pre-historic and historic settings of the Plan Area's heritage.
5.2.4	The City shall continue to encourage inclusion of public art in all projects as appropriate.	The Specific Plan's development code is consistent with public art requirements of the SLO Zoning Code. The public art component of Specific Plan will highlight the Plan Area's natural and cultural history.

## General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
6.3.1	<p>The City shall designate the following types of land as open space:</p> <ul style="list-style-type: none"> <li>A. Upland and valley sensitive habitats or unique resources, as defined in the Conservation and Open Space Element, including corridors which connect habitats.</li> <li>B. Undeveloped prime agricultural soils which are to remain in agricultural use as provided in Policy 1.9.2.</li> <li>C. Those areas which are best suited to non-urban uses due to: infeasibility of providing proper access or utilities; excessive slope or slope instability; wildland fire hazard; noise exposure; flood hazard; scenic value; wildlife habitat value, including sensitive habitats or unique resources as defined in the Conservation and Open Space Element; agricultural value; and value for passive recreation.</li> <li>D. A greenbelt, outside the urban reserve, that surrounds the ultimate boundaries of the urban area, and which should connect with wildlife corridors that cross the urbanized area.</li> <li>E. Sufficient area of each habitat type to ensure the ecological integrity of that habitat type within the urban reserve and the greenbelt, including connections between habitats for wildlife movement and dispersal; these habitat types will be as identified in the natural resource inventory, as discussed in the "Background to this Land Use Element Update" and in Community Goal #8.</li> </ul> <p>Public lands suited for active recreation will be designated Park on the General Plan Land Use Element Map. The City may establish an agricultural designation. (See the Conservation and Open Space Element for refinements of these policies.)</p>	<p>The Specific Plan preserves approximately 50% of the site in agriculture and open space. Agricultural operations will be protected and highlighted via the farm and agricultural learning center. The Plan Area's natural habitat areas will be restored and enhanced. The Specific Plan also includes active recreation areas.</p>
6.3.2	<p>Lands designated Open Space should be used for purposes which do not need urban services, major structures, or extensive landform changes. Such uses include: watershed protection; wildlife and native plant habitat; grazing; cultivated crops; and passive recreation. The City shall require that buildings, lighting, paving, use of vehicles, and alterations to the landforms and native or cultural landscapes on open space lands are minimized, so rural character and resources are maintained. Buildings and paved surfaces, such as parking or roads, shall not exceed the following: where a parcel smaller than ten acres already exists, five</p>	<p>The Specific Plan includes open space, production agriculture, and an Agricultural Heritage Facilities and Learning Center. The Specific Plan's development standards are consistent with site coverage standards of the San Luis Obispo Zoning Code.</p>

## General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
	percent of the site area; on a parcel of ten acres or more, three percent. (As explained in the Conservation and Open Space Element, the characteristics of an open space area may result in it being suitable for some open space uses, but not the full range.) Parcels within Open Space areas should not be further subdivided.	
6.6.1	<p>The City shall manage its lake, creeks, wetlands, floodplains, and associated wetlands to achieve the multiple objectives of:</p> <ul style="list-style-type: none"> <li>A. Maintaining and restoring natural conditions and fish and wildlife habitat;</li> <li>B. Preventing loss of life and minimizing property damage from flooding;</li> <li>C. Providing recreation opportunities which are compatible with fish and wildlife habitat, flood protection, and use of adjacent private properties;</li> <li>D. Recognizing and distinguishing between those sections of creeks and Laguna Lake which are in urbanized areas, such as the Downtown core, and sections which are in largely natural areas. Those sections already heavily impacted by urban development and activity may be appropriate for multiple use whereas creeks and lakeshore in a more natural state shall be managed for maximized ecological value.</li> </ul>	The Specific Plan will restore and enhance capacity and habitat values in riparian zones and includes no built structures within the Plan Area's flood plain.
6.6.3	The City shall require new public or private developments adjacent to the lake, creeks, and wetlands to respect the natural environment and incorporate the natural features as project amenities, provided doing so does not diminish natural values. Developments along creeks should include public access across the development site to the creek and along the creek, provided that wildlife habitat, public safety, and reasonable privacy and security of the development can be maintained, consistent with the Conservation and Open Space Element.	The Specific Plan is consistent with San Luis Obispo Zoning Code regarding development adjacent to creeks, wetlands, and lakes. The Specific Plan includes public access and enhanced habitat values along drainages and Perfumo Creek.
6.6.5	The City shall encourage the use of methods to facilitate rainwater percolation for roof areas and outdoor hardscaped areas where practical to reduce surface water runoff and aid in groundwater recharge.	The Specific Plan details requirements for best management practices (BMPs) regarding site drainage and impervious coverage consistent with San Luis Obispo Zoning Code Chapter 12.08 (Urban Storm Water Quality Management and Discharge Control).
6.6.6	The City shall require project designs that minimize drainage concentrations and impervious coverage. Floodplain areas should be avoided and, where feasible, any channelization shall be designed to provide the appearance of a natural water course.	The Specific Plan details requirements for best management practices (BMPs) regarding site drainage and impervious coverage consistent with San Luis Obispo Zoning Code Chapter 12.08. The

## General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
		Plan Area portions falling within the 100-year floodplain will comply with San Luis Obispo Zoning Ordinance Chapter 17.84 (Floodplain Management Regulations).
6.6.7	The City shall require appropriate runoff control measures as part of future development proposals to minimize discharge of urban pollutants (such as oil and grease) into area drainages.	The Specific Plan details requirements for best management practices (BMPs) regarding site drainage and impervious coverage consistent with San Luis Obispo Zoning Code Chapter 12.08.
7.3	Land use density and intensity shall carefully balance noise impacts and the progression in the degree of reduced safety risk further away from the runways, using guidance from the San Luis Obispo County Regional Airport Land Use Plan, State Aeronautics Act, and California Airport Land Use Planning Handbook guidelines. The City shall use the Airport Master Plan forecasts of aviation activity as a reasonably foreseeable projection of ultimate aviation activity sufficient for long-term land use planning purposes. Prospective buyers of property subject to airport influence should be so informed.	The Specific Plan preserves southeastern portion of the site as open space. Residential and commercial uses are clustered in the portions of the site adjacent to Madonna Road. The Specific Plan's uses are consistent with the Airport Master Plan, California State Aeronautics Act and California Airport Land Use Planning Handbook's standards and guidelines, as well as the City's safety and noise standards.
7.4	Density and allowed uses within the Airport Safety Zones shall be consistent with the San Luis Obispo County Regional Airport Land Use Plan unless the City overrides a determination of inconsistency in accordance with Section 21676 and 21676.5 et. seq. of the Public Utilities Code. If the City overrides a determination, all land uses shall be consistent with the State Aeronautics Act and guidance provided in the California Airport Land Use Planning Handbook guidelines, City policies, and noise standards as substantiated by the San Luis Obispo County Airport Master Plan activity forecasts as used for noise planning purposes.	The Specific Plan preserves southeastern portion of the site as open space. Residential and commercial uses are clustered in the portions of the site adjacent to Madonna Road. The Specific Plan's uses are consistent with the Airport Master Plan, California State Aeronautics Act and California Airport Land Use Planning Handbook's standards and guidelines, as well as the City's safety and noise standards.
7.5	The City shall use the aircraft noise analysis prepared for the Airport Master Plan Environmental Impact Report as an accurate mapping of the long term noise impact of the airport's aviation activity that is tied to the ultimate facilities development depicted in the FAA-approved Airport Layout Plan. The City shall use the 60 dB CNEL aircraft noise contour (FAA and State aircraft noise planning standard) as the threshold for new urban residential areas. Interiors of new residential structures shall be constructed to meet a maximum 45 dB CNEL.	The Specific Plan preserves the southeastern portion of the site as open space. Residential and commercial uses are clustered in the portions of the site adjacent to Madonna Road. The Specific Plan's uses are consistent with the Airport Master Plan, California State Aeronautics Act and California Airport Land Use Planning Handbook's standards and guidelines, as well as the City's safety and noise standards.



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General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
7.17	<p>The City shall update its Zoning Regulations to address allowable uses and development standards for areas located within the Airport Influence Area consistent with the requirements of the State Aeronautics Act, Caltrans Handbook and related state and federal requirements relating to airport land use compatibility. These development standards will include, but not limited to, intensity and density limitations, identification of prohibited uses, infill development, height limitations and other hazards to flight, noise insulation requirements, buyer awareness measures, nonconforming uses and reconstruction, and the process for airport compatibility criteria reviews by the City consistent these development standards.</p>	<p>The Specific Plan is consistent with San Luis Obispo City requirements for development within the Airport Influence Area.</p>
8.1.1	<p>The City shall require the completion and approval of a specific plan and associated General Plan Amendment prior to annexation (if applicable) and development of land within an area designated as a Specific Plan Area on Figure 10. The required General Plan Amendment will modify the General Plan Land Use Diagram to reflect the land use diagram from the approved specific plan, based on the land uses listed under "Performance Standards" for each site. For each Specific Plan site identified in this section, the location, purpose, and performance standards for that site are defined. The performance standards section defines the following standards that must be met as part of the specific plan submitted for each site.</p> <ul style="list-style-type: none"> <li>A. Type: This defines the basic type of use being described.</li> <li>B. Designations Allowed: This defines the standard General Plan designations that can be used to describe the development proposed. See Table 1 for ranges allowed.</li> <li>C. % of Site: This defines the percent of each site dedicated to open space (using the gross project site).</li> <li>D. Minimum: This provides a minimum development assumed for each site. For residential and commercial types, these are not considered requirements, and a number lower than that shown can be proposed.</li> <li>E. Maximum: In order to exceed the minimum development for a given site, transfer of development credits or other permanent protection of open space would be provided. Development credits would be transferred from areas in the city, the urban reserve, or the greenbelt where development would be less appropriate, generally those designated</li> </ul>	<p>The Specific Plan satisfies this requirement for annexation/development of the San Luis Ranch/Dalidio Specific Plan Area.</p>

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	<p>conservation/open space or, on the County's map, agriculture or rural lands.</p> <p>The performance standards listed are to supplement other City requirements, standards, and Zoning Code requirements. If a conflict occurs, the most stringent standard shall apply.</p>	
8.1.2	<p>All specific plans prepared for a Specific Plan Area must meet the requirements of State law and be comprised of four planning frameworks. Within each framework, the specific plan will provide the goals and policies that will guide future decisions on projects within the specific plan area. The plan will also include a detailed implementation plan that will identify responsibilities, financing requirements, and phasing/timing.</p> <p>The <b>Land Use Framework</b> will include the proposed land use pattern, actual development densities in each subarea on the project site, and development phasing. The framework will also include specifics on development standards.</p> <p>The Specific Plan prepared will provide complete guidance on the land use provisions that will guide future development within the Planning Area. At a minimum, these provisions will address the following topics. In consultation with City staff, other topics may be required depending on site specific needs.</p> <p>A. <b>Land Use Classification.</b> A land use classification system that clearly identifies the uses that may be allowed in each subarea. Based on the land use designations listed under "Performance Standards" section for each site, the specific plan will provide further details on development standards for each subarea. This classification system would use clear terminology to define and further describe allowable uses. Both the land use classification system and the uses allowed within the various subareas will provide for an overall mix of uses.</p> <p>B. <b>General Site Planning and Development Standards.</b> These standards will specify the requirements that would be applied to all development and land uses regardless of the applicable land use designation. These would address, as appropriate, sensitive resources; site access requirements; energy efficiency; fences, walls, hedges, buffers, and other screening; noise</p>	<p>The Specific Plan includes all required Specific Plan components outlined in the General Plan.</p>

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	<p>regulations; outdoor lighting standards; performance standards (e.g., air quality, glare, vibration, etc.), undergrounding of utilities; and other similar topics. Planning should also address how the development will be designed to enhance compatibility with adjacent properties.</p> <p>C. <b>Development Standards.</b> Development standards for each land use designation (e.g., building forms, design objectives, land use objectives, height limitations, setback requirements, site coverage requirements, etc.) will be organized in tables and graphically illustrated wherever possible.</p> <p>D. <b>Housing Mix.</b> The specific plan will discuss the proposed mix of housing types within the area. In keeping with the City's Housing Element, affordable housing requirements and density bonus provisions and related incentives will be incorporated as appropriate. A key to the housing component will be to incorporate a mix of housing types, and to provide phasing mechanisms that ensure to the City the development of this housing mix as a part of each phase of the project.</p> <p>The <b>Design Framework</b> will provide detailed design guidelines that will be used as the specific is implemented/developed. The purpose of these guidelines will be to establish the expected level of design within the area while still maintaining project flexibility and innovation. The objective of this framework is not to dictate a specific design, but to establish design expectations.</p> <p>The design guidelines will be illustrated to help explain the intent and expectations. This part of the Specific Plan will also incorporate detailed landscaping standards.</p> <p>The Design Framework will also provide guidance on the integration of the streetscape into the overall project design. The framework will define public improvements and the public rights-of-way to define the overall character of the streetscape.</p> <p>The <b>Circulation Framework</b> will include the proposed circulation network system elements, design standards, and system phasing. This framework will address all</p>	

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	<p>modes of circulation as well as parking and loading standards if different from the standard City requirements.</p> <p>The <b>Infrastructure/Public Facilities Framework</b> will cover infrastructure requirements (water, sewer, storm drainage, electricity, natural gas, and communications) as well as parkland, schools, and other public facilities. For infrastructure, the framework will address the proposed trunk infrastructure system improvements and system phasing necessary to support implementation of the land use plan and financing mechanisms to implement planned facilities.</p>	
8.1.4	<p><b>Location:</b> This Specific Plan Area is located in the southwest quarter of the city at the corner of Madonna Road and Dalidio Drive. The site is approximately 132 acres and is currently used for agricultural purposes. The site is primarily flat topographically. The entire site is within the City’s Planning Area, but is outside the current city limits.</p> <p><b>Purpose:</b> This project site should be developed as a mixed use project that maintains the agricultural heritage of the site, provides a commercial/office transition to the existing commercial center to the north, and provides a diverse housing experience. Protection of the adjacent creek and a well-planned integration into the existing circulation system will be required.</p> <p>The Specific Plan for this area should consider and address the following land use and design issues.</p> <ol style="list-style-type: none"> <li>a. Provide land and appropriate financial support for development of a Prado Road connection. Appropriate land to support road infrastructure identified in the EIR (overpass or interchange) at this location shall be dedicated as part of any proposal.</li> <li>b. Circulation connections to integrate property with surrounding circulation network for all modes of travel.</li> <li>c. Connection to Froom Ranch and Calle Joaquin, if proposed, shall not bifurcate onsite or neighboring agricultural lands. Any connection to Calle Joaquin shall be principally a secondary/emergency access by design.</li> <li>d. Development shall include a transit hub. Developer shall work with transit officials to provide express connections to Downtown area.</li> <li>e. Maintain agricultural views along Highway 101 by</li> </ol>	<p>The Specific Plan conforms to performance standards for unit count and development square footage. The Specific Plan provides for continued production agriculture and an agricultural learning center, a variety of housing types, attractive transition from existing commercial development to the north, creek restoration and enhancement, and circulation improvements.</p> <p>The Specific Plan’s land use plan and development standards maintain and protect scenic views available by driving along Highway 101.</p> <p>The Specific Plan’s open space uses are integrated with the City farm, by providing an adjacent farm and agricultural learning center.</p> <p>The Specific Plan’s development standards are designed for walkability, multimodal transportation, and biking, and near parking access. Neighborhood commercial uses are a key component of the Specific Plan.</p> <p>The Specific Plan includes:</p> <ul style="list-style-type: none"> <li>• Fair-share funding of the Prado Road extension</li> <li>• Connections to the Bob Jones Trail</li> <li>• Emergency access to rear of</li> </ul>

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	<p>maintaining active agricultural uses on the site, and maintain viewshed of Bishop Peak and Cerro San Luis.</p> <p>f. Maintain significant agricultural and open space resources on site. Land dedicated to Agriculture shall be of size, location, and configuration appropriate to maintain a viable, working agricultural operation.</p> <p>g. Where buffering or transitions to agricultural uses are needed to support viability of the agricultural use, these shall be provided on lands not counted towards the minimum size for the agriculture/open space component. Provide appropriate transition to agricultural uses on-site.</p> <p>h. Integrate agricultural open space with adjacent SLO City Farm and development on property.</p> <p>i. Site should include walkable retail and pedestrian and bicycle connections to surrounding commercial and residential areas.</p> <p>j. Commercial and office uses shall have parking placed behind and to side of buildings so as to not be a prominent feature.</p> <p>k. Neighborhood Commercial uses for proposed residential development shall be provided.</p> <p>l. Potential flooding issues along Perfumo Creek need to be studied and addressed without impacting off-site uses.</p> <p>m. All land uses proposed shall be in keeping with safety parameters described in this General Plan or other applicable regulations relative to the San Luis Obispo Regional Airport.</p> <p>n. Historic evaluation of the existing farm house and associated structures shall be included.</p>	<p>site along Calle Joaquin</p> <ul style="list-style-type: none"> <li>• Extension of Froom Ranch Road connecting LOVR &amp; Prado.</li> <li>• New transit facility to encourage public transportation options to other areas of the City, including the Downtown</li> <li>• Perfumo Creek and tributaries will be evaluated for drainage capacity, and capacity will be increased if indicated and consistent with habitat restoration and enhancement.</li> <li>• All existing structures on site will be evaluated for historic and cultural significance. When feasible, historic structures will be adaptively reused for the on-site agricultural learning center.</li> </ul>

## General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency																																									
	<p>Performance Standards: This Specific Plan shall meet the following performance standards.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Type</th> <th style="text-align: center;">Designations Allowed</th> <th style="text-align: center;">% of Site</th> <th style="text-align: center;">Min</th> <th style="text-align: center;">Max</th> </tr> </thead> <tbody> <tr> <td rowspan="4" style="text-align: center;">Residential</td> <td style="text-align: center;">LDR</td> <td rowspan="4"></td> <td rowspan="4" style="text-align: center;">350 units</td> <td rowspan="4" style="text-align: center;">500 units</td> </tr> <tr> <td style="text-align: center;">MDR</td> </tr> <tr> <td style="text-align: center;">MHDR</td> </tr> <tr> <td style="text-align: center;">HDR</td> </tr> <tr> <td rowspan="2" style="text-align: center;">Commercial</td> <td style="text-align: center;">NC</td> <td rowspan="2"></td> <td rowspan="2" style="text-align: center;">50,000 SF</td> <td rowspan="2" style="text-align: center;">200,000 SF</td> </tr> <tr> <td style="text-align: center;">CC</td> </tr> <tr> <td style="text-align: center;">Office/High Tech</td> <td style="text-align: center;">O</td> <td></td> <td style="text-align: center;">50,000 SF</td> <td style="text-align: center;">150,000 SF</td> </tr> <tr> <td style="text-align: center;">Hotel/Visitor-serving</td> <td></td> <td></td> <td></td> <td style="text-align: center;">200 rooms</td> </tr> <tr> <td style="text-align: center;">Parks</td> <td style="text-align: center;">PARK</td> <td></td> <td></td> <td></td> </tr> <tr> <td rowspan="2" style="text-align: center;">Open Space/ Agriculture</td> <td style="text-align: center;">OS</td> <td rowspan="2" style="text-align: center;">minimum 50%</td> <td rowspan="2"></td> <td style="text-align: center;">no maximum</td> </tr> <tr> <td style="text-align: center;">AG</td> <td></td> </tr> </tbody> </table>	Type	Designations Allowed	% of Site	Min	Max	Residential	LDR		350 units	500 units	MDR	MHDR	HDR	Commercial	NC		50,000 SF	200,000 SF	CC	Office/High Tech	O		50,000 SF	150,000 SF	Hotel/Visitor-serving				200 rooms	Parks	PARK				Open Space/ Agriculture	OS	minimum 50%		no maximum	AG		
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9.5	<p>The City shall reduce heat effects of urban development by requiring new development to incorporate, as appropriate, features such as reduced hardscape, light or heat reflective roofing, and shade trees.</p>	<p>The Specific Plan includes minimum feasible hardscaping, consistent with circulation, connectivity, and water quality goals of the General Plan. The Specific Plan also includes extensive landscaping requirements, such as provision of trees and drought-tolerant, native plantings consistent with the San Luis Obispo Design Guidelines.</p>																																									
9.7 (E, F, G)	<p>The City shall promote and, where appropriate, require sustainable building practices that consume less energy, water and other resources, facilitate natural ventilation, use daylight effectively, and are healthy, safe, comfortable, and durable. Projects shall include, unless deemed infeasible by the City, the following sustainable design features.</p> <p><b>E. Efficient Landscaping</b> Include landscaping that reduces water use through use of drought-tolerant/native plant species, high-efficiency irrigation (drip irrigation), and reduction or elimination of the use of turf. Collection and use of site runoff and rainwater harvesting in landscape irrigation is encouraged.</p> <p><b>F. Solar Orientation</b> Optimize solar orientation of structures to the extent possible.</p> <p><b>G. Privacy and Solar Access</b> New buildings</p>	<p>The Specific Plan is consistent with San Luis Obispo Water Efficient Landscape Ordinance, and will meet or exceed Title 24 energy standards. The Specific Plan includes development standards to ensure solar access.</p>																																									

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	outside of the downtown will respect the privacy and solar access of neighboring buildings and outdoor areas, particularly where multistory buildings or additions may overlook backyards of adjacent dwellings.	
9.8	The City shall: A. Promote infrastructure expansion where it will be more efficient and effective, and does not promote growth inducement outside the urban reserve line. B. Focus infrastructure improvements in designated growth areas and contiguous to existing development.	The Plan Area lies within an existing urbanized area, contiguous with existing developed neighborhoods and commercial uses.
10.1	All residences should be within close proximity to food outlets including grocery stores, farmers markets, and community gardens.	The Specific Plan's residential uses are within walking distance of commercial uses, the Plan's Agricultural Heritage Facilities and Learning Center, and farm stand and grocery stores.
10.2	The City shall support sustainable local food systems, including farmer's markets, community supported agriculture, urban agriculture, and healthy food retailers.	The Specific Plan includes urban agricultural uses, including an Agricultural Heritage Facilities and Learning Center and farm stand open to the public. These uses will support local agricultural producers and encourage area residents and visitors to learn about the region's rich agricultural heritage.
10.3	The City shall continue to support the development of community gardens.	Community gardens, you-pick fields, and farm workdays are included in the Specific Plan.
10.4	The City shall encourage projects which provide for and enhance active and environmentally sustainable modes of transportation, such as pedestrian movement, bicycle access, and transit services.	The Specific Plan includes walking and biking trails, including a segment of the Bob Jones Trail, and promotes non-motorized transportation through building design standards and a connected roadway network with sidewalks and bike lanes.
<b>Circulation</b>		
<b>Goals</b>		
1	Maintain accessibility and protect the environment throughout San Luis Obispo while reducing dependence on single-occupant use of motor vehicles, with the goal of achieving State and Federal health standards for air quality.	The Specific Plan promotes walking and biking as key modes of transportation through its emphasis on pedestrian and bike access and connectivity as well as its close

## General Plan Consistency

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		proximity to employment centers. These factors will reduce single-occupant commuting and associated impacts to area roadways and air quality.
2	Reduce people's use of their cars by supporting and promoting alternatives such as walking, riding buses and bicycles, and using car pools.	The Specific Plan promotes walking and biking as key modes of transportation through its emphasis on pedestrian and bike access and connectivity as well as its close proximity to employment centers. The Specific Plan includes connection to Bob Jones Trail and facilitation of public transportation.
3	Provide a system of streets that are well-maintained and safe for all forms of transportation.	The Specific Plan's street network includes a hierarchy of streets depending on traffic and use. Street sections are narrow in order to reduce design speeds.
9	Support the development and maintenance of a circulation system that balances the needs of all circulation modes.	Circulation element of Specific Plan encourages multimodal transportation that will balance needs of pedestrians, bicycles, public transportation, and automobiles.

### Policies/Programs

	<p>San Luis Obispo should:</p> <ol style="list-style-type: none"> <li>1. Increase the use of alternative forms of transportation (as shown on Table 1) and depend less on the single-occupant use of vehicles.</li> <li>2. Ask the San Luis Obispo Regional Transportation Agency to establish an objective similar to #1 and support programs that reduce the interregional use of single-occupant vehicles and increase the use of alternative forms of transportation.</li> </ol> <p>Table 1. Modal Split Objectives</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Type of Transportation</th> <th style="text-align: center;">% of City Resident Trips</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Motor Vehicles</td> <td style="text-align: center;">50%</td> </tr> <tr> <td style="text-align: center;">Transit</td> <td style="text-align: center;">12%</td> </tr> <tr> <td style="text-align: center;">Bicycle</td> <td style="text-align: center;">20%</td> </tr> <tr> <td style="text-align: center;">Walking, Car Pools, and other Forms</td> <td style="text-align: center;">18%</td> </tr> </tbody> </table>	Type of Transportation	% of City Resident Trips	Motor Vehicles	50%	Transit	12%	Bicycle	20%	Walking, Car Pools, and other Forms	18%	<p>San Luis Ranch will provide an on-site transit center and a host of bicycle and pedestrian amenities (please see Chapter 7) all intended to reduce automobile dependence and encourage alternative modes of transportation.</p>
Type of Transportation	% of City Resident Trips											
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2.1.1	The City shall support county-wide and community-based efforts aimed at substantially reducing the number of vehicle trips and parking demand.	The Specific Plan promotes walking and biking as key modes of transportation through its emphasis on pedestrian and bike access and connectivity as well as its close proximity to employment centers. These factors will reduce single-occupant commuting and associated impacts to area roadways and air quality County-wide. The Specific Plan reduces parking needs for commercial and residential uses by promoting alternative transportation modes. The reduced parking supply can act as an incentive for alternate modes of transportation.
4.1.1	The City shall expand the bicycle network and provide end-of-trip facilities to encourage bicycle use and to make bicycling safe, convenient and enjoyable.	The Specific Plan emphasizes multimodal connectivity and is consistent with San Luis Obispo Bicycle Master Plan.
4.1.4	The City shall require that new development provide bikeways, secure bicycle storage, parking facilities and showers consistent with City plans and development standards. When evaluating transportation impacts, the City shall use a Multimodal Level of Service analysis.	The Specific Plan's development standards include provision for bicycle parking and storage for commercial and residential uses.
4.1.10	The City shall identify and pursue the acquisition of right-of-ways needed to implement the projects identified in the City's Bicycle Transportation Plan.	The Specific Plan includes segments of Bob Jones Trail and public right-of-way dedication, and is consistent with San Luis Obispo Bicycle Master Plan.
5.1.1	The City shall encourage and promote walking as a regular means of transportation.	The Specific Plan promotes walking and biking as key modes of transportation through its emphasis on pedestrian and bike access and connectivity as well as its close proximity to employment centers.
5.1.2	The City should complete a continuous pedestrian network connecting residential areas with major activity centers as well as trails leading into city and county open spaces.	Consistent with City standards, the Specific Plan includes walking and biking trails connecting existing and future residential neighborhoods to open space and commercial uses.
5.1.3	New development shall provide sidewalks and pedestrian paths consistent with City policies, plans, programs and standards.	Consistent with City standards, the Specific Plan includes sidewalks, walking and biking trails connecting existing and future residential neighborhoods to open space and commercial uses.

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5.1.4	New or renovated commercial and government public buildings shall provide convenient pedestrian access from nearby sidewalks and pedestrian paths, separate from driveways and vehicle entrances.	The Specific Plan's development standards encourage parking and driveway access to be located at the rear or side of the parcel, which minimizes conflict between pedestrians and automobiles at the front entrance.															
6.1.1	The City shall design and operate city streets to enable safe, comfortable, and convenient access and travel for users of all abilities including pedestrians, bicyclists, transit users, and motorists.	The Specific Plan encourages multimodal transportation that will balance needs of pedestrians, bicycles, public transportation, and automobiles.															
6.1.2	<p>The City shall strive to achieve level of service objectives and shall maintain level of service minimums for all four modes of travel; Pedestrians, Bicyclists, Transit, &amp; Vehicles per Table 2 and the Highway Capacity manual.</p> <p><b>Table 2. MMLOS Objectives, Service Standards, and Significance Criteria</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Travel Mode</th> <th style="text-align: left;">LOS OBJECTIVE</th> <th style="text-align: left;">MINIMUM LOS STANDARD</th> </tr> </thead> <tbody> <tr> <td>Bicycle<sup>1</sup></td> <td>B</td> <td>D</td> </tr> <tr> <td>Pedestrian<sup>2</sup></td> <td>B</td> <td>C</td> </tr> <tr> <td>Transit<sup>3</sup></td> <td>C</td> <td>Baseline LOS or LOS D, whichever is lower</td> </tr> <tr> <td>Vehicle</td> <td>C</td> <td>E (Downtown), D (All Other Routes)</td> </tr> </tbody> </table> <p>Notes:                      (1) Bicycle LOS objectives &amp; standards only apply to routes identified in the City's adopted Bicycle Transportation Plan.                      (2) Exceptions to minimum pedestrian LOS objectives &amp; standards may apply when its determined that sidewalks are not consistent with neighborhood character including topography, street design and existing density.                      (3) Transit LOS objectives &amp; standards only apply to routes identified in the City's Short Range Transit Plan.</p>	Travel Mode	LOS OBJECTIVE	MINIMUM LOS STANDARD	Bicycle <sup>1</sup>	B	D	Pedestrian <sup>2</sup>	B	C	Transit <sup>3</sup>	C	Baseline LOS or LOS D, whichever is lower	Vehicle	C	E (Downtown), D (All Other Routes)	<p>The traffic analysis for the Specific Plan will compare level of service (LOS) to General Plan Standards.</p> <p>LOS and VMT Traffic analysis currently underway.</p>
Travel Mode	LOS OBJECTIVE	MINIMUM LOS STANDARD															
Bicycle <sup>1</sup>	B	D															
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6.1.3	<p>In addition to maintaining minimum levels of service, multimodal service levels should be prioritized in accordance with the established modal priorities designated in Table 3, such that construction, expansion, or alteration for one mode should not degrade the service level of a higher priority mode.</p> <p><b>Table 3 Modal Priorities for Level of Service</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Complete Streets Areas</th> <th style="text-align: left;">Priority Mode Ranking</th> </tr> </thead> <tbody> <tr> <td>Downtown &amp; Upper Monterey Street</td> <td>1. Pedestrians 3. Transit 2. Bicycles 4. Vehicle</td> </tr> <tr> <td>Residential Corridors &amp; Neighborhoods</td> <td>1. Pedestrians 3. Vehicle 2. Bicycles 4. Transit</td> </tr> <tr> <td>Commercial Corridors &amp; Areas</td> <td>1. Vehicles 3. Transit 2. Bicycles 4. Pedestrians</td> </tr> </tbody> </table>	Complete Streets Areas	Priority Mode Ranking	Downtown & Upper Monterey Street	1. Pedestrians 3. Transit 2. Bicycles 4. Vehicle	Residential Corridors & Neighborhoods	1. Pedestrians 3. Vehicle 2. Bicycles 4. Transit	Commercial Corridors & Areas	1. Vehicles 3. Transit 2. Bicycles 4. Pedestrians	The Specific Plan considers priority mode ranking when developing roadway network.							
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# General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency				
	<table border="1" style="width: 100%;"> <tr> <td style="width: 35%;">Regional Arterial and Highway Corridors</td> <td>1. Vehicles 3. Bicycles 2. Transit 4. Pedestrians</td> </tr> <tr> <td colspan="2">Notes: Exceptions to multimodal priorities may apply when in conflict with safety or regulatory requirements or conflicts with area character, topography, street design, and existing density.</td> </tr> </table>	Regional Arterial and Highway Corridors	1. Vehicles 3. Bicycles 2. Transit 4. Pedestrians	Notes: Exceptions to multimodal priorities may apply when in conflict with safety or regulatory requirements or conflicts with area character, topography, street design, and existing density.		
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Notes: Exceptions to multimodal priorities may apply when in conflict with safety or regulatory requirements or conflicts with area character, topography, street design, and existing density.						
6.1.4	<p>Any degradation of the level of service shall be minimized to the extent feasible in accordance with the modal priorities established in Policy 6.0.2C. If the level of service degrades below thresholds established in Policy 6.0.1, it shall be determined a significant impact for purposes of environmental review under the California Environmental Quality Act (CEQA). For roadways already operating below the established MMLOS standards, any further degradation to the MMLOS score will be considered a significant impact under CEQA.</p> <p>Where a potential impact is identified, the City in accordance with the modal priorities established in Policy 6.0.2, can determine if the modal impact in question is adequately served through other means e.g., another parallel facility or like service. Based on this determination, a finding of no significant impact may be determined by the City.</p>	<p>The Specific Plan will be studied and evaluated under CEQA requirements, using both LOS and VMT modeling. Mitigation measures will be implemented for any significant impacts, as required by the City.</p>				
7.2.7	<p>The City shall adopt an access management policy to control location, spacing, design and operation of driveways, median openings, crosswalks, interchanges and street connections to a particular roadway in a manner that preserves the safety and efficiency of the transportation system.</p>	<p>In absence of a City adopted access management policy, the Specific Plan's development standards will provide standards for driveway widths and access, intersections and crosswalks, and other transportation facilities in order to maintain safe and efficient circulation.</p>				
8.1.4	<p>The City shall ensure that neighborhood traffic management projects:</p> <ul style="list-style-type: none"> <li>A. Provide for the mitigation of adverse impacts on all residential neighborhoods.</li> <li>B. Provide for adequate response conditions for emergency vehicles.</li> <li>C. Provide for convenient and safe through bicycle and pedestrian traffic.</li> </ul>	<p>The Specific Plan ensures adequate public and emergency vehicular access, as well as safe and convenient pedestrian and bicycle routes.</p>				

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8.1.6	In new, non-infill developments, dwellings shall be set back from Regional Routes and Highways, Parkway Arterials, Arterials, Residential Arterials, and Collector streets so that interior and exterior noise standards can be met without the use of noise walls.	All residential uses proposed with the Specific Plan are set back from Highway 101, Madonna Road, and all planned arterial and collector streets, which ensures consistency with interior and exterior noise standards. No noise walls are proposed.
9.1.1	The City shall require that new development assumes its fair share of responsibility for constructing new streets, bike lanes, sidewalks, pedestrian paths and bus turn-outs or reconstructing existing facilities.	The Specific Plan includes implementation and fair-share financing plan for proposed infrastructure improvements.
9.1.5	The City shall require rights-of-way to be reserved through the building setback line process or through other mechanisms so that options for making transportation improvements are preserved.	Property adjacent to existing arterial or collector roads (Madonna, Prado, and Froom Ranch) shall be oriented inward (to local streets) allowing rear/side setbacks consistent with General Plan to allow for future transportation improvements. Public rights of way are included in the Specific Plan's circulation design standards.
9.2.1	The City will establish building setback lines for routes listed on Table 5.	Table 5 has yet to be completed. The Specific Plan includes adequate setbacks from regional routes, arterials and collector roads.
9.2.5	As part of any proposal to further develop the Dalidio Madonna Area, the alignment and design of extensions of Froom Ranch Way and Calle Joaquin connecting with Prado Road (west of Route 101) shall be evaluated and established if consistent with the Agricultural Master Plan for Calle Joaquin Reserve.	The Specific Plan includes extension of Froom Ranch Way to serve the residential component of the project. The Specific Plan is consistent with Agricultural Master Plan for Calle Joaquin Reserve.
9.2.6	In the acquisition, design, construction or significant modification of major roadways (highways / regional routes and arterial streets), the City shall promote the creation of "streetscapes" and linear scenic parkways or corridors that promote the city's visual quality and character, enhance adjacent uses, and integrate roadways with surrounding districts. To accomplish this, the City shall: <ul style="list-style-type: none"> <li>A. Establish streetscape design standards for major roadways;</li> <li>B. Establish that where feasible roundabouts shall be the City's preferred intersection alternative due to improved aesthetics, reduction in impervious surface areas, and additional landscaping area;</li> <li>C. Encourage the creation and maintenance</li> </ul>	The Specific Plan includes streetscapes with landscaped medians, bike lanes, sidewalks, and underground utilities.

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	<p>median planters and widened parkway plantings;</p> <p>D. Retain mature trees in the public right-of-way;</p> <p>E. Emphasize the planting and maintaining of California Native tree species of sufficient height, spread, form and horticultural characteristics to create the desired streetscape canopy, shade, buffering from adjacent uses, and other desired streetscape characteristics, consistent with the Tree Ordinance or as recommended by the Tree Committee or as approved by the Architectural Review Commission.</p> <p>F. Encourage the use of water-conserving landscaping, street furniture, decorative lighting and paving, arcaded walkways, public art, and other pedestrian-oriented features to enhance the streetscape appearance, comfort and safety.</p> <p>G. Identify gateways into the City including improvements such as landscaped medians, wayfinding and welcoming signage, arches, lighting enhancements, pavement features, sidewalks, and different crosswalk paving types.</p> <p>H. Encourage and where possible, require undergrounding of overhead utility lines and structures.</p> <p>I. When possible, signs in the public right-of-way should be consolidated on a single, low-profile standard.</p> <p>J. In the Downtown, streetscape improvements shall be consistent with the Downtown Pedestrian Plan.</p>	
15.1.2	<p>The City will preserve and improve views of important scenic resources from streets and roads. Development along scenic roadways should not block views or detract from the quality of views.</p> <p>A. Projects, including signs, in the viewshed of a scenic roadway should be considered as "sensitive" and require architectural review.</p> <p>B. Development projects should not wall off scenic roadways and block views.</p> <p>C. As part of the city's environmental review process, blocking of views along scenic roadways should be considered a significant environmental impact.</p> <p>D. Signs along scenic roadways should not clutter</p>	<p>The Specific Plan protects scenic views and anticipates architectural review of structures and signage visible from public rights-of-way. Attractive exterior lighting fixtures, including streetlights, will be down-shielded to protect the nighttime visual environment, consistent with the City's Night Sky Preservation Ordinance.</p>

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	<p>vistas or views.</p> <p>E. Street lights should be low scale and focus light at intersections where it is most needed. Tall light standards should be avoided. Street lighting should be integrated with other street furniture at locations where views are least disturbed. However, safety priorities should remain superior to scenic concerns.</p> <p>F. Lighting along scenic roadways should not degrade the nighttime visual environment and night sky per the City's Night Sky Preservation Ordinance.</p>	
<b>Housing</b>		
<b>Goals/Policies</b>		
2	Accommodate affordable housing production that helps meet the City's quantified objectives.	The Specific Plan includes up to 500 residential units and a variety of housing types and price points, as well as affordable units. The Specific Plan's residential market study anticipates housing to be priced below median home prices in 2013.
2.4	Encourage housing production for all financial strata of the City's population, in the proportions shown in the Regional Housing Needs Allocation, for the 2014 - 2019 planning period. These proportions are: extremely low income, 12 percent, very low income, 12 percent; low income, 16 percent; moderate income, 18 percent; and above moderate income, 42 percent.	The Specific Plan's housing designs and standards provide housing opportunities for a range of incomes, including workforce housing. Estimated housing prices for San Luis ranch are lower than median sales prices in 2013, and affordable to moderate income groups.
4	Preserve and accommodate existing and new mixed-income neighborhoods and seek to prevent neighborhoods or housing types that are segregated by economic status.	The Specific Plan's residential component integrates varying housing types.
4.1	Within newly developed neighborhoods, housing that is affordable to various economic strata should be intermixed rather than segregated into separate enclaves. The mix should be comparable to the relative percentages of extremely low, very-low, low, moderate and above-moderate income households in the City's quantified objectives.	The Specific Plan's residential component integrates varying housing types.
4.2	Include both market-rate and affordable units in apartment and residential condominium projects and intermix the types of units. Affordable units should be comparable in size, appearance and basic quality to market-rate units.	The Specific Plan includes up to 500 residential units at varying prices integrated within neighborhood.

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5	Provide variety in the location, type, size, tenure, and style of dwellings.	The Specific Plan includes up to 500 residential units of varying product types, sizes, and architectural styles.
5.2	Encourage mixed-use residential/commercial projects to include live-work and work-live units where housing and offices or other commercial uses are compatible.	The Specific Plan includes a mix of uses, with residential, office, and commercial uses within easy walking distance.
5.3	Encourage the development of housing above ground-level retail stores and offices to provide housing opportunities close to activity centers and to use land efficiently.	The Specific Plan allows for a mix of uses—residential, office and, commercial—in proximity to one another.
5.4	In general, housing developments of twenty (20) or more units should provide a variety of dwelling types, sizes or forms of tenure.	The Specific Plan includes up to 500 residential units of varying product types, sizes, and styles.
6	Plan for new housing to meet the full range of community housing needs.	The Specific Plan includes up to 500 residential units of varying product types, sizes, styles and price points.
7	Maintain, preserve and enhance the quality of neighborhoods, encourage neighborhood stability and owner occupancy, and improve neighborhood appearance, function and sense of community.	The Specific Plan's development standards integrate the neighborhood into surrounding agricultural and commercial uses, promoting high aesthetic and functional values.
7.2	Higher density housing should maintain high quality standards for unit design, privacy, security, on-site amenities, and public and private open space. Such standards should be flexible enough to allow innovative design solutions in special circumstances, e.g. in developing mixed-use developments or in housing in the Downtown Core.	The Specific Plan is consistent with San Luis Obispo Community Design Guidelines, provide quality design and construction, public and private open space, and allow for development flexibility.
7.4	Within expansion areas, new residential development should be an integral part of an existing neighborhood or should establish a new neighborhood, with pedestrian and bicycle linkages that provide direct, convenient and safe access to adjacent neighborhoods, schools and shopping areas.	The Specific Plan creates a new neighborhood and provides pedestrian and bicycle linkages to existing and new commercial development and public facilities in order to foster a safe, walkable community atmosphere.
7.5	The creation of walled-off residential enclaves, or of separate, unconnected tracts, is discouraged because physical separations prevent the formation of safe, walkable, and enjoyable neighborhoods.	The Specific Plan's circulation network will emphasize connectivity and avoid cul-de-sacs or dead end streets. No neighborhood separation walls are proposed.
7.7	The physical design of neighborhoods and dwellings should promote walking and bicycling and preserve open spaces and views.	The Specific Plan's development standards encourage pedestrian and bicycle connectivity to adjacent uses, while preserving land for open space and agriculture.
8	Encourage the creation and maintenance of housing for those with special housing needs.	The Specific Plan's housing types provide a variety of units to accommodate those with special

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		housing needs.
8.1	Encourage housing development that meets a variety of special needs, including large families, single parents, disabled persons, the elderly, students, veterans, the homeless, or those seeking congregate care, group housing, single-room occupancy or co-housing accommodations, utilizing universal design.	The Specific Plan's housing types range in number of rooms, size, and configuration of units to accommodate different household needs.
9	Encourage housing that is resource-conserving, healthful, economical to live in, environmentally benign, and recyclable when demolished.	The Specific Plan includes a variety of environmental sustainability strategies to maximize resource conservation, environmental benefit, and healthy lifestyle.
9.2	Residential site, subdivision, and neighborhood designs should be coordinated to make residential sustainability work. Some ways to do this include: A) Design subdivisions to maximize solar access for each dwelling and site. B) Design sites so residents have usable outdoor space with access to both sun and shade. C) Streets and access ways should minimize pavement devoted to vehicular use. D) Use neighborhood retention basins to purify street runoff prior to its entering creeks. Retention basins should be designed to be visually attractive as well as functional. Fenced-off retention basins should be avoided. E) Encourage cluster development with dwellings grouped around significantly-sized, shared open space in return for City approval of smaller individual lots. F) Treat public streets as landscaped parkways, using continuous plantings at least six feet wide and where feasible, median planters to enhance, define, and to buffer residential neighborhoods of all densities from the effects of vehicle traffic.	The Specific Plan includes a variety of environmental sustainability strategies to maximize resource conservation, environmental benefit and healthy lifestyle: <ul style="list-style-type: none"> <li>• Solar orientation and access is emphasized in the Specific Plan.</li> <li>• Private and public outdoor spaces, landscaped with drought-tolerant and native tree species, provide a variety of outdoor environments.</li> <li>• Streetscapes minimize pavement section while accommodating multimodal transportation.</li> <li>• Best management practices and Low Impact Development strategies are utilized to retain and filter storm water.</li> <li>• Residential units are clustered in the northwestern portion of the site, surrounded by public open spaces and agriculture.</li> </ul>
9.5	Actively promote water conservation through housing and site design to help moderate the cost of housing.	The Specific Plan includes provisions for water efficient landscaping and other conservation strategies, consistent with San Luis Obispo Zoning Ordinance.
10	Maximize affordable housing opportunities for those who live or work in San Luis Obispo while seeking to balance job growth and housing supply.	The Specific Plan includes workforce housing types to provide much needed housing for current and future City workers.

### Noise



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<b>Goals</b>		
1	Protect people from the harmful and annoying effects of exposure to noise.	The Specific Plan's residential uses are set back from noise generating sources, such as Highway 101.
2	Preserve the tranquility of residential neighborhoods by preventing noise-producing uses from encroaching upon existing or planned noise-sensitive uses.	The Specific Plan's residential uses are clustered away from existing noise generating sources.
4	Emphasize the reduction of noise impacts through careful site planning and project design, giving second preference to the use of noise barriers and structural features.	Specific Plan employs careful site planning to avoid structural sound barriers.
5	Prevent incompatible land uses from encroaching on existing or planned uses which are desired parts of the community, but produce noise.	Land uses in the Specific Plan carefully sited to maintain separation from sensitive noise receptors.
<b>Policies</b>		
1.3	New noise-sensitive development shall be located and designed to meet the maximum outdoor and indoor noise exposure levels of Table 1.	The Specific Plan is consistent with indoor and outdoor noise exposure levels for noise sensitive receptors.
1.4	Noise created by new transportation noise sources, including road, railroad, and airport expansion projects, shall be mitigated to not exceed the levels specified in Table 1 for outdoor activity areas and indoor spaces of noise-sensitive land uses which were established before the new transportation noise source.	New transportation components of the Specific Plan are sited at an appropriate distance from existing and proposed residential uses and other sensitive receptors.
1.6	New development of noise-sensitive land uses may be permitted only where location or design allow the development to meet the standards of Table 2, for existing stationary noise sources.	The Plan Area is sited appropriately given locations of existing stationary noise sources.
1.7	Noise created by new stationary; noise sources, or by existing stationary noise sources which undergo modifications that may increase noise levels, shall be mitigated to not exceed the noise level standards of Table 2, for lands designated for noise-sensitive uses. This policy does not apply to noise levels associated with agricultural operations.	The Specific Plan does not include new stationary noise sources.
<b>Safety</b>		
<b>Goals</b>		
2	Minimize damage to public and private property.	The Specific Plan minimizes damage to public and private property.

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3	Minimize social and economic disruptions resulting from injury, death, and property damage.	The Specific Plan minimizes social and economic disruptions resulting from injury, death, and property damage.
<b>Policies</b>		
2.1.E	<p>Within new development areas, such as the potential expansion areas shown in Figure 2 of the Land Use Element, substantial displacement of flood waters should be avoided by:</p> <ol style="list-style-type: none"> <li>1. Keeping a substantial amount of flood-prone land in the vicinity as open space;</li> <li>2. Enlarging man-made bottlenecks, such as culverts, which contribute to flood waters backing up from them;</li> <li>3. Accommodating in such places uses which have relatively low ratios of building coverage to site area, for which shallow flooding of parking and landscape areas would cause minimum damage.</li> <li>4. Requiring new buildings to be constructed above the 100-year flood level.</li> </ol>	The Specific Plan maintains flood prone land in open space, increases capacity of on-site drainages, and locates all structures above the 100-year flood elevation.
2.1.G	Development close to creeks shall be designed to avoid damage due to future creek bank erosion. Property owners shall be responsible for protecting their developments from damage caused by future bank loss due to flood flows.	The Specific Plan includes adequate setbacks from all riparian zones, and increases drainage capacities and bank stability to prevent future bank erosion.
3.0	Development should be approved only when adequate fire suppression services and facilities are available or will be made available concurrent with development, considering the setting, type, intensity, and form of the proposed development.	The Plan Area is located in close proximity to existing fire station and includes provisions for fire suppression facilities, such as new hydrants.
5.5	Development shall not be located atop known faults. Applications for the following types of discretionary approvals within 100 meters (330 feet) of any fault that is previously known or discovered during site evaluation shall be subject to review and recommendation by a State-registered engineering geologist: change to a more intensive land-use designation; subdivision into five or more parcels; development of multifamily, commercial, industrial, or institutional buildings.	The Plan is not located atop any known faults. Soils and geotechnical studies will be included in the Specific Plan Environmental Impact Report.
5.6	Development shall not be located on or immediately below unstable slopes, or contribute to slope instability. Any development proposed in an area of moderate or high landslide potential shall be subject to review and recommendation by a State-registered engineering geologist.	The Plan Area is not located on or immediately below unstable slopes. Soils and geotechnical studies will be included in the Specific Plan Environmental Impact Report.

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5.7	Development may be located in areas of high liquefaction potential only if a site-specific investigation by a qualified professional determines that the proposed development will not be at risk of damage from liquefaction. The Chief Building Official may waive this requirement upon determining that previous studies in the immediate area provide sufficient information.	The Plan Area is not located in an area of high liquefaction potential. Hydrological calculations, soils and geotechnical studies will be included in the Specific Plan Environmental Impact Report.
6.3	The City should avoid using hazardous materials in its own operations to the greatest extent practical, and will follow all established health and safety practices when they are used.	The Plan Area does not include use of hazardous materials.
7.0	Land-use decisions should avoid prolonged exposure of people to strong electromagnetic fields. Appropriate uses for areas under or next to high-voltage power transmission lines are agriculture, floodwater detention, roads, parking, materials storage, and parks and greenways with low-intensity use. Residential yards may be located along but outside of high-voltage power transmission line easements. School buildings and playgrounds, residential buildings, and work places should be set back from high-voltage power transmission lines. The amount of setback will be a matter of judgment, considering the space available in which to locate uses within the site being planned.	The Plan Area is located southwest of existing high-voltage power transmission lines. All proposed residential uses are setback adequately from these facilities.
8.0	Development should be permitted only if it is consistent with the San Luis Obispo County Airport Land Use Plan. Prospective buyers of property that is subject to airport influence should be so informed.	The Specific Plan is consistent with all standards included in the California State Aeronautics Act and Airport Land Use Planning Handbook. Airport disclosures will be included in sales and lease packages.
10.18	Existing and new structures and facilities should reflect adopted safety standards.	The Specific Plan's design guidelines ensure that new structures and facilities are consistent with all applicable safety standards.
<b>Conservation and Open Space</b>		
<b>Goals</b>		
2.1.1	Achieve and maintain air quality that supports health and enjoyment for those who live or work in the City and for visitors.	The Specific Plan creates a new neighborhood within walking and bicycling distance to City employers, which will reduce traffic and supporting air quality goals.
3.2	The City will expand community understanding, appreciation and support for historic and architectural resource preservation to ensure long-term protection of cultural resources.	The Specific Plan includes an Agricultural Heritage Facilities and Learning Center and cultural resources signage to enhance community understanding of these

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		important resources.
3.4	The City will expand community understanding, appreciation and support for archaeological resource preservation.	The Specific Plan's Agricultural Heritage Facilities and Learning Center are intended to preserve and promote and highlight the agriculture and historical legacy of the site.
4.4.4	Encourage the provision for and protection of solar access.	The Specific Plan includes development standards to ensure solar access.
7.2	The City will maintain and enhance conditions necessary to enable a species to become self-sustaining. Within the San Luis Obispo planning area, the City will seek to achieve self-sustaining populations of the plants, fish and wildlife that made up the natural communities in the area when urbanization began.	The Specific Plan includes significant natural resource restoration as well as enhancement objectives and implementation strategies to restore native natural habitat communities.
7.4	Protect, preserve and create the conditions that will promote the preservation of significant trees and other vegetation, particularly native California species.	The Specific Plan includes significant natural resource restoration as well as enhancement objectives and implementation strategies to restore native natural habitat communities.
8.2.2	<p>Within the urban area, the City will secure and maintain a diverse network of open land encompassing particularly valuable natural and agricultural resources, connected with the landscape around the urban area. Particularly valuable resources are:</p> <ul style="list-style-type: none"> <li>A. Creek corridors, including open channels with natural banks and vegetation.</li> <li>B. Laguna Lake and its undeveloped margins.</li> <li>C. Wetlands and vernal pools.</li> <li>D. Undeveloped land within the Urban Reserve not intended for urban uses.</li> <li>E. Grassland communities and woodlands.</li> <li>F. Wildlife habitat and corridors for the health and mobility of individuals and of the species.</li> <li>G. The habitat of species listed as threatened or endangered by the State or Federal governments.</li> <li>H. Prime agricultural soils and economically viable farmland (Figure 10).</li> <li>I. Groundwater recharge areas.</li> <li>J. Historically open-space settings for cultural resources, native and traditional landscapes.</li> <li>K. Hills, ridgelines and the Morros.</li> <li>L. Scenic rock outcroppings and other significant geological features.</li> <li>M. Unique plant and animal communities,</li> </ul>	<p>Approximately 50% of the Plan Area permanently preserves agriculture and open space. Riparian and habitat areas will be protected, restored and enhanced. The Specific Plan includes significant open areas to facilitate groundwater recharge.</p>

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	including "species of local concern."	
8.4.2	The City intends to allow public access to open space that fosters knowledge and appreciation of open space resources without harming them and without exposing the public to unacceptable risk. The main goal is to protect open space and wildlife habitat, with a secondary goal of providing passive recreation where it will not harm the environment.	The San Luis Ranch Specific Plan site design restoration and enhancement of riparian habitat, permanently dedicated agricultural lands, and public access to open space,
9.1.7	Provide ample opportunities for viewing attractive features.	The Specific Plan includes a variety of scenic viewing areas throughout the site.
10.1.3	Protect and maintain water quality in aquifers, Laguna Lake, streams and wetlands that supports all beneficial uses, agriculture, and wildlife habitat.	The Specific Plan includes Low Impact Development features and watershed restoration components that protect and maintain water quality to support beneficial uses, agriculture and habitat.
<b>Policies</b>		
2.2.4	City actions shall seek to reduce dependency on gasoline- or diesel powered motor vehicles and to encourage walking, biking and public transit use.	The Specific Plan provides up to 500 residential units within walking, biking, and public transportation distance to employment, commercial and service centers. Additional neighborhood-serving commercial further reduces dependence on vehicular transportation modes.
3.3.1	Significant historic and architectural resources should be identified, preserved and rehabilitated.	The Specific Plan EIR will evaluate strategies for identifying, protecting and adaptive reuse of historic architectural resources.
3.3.2	Historically or architecturally significant buildings should not be demolished or substantially changed in outward appearance, unless doing so is necessary to remove a threat to health and safety and other means to eliminate or reduce the threat to acceptable levels are infeasible.	Under the Specific Plan, historic or architecturally significant structures will be restored and adaptively reused when structurally feasible, consistent with health and safety standards.
3.3.4	Changes or additions to historically or architecturally significant buildings should be consistent with the original structure and follow the Secretary of the Interior's Standards for the Treatment of Historic Buildings. New buildings in historical districts, or on historically significant sites, should reflect the form, spacing and materials of nearby historic structures. The street appearance of buildings which contribute to a neighborhood's architectural character should be maintained.	Under the Specific Plan, historic or architecturally significant structures will be restored and adaptively reused when structurally feasible, consistent with health and safety standards. New structures proposed under the Specific Plan will reflect and refer to the architectural, agricultural, and cultural history of the site.

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3.5.2	All Native American cultural and archaeological sites shall be protected as open space wherever possible.	The Specific Plan EIR will conduct appropriate studies and takes needed measures to preserve any identified archaeological sites.
3.5.4	Development within an archaeologically sensitive area shall require a preliminary site survey by a qualified archaeologist knowledgeable in Native American cultures, prior to a determination of the potential environmental impacts of the project.	The Specific Plan EIR will conduct appropriate studies and takes needed measures to preserve any identified archaeological sites.
4.4.1	Residences, work places and facilities for all other activities will be located and designed to promote travel by pedestrians and bicyclists.	The Specific Plan promotes walking and biking as key modes of transportation through its emphasis on pedestrian and bike access and connectivity as well as its close proximity to employment centers. These factors will reduce single-occupant commuting and associated impacts to area roadways and air quality as well as promote healthy, active living..
4.4.2	The City's transportation and circulation systems shall foster travel by modes other than motor vehicles, including walking, bicycles and public transit.	The Specific Plan promotes walking and biking as key modes of transportation through its emphasis on pedestrian and bike access and connectivity as well as its close proximity to employment centers. These factors will reduce single-occupant commuting and associated impacts to area roadways and air quality.
4.4.3	The City will promote higher-density, compact housing to achieve more efficient use of public facilities and services, land resources, and to improve the jobs/housing balance.	The San Luis Ranch Specific Plan includes mixed-use commercial, office and clustered residential development within walking distance to new and existing uses. Development standards encourage walkability and promote alternative forms of transportation. The Specific Plan expands the City's economic base by adding a variety of new jobs. This greater industry variety will reduce economic reliance on one industry sector. The Specific Plan's residential component includes workforce housing to ensure a range of options for local employees.
4.5.2	In subdivisions, the layout of streets and lots shall provide and protect solar exposure. To assure maximum control over potential shading features, the longest dimension	The Specific Plan includes development standards to ensure

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	<p>of each lot should be oriented within 30 degrees of south, unless the subdivider demonstrates that for certain lots any of the following applies:</p> <ul style="list-style-type: none"> <li>A. The lots are large enough to allow desirable solar access, regardless of lot orientation.</li> <li>B. Buildings will be constructed as part of the tract development, and the buildings will be properly orientated, with adequate solar access.</li> <li>C. Topography makes variations from the prescribed orientation desirable to reduce grading or tree removal, or to take advantage of a setting that would favor greater reliance on early morning or late afternoon solar exposure.</li> <li>D. Topographical conditions, such as steep, north-facing slopes or shading by the mass of a hill, make solar energy use infeasible.</li> <li>E. The size of the subdivision, combined with the existing orientation of surrounding streets and lots, precludes desirable lot orientation.</li> </ul>	<p>solar access.</p>
7.3.2	<p>The City will:</p> <ul style="list-style-type: none"> <li>A. Maintain healthy populations of native species in the long term, even though they are not listed for protection under State or Federal laws. These “species of local concern” are at the limit of their range in San Luis Obispo, or threats to their habitat are increasing.</li> <li>B. Identify the location, habitat and buffer needs of species of local concern. This information will be developed by qualified people early in the planning and development review process. (These species are listed in Appendix A, which may be revised by the City’s Natural Resources Manager or other biological resource professional upon public notice. Anyone may nominate species for the list.)</li> <li>C. Protect species of local concern through: its actions on land use designations, development standards, development applications; the location, design, construction and maintenance of City facilities; land that the City owns or manages.</li> <li>D. Encourage individuals, organizations and other agencies to protect species of local concern within their areas of responsibility and jurisdiction.</li> <li>E. Protect sensitive habitat, including creeks, from encroachment by livestock and human activities.</li> </ul>	<p>Approximately 50% of the Plan Area ford permanently preserved agriculture and open space. Riparian and habitat areas will be protected, restored and enhanced. The Specific Plan details the protection of native sensitive species. The Specific Plan EIR will thoroughly evaluate biological resources on the site and will avoid or mitigate any impacts to resources.</p>
7.3.3	<p>Continuous wildlife habitat, including corridors free of human disruption, shall be preserved and where necessary, created by interconnecting open spaces, wildlife habitat and corridors. To accomplish this, the City will:</p> <ul style="list-style-type: none"> <li>A. Require public and private developments, including public works projects, to evaluate</li> </ul>	<p>Approximately 50% of the Plan Area ford permanently preserved agriculture and open space. Riparian and habitat areas will be protected, restored and enhanced. The Specific Plan details the protection of native sensitive</p>

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	<p>animal species and their movements within and through development sites and create habitats and corridors appropriate for wildlife.</p> <p>B. Plan for connectivity of open spaces and wildlife habitat and corridors using specific area plans, neighborhood plans, subdivision maps or other applicable planning processes, consistent with Open Space Guidelines.</p> <p>C. Coordinate with San Luis Obispo County and adjoining jurisdictions, federal and state agencies such as Caltrans to assure regional connectivity of open space and wildlife corridors.</p> <p>D. Preserve and expand links between open spaces and creek corridors, as shown in Figure 3.</p>	species.
7.5.2	Landscaping should incorporate native plant species, with selection appropriate for location.	The Specific Plan includes provisions for drought-tolerant and native plant species, with selection appropriate to location.
7.5.5	Public and private development projects shall be designed to prevent soil erosion, minimize landform modifications to avoid habitat disturbance and conserve and reuse on-site soils.	The Specific Plan includes Low Impact Development and best management practices to minimize landform modifications, avoid habitat disturbance, and conserve and reuse on-site soils.
8.5.1	Public access to open space resources, with interpretive information, should be provided when doing so is consistent with protection of the resources, and with the security and privacy of affected landowners and occupants. Access will generally be limited to non-vehicular movement, and may be visually or physically restricted in sensitive areas. Public access to or through production agricultural land, or through developed residential lots, will be considered only if the owner agrees (Land for active recreation is typically designated "Park" in the General Plan Land Use Map). The City shall also designate open space areas that are not intended for human presence or activity.	The San Luis Ranch Specific Plan site design restoration and enhancement of riparian habitat, permanently dedicated agricultural lands, and public access to open space, including a segment of the Bob Jones Trail. Public access to the Agricultural Heritage Facilities and Learning Center portion of the project will also be encouraged.
8.5.5	The City will consider allowing passive recreation where it will not degrade or significantly impact open space resources and where there are no significant neighborhood compatibility impacts, in accordance with an approved open space conservation plan. Passive recreation activities may include: hiking, nature study, bicycle use, rock climbing, horseback riding or other passive recreational activities as permitted and regulated in the Open Space Ordinance.	The Specific Plan includes sensitive site design features, which locate passive recreation areas consistent with neighborhood compatibility goals and resource conservation.
9.1.1.A, B,	The City will implement the following policies and will encourage other agencies with jurisdiction to do likewise:	The Specific Plan maintains approximately 50% of the site in permanent agriculture and open



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	<p>A. Natural and agricultural landscapes that the City has not designated for urban use shall be maintained in their current patterns of use.</p> <p>B. Any development that is permitted in natural or agricultural landscapes shall be visually subordinate to and compatible with the landscape features. Development includes, but is not limited to buildings, signs (including billboard signs), roads, utility and telecommunication lines and structures. Such development shall:</p> <ol style="list-style-type: none"> <li>1. Avoid visually prominent locations such as ridgelines, and slopes exceeding 20 percent.</li> <li>2. Avoid unnecessary grading, vegetation removal, and site lighting.</li> <li>3. Incorporate building forms, architectural materials, and landscaping, that respect the setting, including the historical pattern of development in similar settings, and avoid stark contrasts with its setting.</li> <li>4. Preserve scenic or unique landforms, significant trees in terms of size, age, species or rarity, and rock outcroppings.</li> </ol>	<p>space. Development under the Specific Plan is compatible with landscape features and subordinate to surrounding views. Specific Plan development avoids ridgelines, unnecessary grading, vegetation removal and site lighting. Further, the Specific Plan's building forms, architectural materials and landscaping respect the natural and historic setting, and preserve scenic views.</p>
9.1.2	<p>The City will implement the following principle and will encourage other agencies with jurisdiction to do so: urban development should reflect its architectural context. This does not necessarily prescribe a specific style, but requires deliberate design choices that acknowledge human scale, natural site features, and neighboring urban development, and that are compatible with historical and architectural resources. Plans for sub-areas of the city may require certain architectural styles.</p>	<p>The Specific Plan's architectural palettes reflect the historic and cultural context of the site and adjacent neighborhoods.</p>
9.1.5	<p>The City will include in all environmental review and carefully consider effects of new development, streets and road construction on views and visual quality by applying the Community Design Guidelines, height restrictions, hillside standards, Historical Preservation Program Guidelines and the California Environmental Quality Act and Guidelines.</p>	<p>The Specific Plan carefully considered and is consistent with all Community Design Guidelines, State historic preservation guidelines, and CEQA.</p>
9.2.1	<p>The City will preserve and improve views of important scenic resources from public places, and encourage other agencies with jurisdiction to do so. Public places include parks, plazas, the grounds of civic buildings, streets and roads, and publicly accessible open space. In particular, the route segments shown in Figure 11 are designated as scenic roadways.</p> <p>A. Development projects shall not wall off scenic roadways and block views.</p> <p>B. Utilities, traffic signals, and public and private signs and lights shall not intrude on or clutter views, consistent</p>	<p>The Specific Plan's design guidelines and land use standards protect scenic resources, views, from public rights-of-way.</p>

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	<p>with safety needs.</p> <p>C. Where important vistas of distant landscape features occur along streets, street trees shall be clustered to facilitate viewing of the distant features.</p> <p>D. Development projects, including signs, in the viewshed of a scenic roadway shall be considered “sensitive” and require architectural review.</p>	
9.2.2	<p>Projects should incorporate as amenities views from and within private development sites. Private development designs should cause the least view blockage for neighboring property that allows project objectives to be met.</p>	<p>The Specific Plan’s design guidelines and land use standards protect scenic resources, including private and public views.</p>
10.2.2.A, D, E	<p>In planning for its water operations, programs and services, the City will be guided by the Ahwahnee Water Principles and will encourage individuals, organizations, and other agencies to follow these policies:</p> <p>A. Community design should be compact, mixed use, walkable and transit oriented so that automobile-generated urban runoff pollutants are minimized and the open lands that absorb water are preserved to the maximum extent possible.</p> <p>D. All aspects of landscaping from the selection of plants to soil preparation and the installation of irrigation systems should be designed to reduce water demand, retain runoff, decrease flooding, and recharge groundwater.</p> <p>E. Permeable surfaces should be used for hardscape. Impervious surfaces such as driveways, streets, and parking lots should be minimized so that land is available to absorb storm water, reduce polluted urban runoff, recharge groundwater and reduce flooding.</p>	<p>The Specific Plan includes land uses and design guidelines for compact, mixed-use development at a pedestrian scale, intended to reduce reliance on vehicular travel, use drought-resistant native planting, and reduce impervious surfaces to the greatest extent feasible.</p>
<b>Parks and Recreation</b>		
<b>Goals</b>		
	<p>The City’s Parks and Recreation facilities and programs will enable all citizens to participate in fun, healthful, or enriching activities which enhance the quality of life in the community. Recreation services shall enhance the quality of life in San Luis Obispo and meet the changing needs of residents.</p>	<p>The Plan Area is located adjacent to Laguna Lake Park, a 375-acre public recreation facility containing a lake, fitness amenities, hiking trails, playground, volleyball courts and other amenities. On-site park facilities will encourage healthy lifestyle choices.</p>
<b>Policies</b>		

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3.13.3	Parks shall be designed to meet a variety of needs depending on park size, location, natural features and user demands.	The Specific Plan includes park areas to suit a variety of activities.
3.13.3	New significant residential developments and annexations, shall provide sufficient athletic fields to meet the demands of the youth who will reside in the development.	The Specific Plan includes playground and recreational spaces.
3.15.1	San Luis Obispo residents shall have access to a neighborhood park within .5 to 1.0 mile walking distance of their residence.	Recreational facilities in the Plan Area are well within one mile of all residential units.
3.15.3	All residential annexation areas shall provide developed neighborhood parks at the rate of 5 acres per 1000 residents.	The Specific Plan will comply with the City's neighborhood park requirement.
3.20.1	Open space shall be managed so as to provide appropriate public access and enhances the natural environment, consistent with the Conservation and Open Space Element.	The San Luis Ranch Specific Plan site design restoration and enhancement of riparian habitat, permanently dedicated agricultural lands, and public access to open space, The Specific Plan includes sensitive site design features, which locate passive recreation areas consistent with neighborhood compatibility goals and resource conservation.
3.20.2	Public trails shall be provided where appropriate to provide public access to City-owned open space. Use of trails for hiking, mountain biking or equestrian activity shall be determined as posted.	The Specific Plan provides a new Bob Jones Trail segment, with connection from Laguna Lake Park to the Los Osos Valley Road corridor.
3.20.6	Open space and parks shall be connected where possible by trails or bike paths.	The Specific Plan provides a new Bob Jones Trail segment, with connection from Laguna Lake Park to the Los Osos Valley Road corridor.