



San Luis Ranch Specific Plan

1035 Madonna Road
SPEC-ANNX-ER-1502-2015

Public Hearing for the

San Luis Ranch Specific Plan Project

May 24 and 25, 2017

Applicant: Coastal Community Builders

Representatives: Marshall Ochylski, Rachel Kovesdi



Presentation Overview (May 24 and 25)

- **Proposed Hearing Structure** (May 24, May 25 and June 7)
- **Project Background and History**
- **Previous Advisory Body Review**
- **Discussion of Final EIR**
- **General Plan Guidance and Policy Consistency**
- **Overview of Project Entitlements**
- **Overview of the San Luis Ranch Specific Plan**
 - *How the FEIR is reflected in the Specific Plan*
 - *How the Specific Plan includes Advisory Body input*
- **Key Issues/Questions to Consider**



Planning Commission Role

- Review Specific Plan and Related Entitlements
- Review Final EIR and Mitigation Measures
- Take Public Input
- Make Recommendations to City Council



Outline of PC Hearings

- **May 24 and 25** – Final EIR, Specific Plan, GPA, and Pre-Zoning
- **June 7** – Vesting Tentative Tract Map (including project conditions), Term Sheet, and Annexation



Part 1

Project Background and Site History



Project Site and Location



History of Development Efforts at the Site

- **1994:** General Plan anticipates development in City
- **2001:** City Council denies Dalidio Marketplace Project
- **2004:** City Council approves San Luis Marketplace Project
- **2005:** City Voters reject San Luis Marketplace Project
- **2006:** “Dalidio Ranch” project approved in County (Measure J)
- **2007:** Lawsuits filed to overturn Measure J
- **2009:** Court of Appeals upholds Measure J
- **2012-14:** LUCE update underway (completed in December 2014)
- **2014:** Applicant seeks updated project in City (San Luis Ranch), consistent with updated LUCE



Project Initiation

- **April 1, 2014**
 - City Council accepts San Luis Ranch project application for processing based on Planning Commission recommendation
 - Initiates preparation of Specific Plan consistent with LUCE direction (which was still in progress at that time)
 - Authorizes preparation of an Environmental Impact Report (EIR) to analyze the project



Project Initiation

- **December 2014**
 - City Council adopts the Land Use and Circulation Elements (LUCE) update, and certifies Program EIR
 - Specific Plan must be consistent with General Plan Land Use Policy 8.1.4, which provides a development framework for the San Luis Ranch area



Land Use Element Policy 8.1.4

Type	Designations Allowed	% of Site	Minimum ¹	Maximum
Residential	LDR MDR MHDR HDR		350 units	500 units
Commercial	NC CC		50,000 SF	200,000 SF
Office/High tech)	O		50,000 SF	150,000 SF
Hotel/Visitor-serving				200 rooms
Parks	PARK		5.8 ac	
Open Space / Agriculture	OS AG	Minimum 50% ²		No maximum
Public	n/a			
Infrastructure	n/a			

1 There can be a reduction in the minimum requirement based on specific physical and/or environmental constraints.

2 The City Council may consider allowing a portion of required open space to be met through off-site dedication provided:

- a. A substantial multiplier for the amount of open space is provided for the off-site property exchanged to meet the on-site requirement; and
- b. Off-site land is of similar agricultural and visual value to the community; and
- c. Off-site land is protected through an easement, dedication or fee title in perpetuity for agriculture/open space.



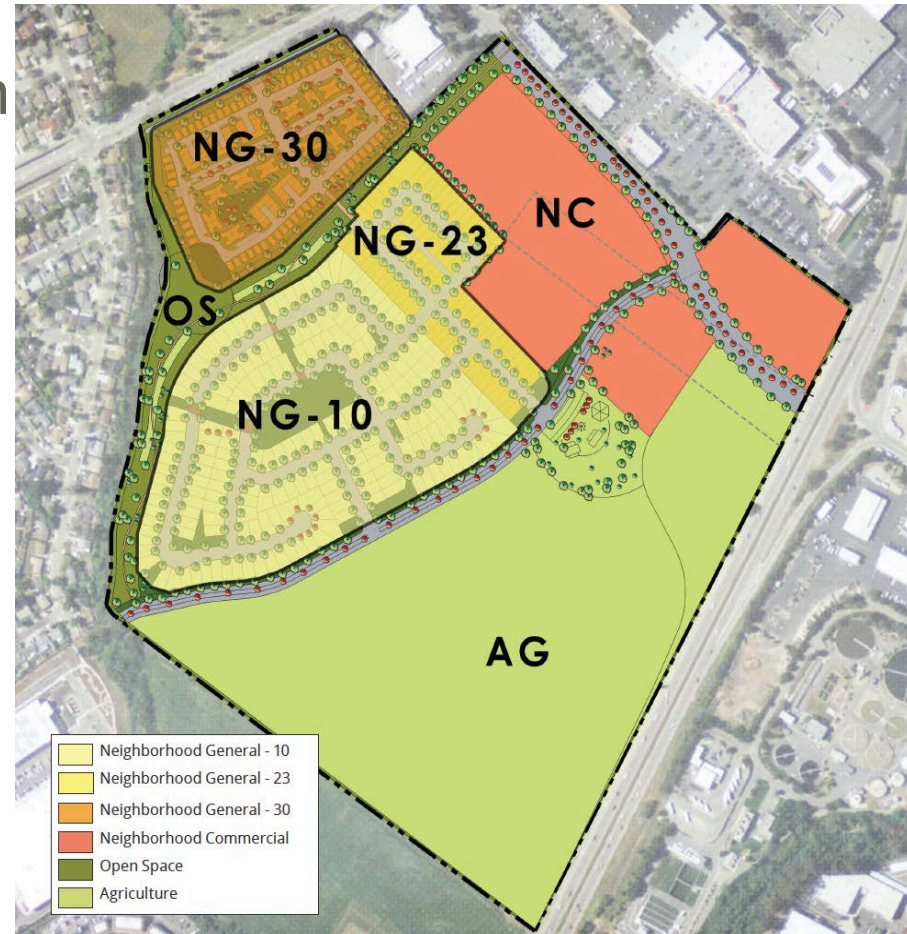
Land Use Element Policy 8.1.4

- a. Land for Prado Road connection must be provided
- b. Multi-modal Circulation needs to be included
- c. Circulation not to bifurcate onsite Agriculture
- d. Transit hub required
- e. Maintain agricultural views from 101
- f. Maintain agricultural and open space resources onsite
- g. Ag buffers (when needed) need to be placed on non-ag lands
- h. Integrate onsite ag uses with development
- i. Include walkable retail and bike/ped connections
- j. Commercial parking shall be visually screened to the extent possible
- k. Neighborhood commercial for residential uses shall be provided
- l. Flood issues need to be addressed onsite
- m. Land uses need to be in keeping with applicable ALUC regulations
- n. Historic evaluation of onsite farm structures is required.



Project Description

- Specific Plan, General Plan Amendment/Pre-Zoning, and Development Plan/Tentative Tract Map for the 131-acre project site
- Specific Plan will guide land use, circulation, parks and open space, infrastructure, and architecture/design



Part 2

Previous Advisory Body Input



Previous Planning Commission Input

- **February 12, 2014.** *Pre-Application Review*
- **February 10, 2016.** *Preliminary Draft Specific Plan Review*
- **March 23, 2016.** *Preliminary Draft Specific Plan Review*
- **January 11, 2017.** *Draft EIR Workshop*
- **January 25, 2017.** *Draft EIR Workshop*



Previous City Advisory Body Review

- **Bicycle Advisory Committee (BAC)**
 - *November 19, 2015.* Preliminary Draft SP review
 - *January 19, 2017.* Conceptual concurrence with Draft SP as revised
- **Parks and Recreation Commission (PRC)**
 - *February 3, 2016.* Preliminary Draft SP Review; input reflected in EIR and revised SP



Previous City Advisory Body Review

- **Architectural Review Commission (ARC)**
 - *November 16, 2015.* Preliminary Review of Design Guidelines (SP Chapter 3)
 - *May 1, 2017.* Initial review of revised Design Guidelines and further input
 - *May 22, 2017.* Workshop for revised Design Guidelines

- **Cultural Heritage Committee (CHC)**
 - *January 23, 2017.* Draft EIR mitigation review
 - *May 15, 2017.* Review of and concurrence with proposed SP historic preservation approach and policy consistency



Airport Land Use Commission Review

- **February 15, 2017**
 - *Continued consideration of item to allow applicant to update plan to ensure ALUP consistency*
- **March 29, 2017**
 - *Considered updated project and provided additional direction to ensure ALUP consistency*
- **April 19, 2017**
 - *Found project as consistent with ALUP, subject to conditions (land use restrictions)*
 - *These conditions are now included in updated Specific Plan*

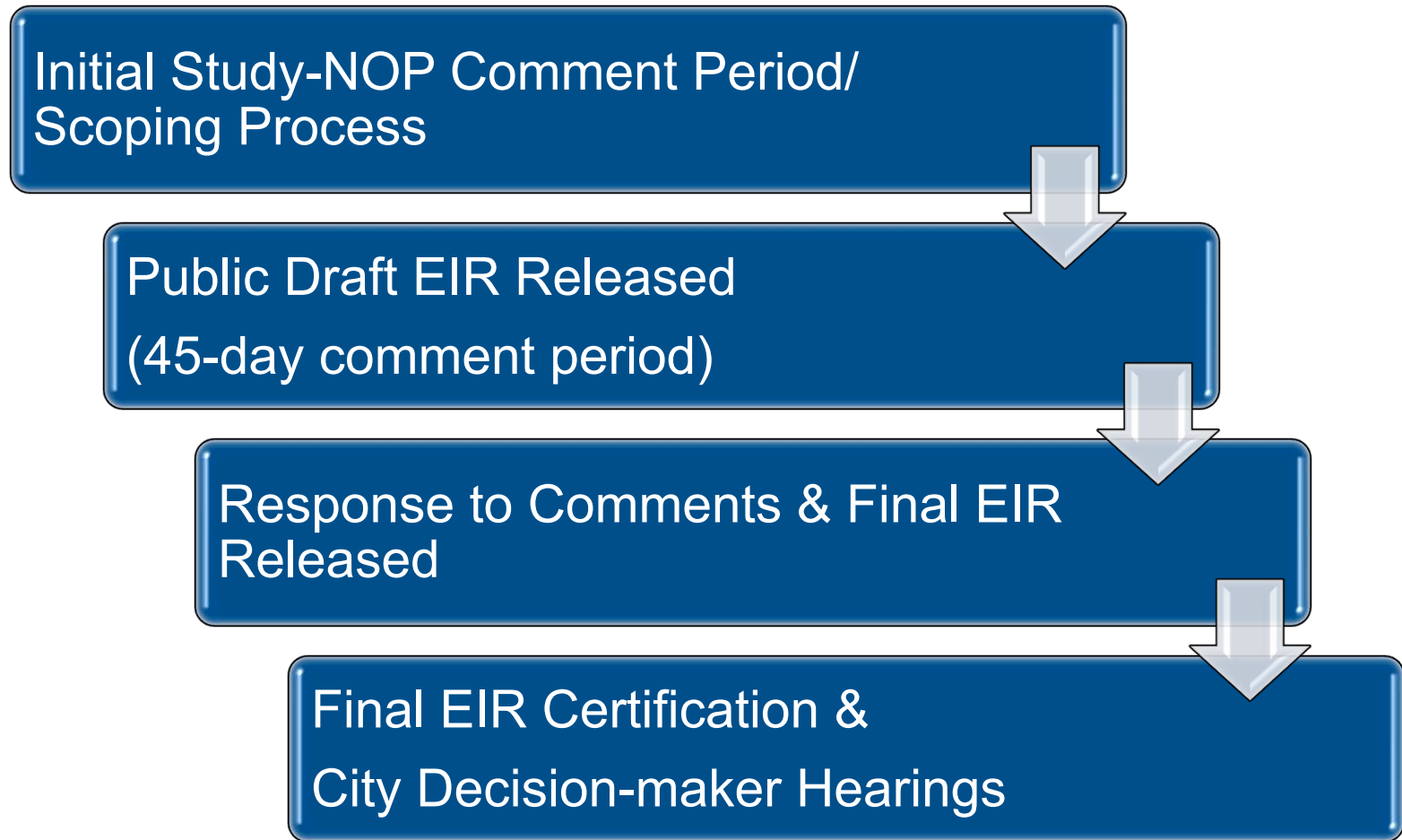


Part 3

Final Environmental Impact Report



EIR Process Overview



Project EIR Timeline



CEQA Process

- **April 1, 2014.** City Council authorizes EIR preparation
- **October 26, 2015.** Notice of Preparation/Initial Study
- **December 9, 2016.** Draft EIR released (45-day review period; subsequently extended to 52 days)
- **January 30, 2017.** 52-day public review period ends



CEQA Process

- **March 3, 2017.** Portion of DEIR (Energy Demand Impacts section) recirculated for 45 days
- **April 17, 2017.** Recirculation public review period ends
- **March through May 2017.** Responses to comments lead to modification of some analysis and mitigation measures. No new impacts introduced, or changes in the level of severity of previously-identified impacts.
- **May 16, 2017.** Final EIR released, including responses to comments and changes from Draft EIR



CEQA Environmental Resources Analyzed in Draft EIR

- Aesthetics
- Agricultural Resources
- Air Quality & Greenhouse Gas Emissions
- Biological Resources
- Cultural Resources
- Hazards & Hazardous Materials
- Hydrology & Water Quality
- Land Use/Policy Consistency
- Noise
- Recreation
- Transportation & Traffic
- Water Resources



Agricultural Resources

- Conversion of prime soils to urban development
- Potential land use conflicts with adjacent agricultural operations
- *Mitigation:*
 - *Off-site agricultural conservation easement or pay in-lieu fees to preserve existing agricultural land*
 - *Agricultural fencing, signage, and buffer landscaping*



Air Quality & Greenhouse Gas Emissions

- Unavoidable increase in vehicle miles traveled inconsistent with SLOAPCD Clean Air Plan
- Construction emissions would exceed SLOAPCD thresholds (ozone precursors, diesel particulate matter)
- Operational emissions would exceed SLOAPCD daily thresholds (ozone precursors, diesel particulate matter, dust)

- *Mitigation:*
 - *Construction measures to control dust and diesel emissions, low-VOC architectural coatings;*
 - *Operational emission control measures and off-site mitigation funding consistent with SLOAPCD CEQA Air Quality Handbook*



Biological Resources

- Impacts to wildlife and special status species
- Impacts to sensitive habitats, including riparian areas and wetlands



- *Mitigation:*

- *Biological best management practices for construction, including:*
 - *Sedimentation and runoff minimization*
 - *Delineation and avoidance of Environmentally Sensitive Areas*
- *Environmental monitoring and pre-construction surveys*
- *Habitat Mitigation and Monitoring Plan*
- *Tree replacement*
- *Construction and infrastructure setbacks from Prefumo Creek*



Cultural Resources

- Unavoidable removal/relocation of historic structures
- Potential impacts to unidentified subsurface archaeological resources
 - *Mitigation:*
 - *Historical Structure Relocation and Reconstruction Plan*
 - *Archival documentation of historic buildings*
 - *Informational display of historic resources in the proposed new Agricultural Heritage Facility*
 - *Construction monitoring for archaeological and Native American resources*



Hydrology and Water Quality

- Site grading and development would alter drainage and affect flooding, erosion, and siltation
- Operational runoff and sedimentation from residential, commercial, and agricultural uses
- Avoidance of structures/housing within 100-year flood zone
- *Mitigation:*
 - *Stormwater Pollution Prevention Plan (SWPPP)*
 - *Master Drainage Plan and Maintenance Manual*
 - *Stormwater quality treatment controls*
 - *Conditional Letter of Map Revision/ Letter of Map Revision*



Land Use/Policy Consistency

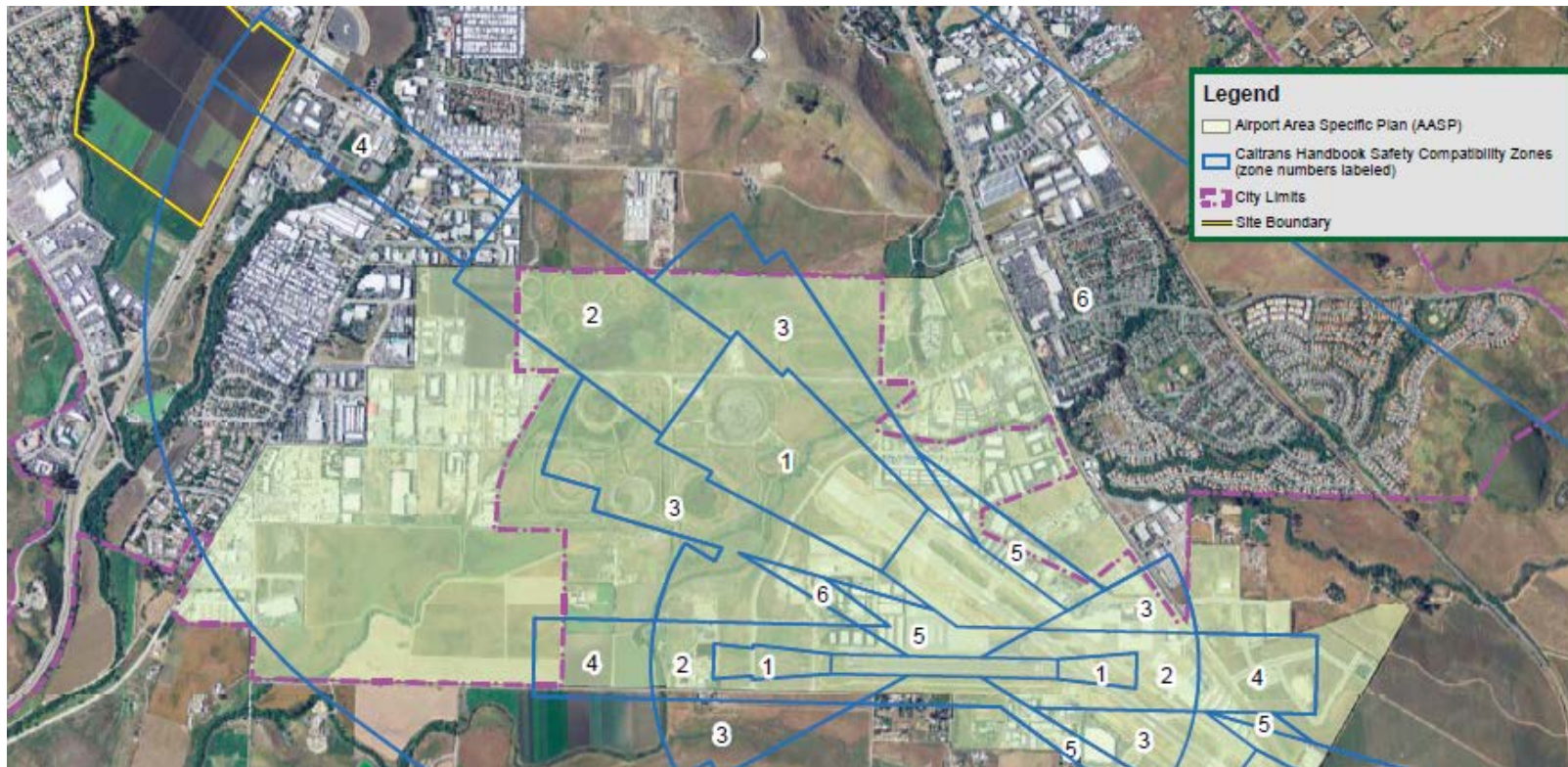
- Unavoidable potential inconsistency with City General Plan policies for historical resources

- *Mitigation:*
 - *Mitigation required for agricultural resources also addresses potential LU policy inconsistency*



Land Use/Airport Hazards

- Project located within City Airport Overlay Zones and ALUP Safety Areas S-1b and S-2
- Consistent with City's Airport Safety Zones



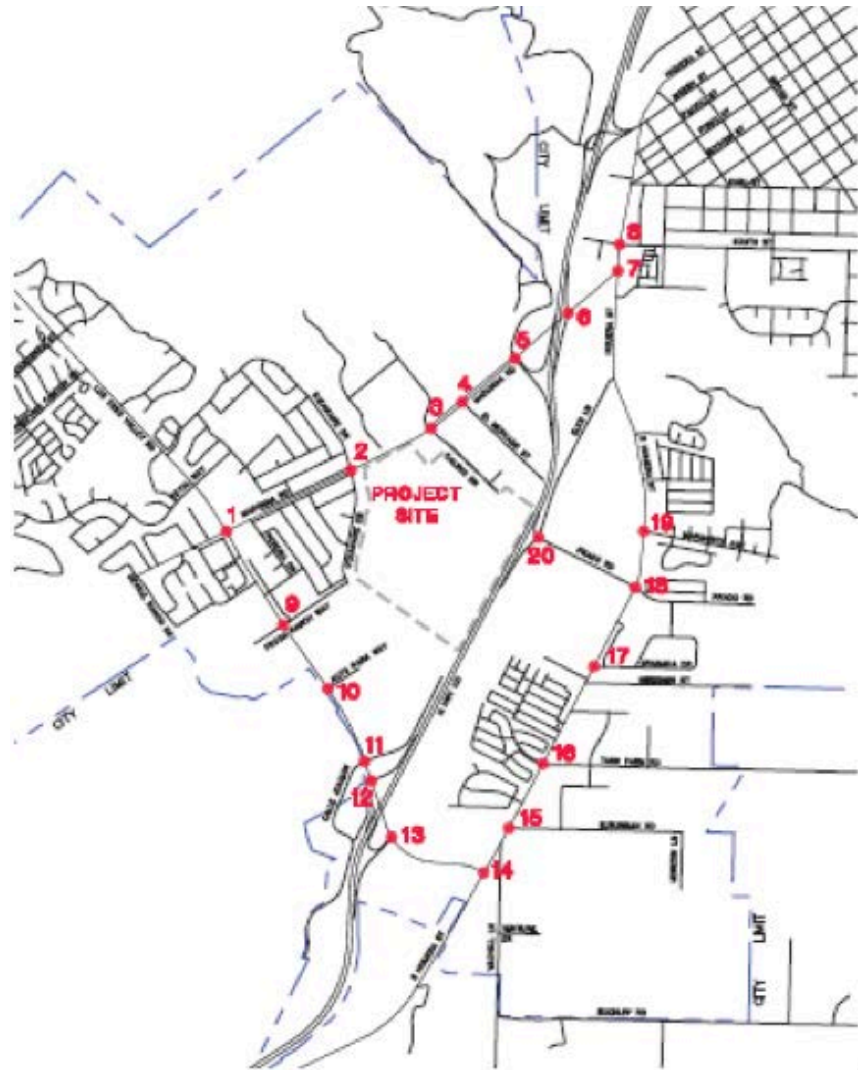
Noise

- Unavoidable temporary construction noise during grading activity
- Operational noise conflicts between proposed new commercial uses and proposed new residential uses
- Roadway noise at proposed new residential uses
- *Mitigation:*
 - *Construction noise reduction measures*
 - *Construction vehicle travel route*
 - *Construction activity timing*
 - *Equipment best management practices*
 - *Neighboring property owner notification*
 - *Commercial noise attenuation (HVAC shielding, parking lot orientation, noise barriers)*
 - *Interior noise reduction requirements for new construction*
 - *Froom Ranch Way noise barrier*

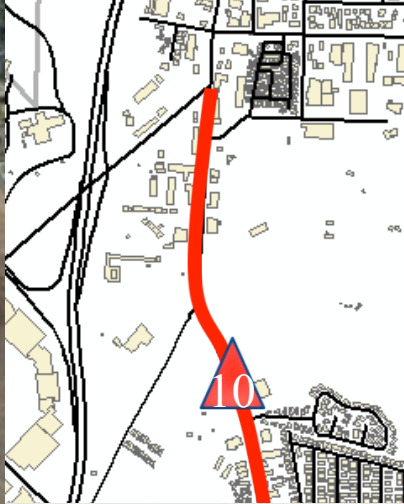


Transportation & Traffic

- *Multimodal Transportation Impact Study (TIS)* prepared by Omni-Means
- TIS evaluated traffic with project under multiple scenarios
 - Existing & Near-Term conditions
 - Cumulative conditions
- Different scenarios provide basis for phasing triggers for EIR mitigation measures



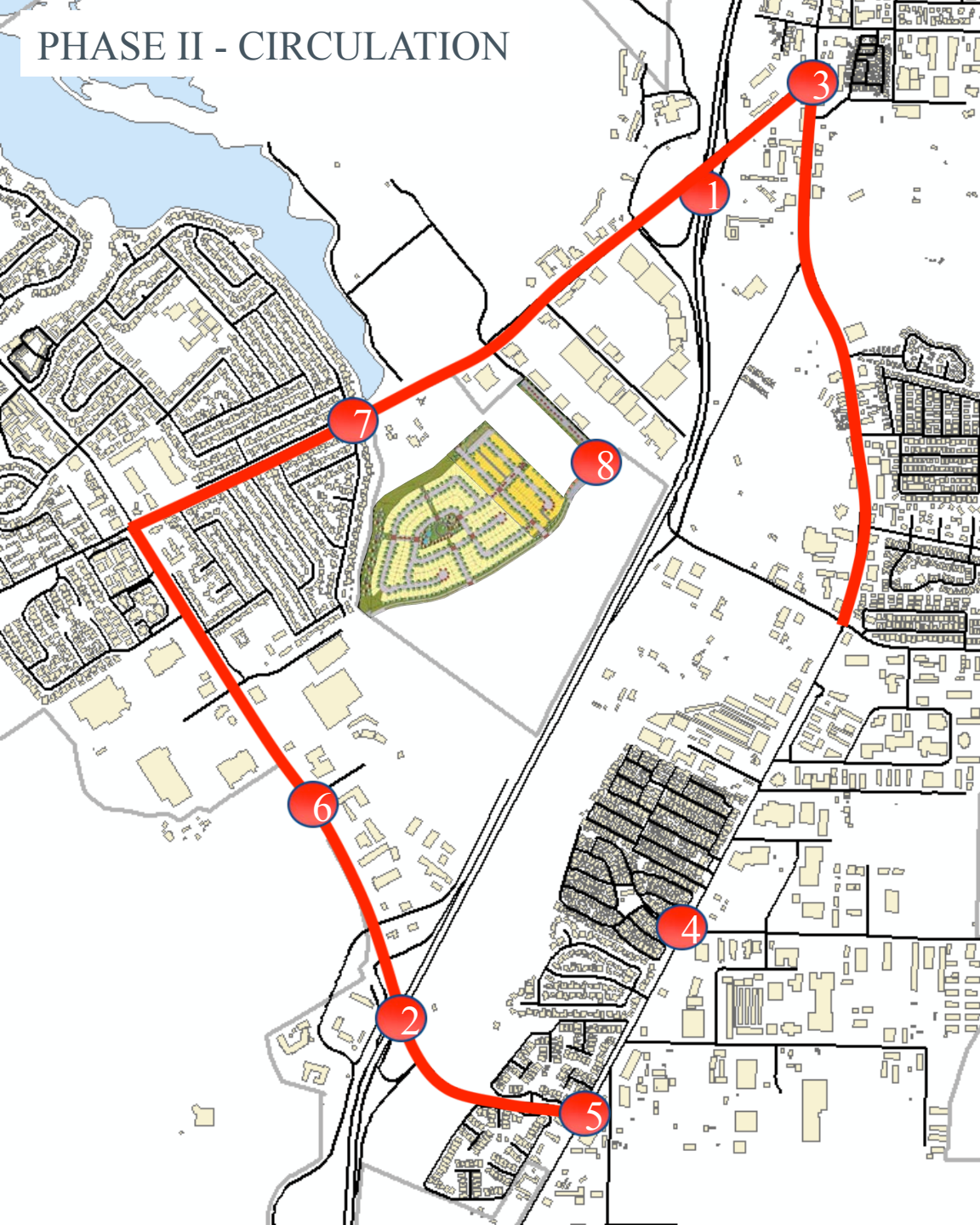
PHASE I - CIRCULATION



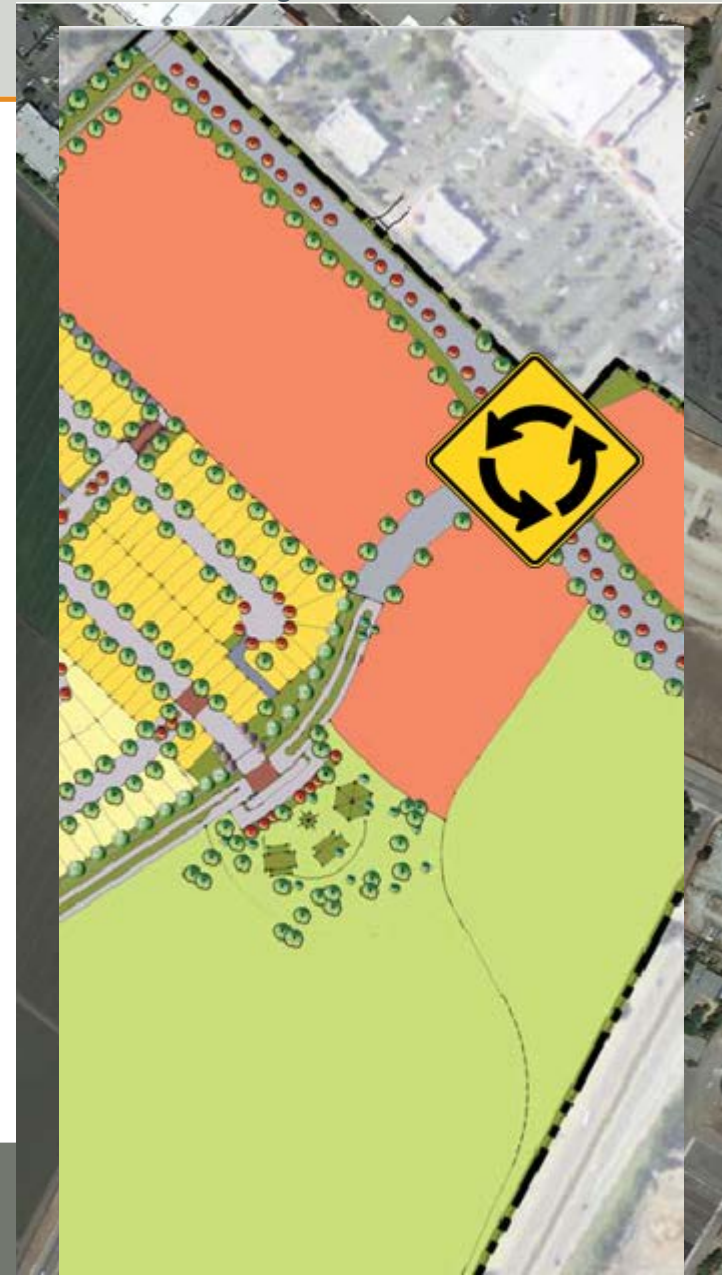
Flow Capacity Impacts
Capacity Impacts
Mitigation: Add second NB left lane
Mitigation: Add second NB left lane



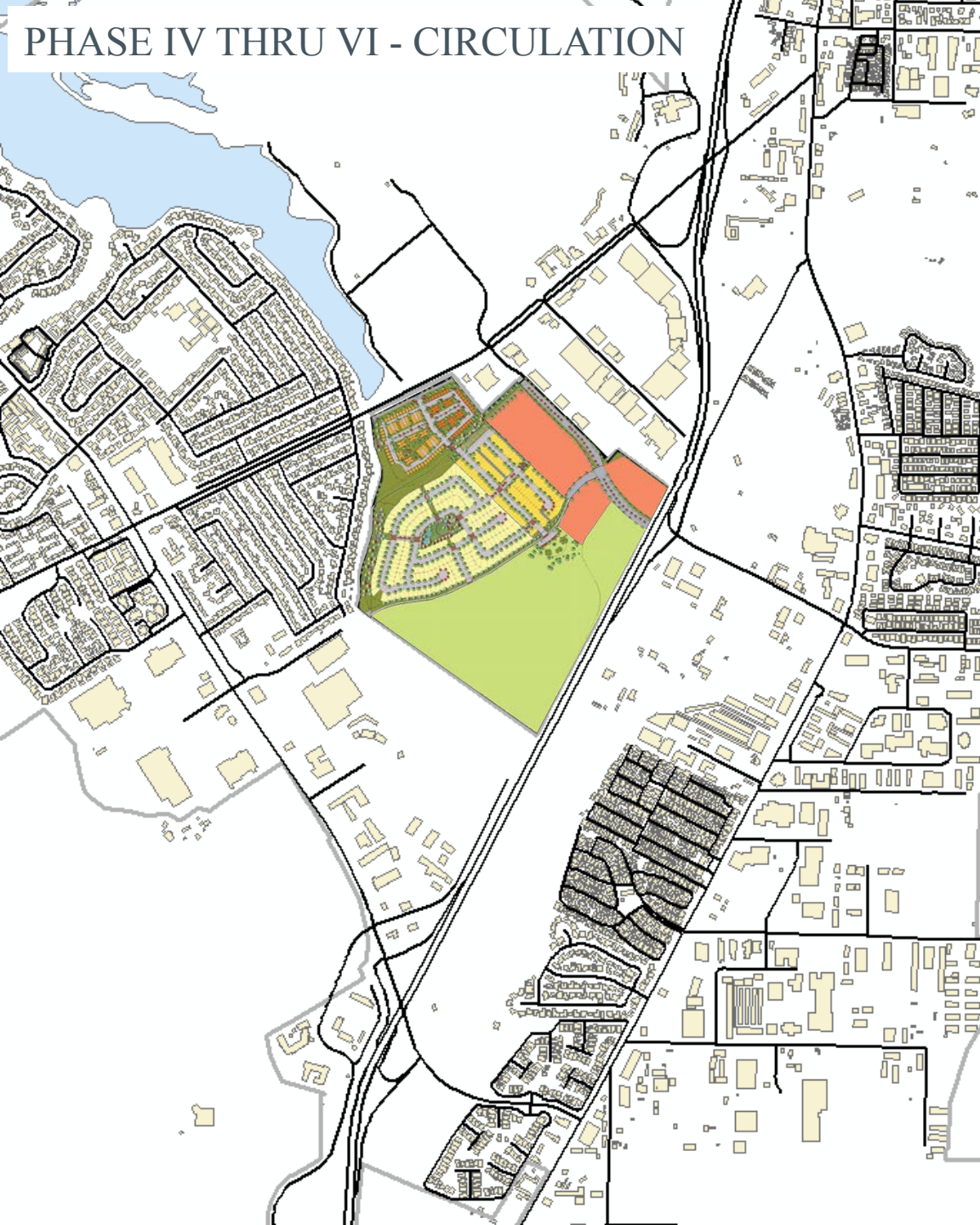
PHASE II - CIRCULATION



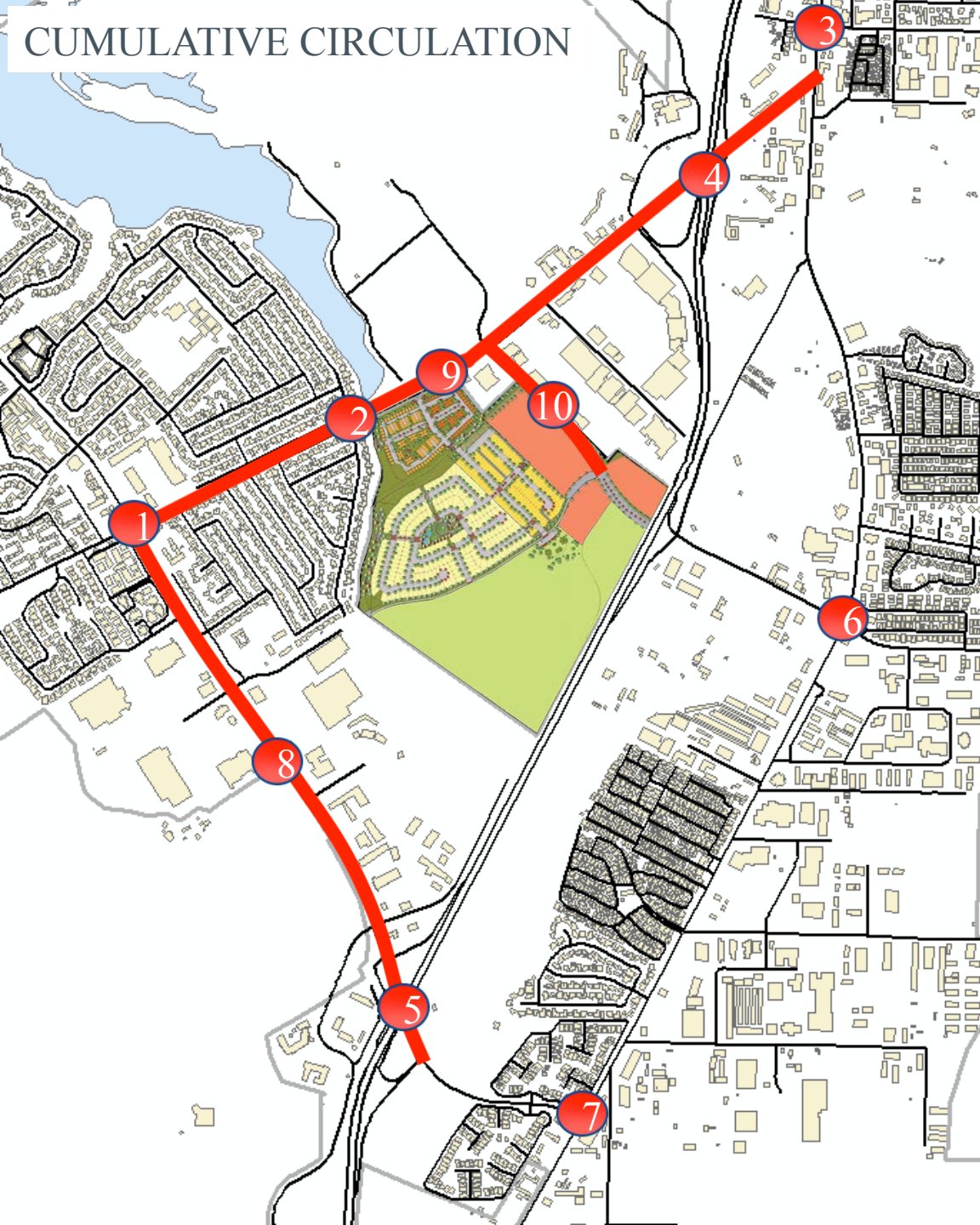
1 8 7
To Mitigate & Reduce Delay & Disruption
Mitigation: Prado Rd. Overpass & NB Ramps
Mitigation: Roundabout Control



PHASE IV THRU VI - CIRCULATION



CUMULATIVE CIRCULATION



4 3 10
Mitigation: Prado Rd. SB Ramps
Mitigation: Lengthen Turn Pockets



Transportation & Traffic

Potentially Unavoidable Impacts

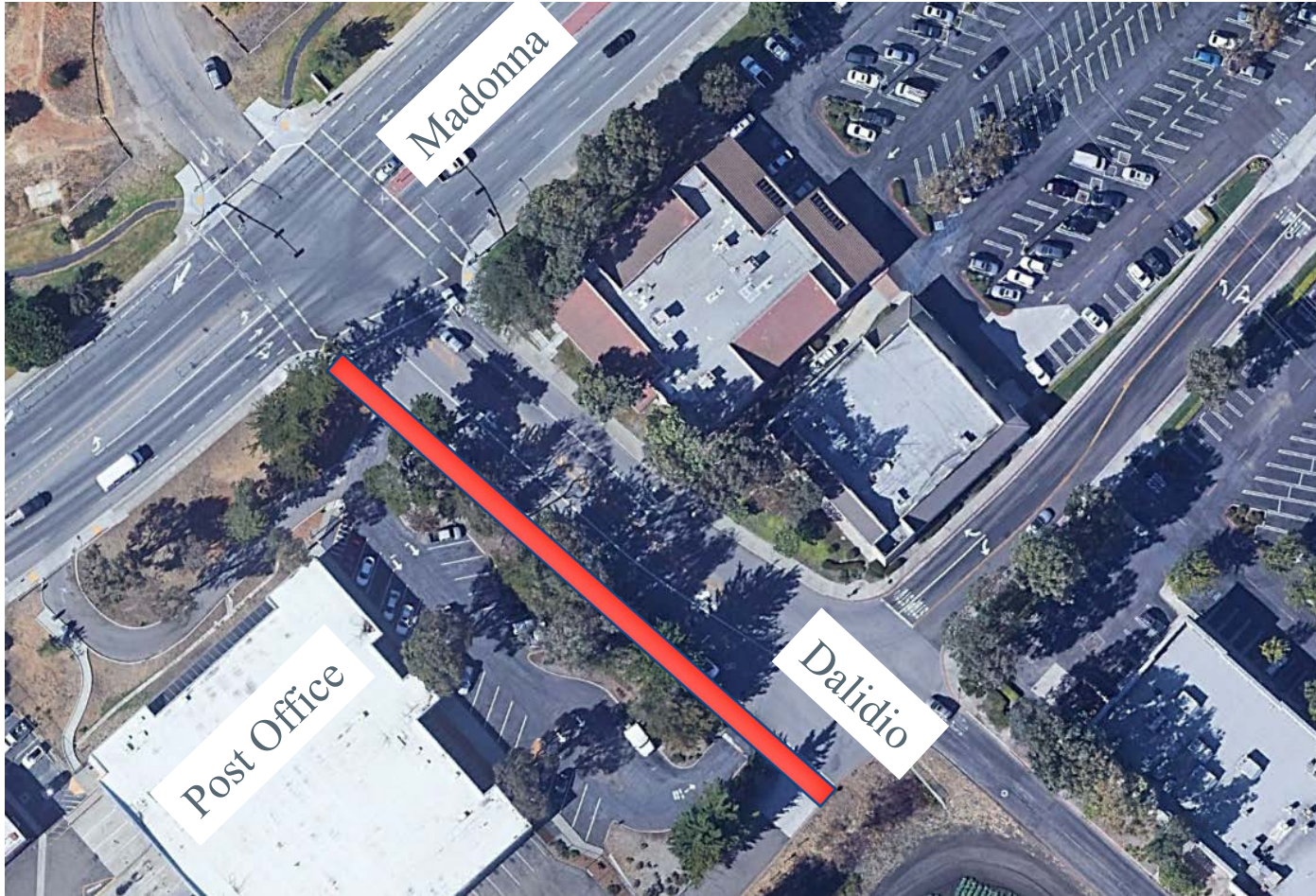
#1 Los Osos Valley Road & Froom – Intersection LOS & Queuing



Transportation & Traffic

Potentially Unavoidable Impacts

#2 Madonna & Dalidio – Intersection LOS & Queuing



Transportation & Traffic

Potentially Unavoidable Impacts

#3 Higuera Street – Bicycle LOS



Additional EIR Issues

■ Aesthetics

- Existing viewsheds and visual character
- Nighttime lighting and glare

■ Geology and Soils

- Earthquake hazards
- Liquefaction potential

■ Greenhouse Gas Emissions

- Consistency with City Climate Action Plan

■ Hazards/Hazardous Materials

- Agricultural pesticides in on-site soils
- Exposure to PCE
- Exposure to Naturally Occurring Asbestos (NOA) during construction activity

■ Recreation

- Failure to meet City parkland standards on-site

■ Water Resources

- Increased demand for water supply



Significant and Unavoidable (Class I) Impacts

- **Air Quality**
- **Cultural Resources**
- **Land Use**
- **Noise**
- **Transportation**



Significant and Unavoidable (Class I) Impacts

- **Air Quality**
 - Clean Air Plan consistency (AQ-1)
 - Cumulative impacts related to air quality



Significant and Unavoidable (Class I) Impacts

- **Cultural Resources**
 - Elimination of San Luis Ranch farm complex (CR-1)
 - Cumulative impacts related to historic resources



Significant and Unavoidable (Class I) Impacts

- **Land Use**
 - Potential inconsistency with General Plan policies related to parkland, historic resources, and meeting multi-modal transportation objectives (LU-1)



Significant and Unavoidable (Class I) Impacts

- **Noise**
 - Short-term construction noise (N-1)



Significant and Unavoidable (Class I) Impacts

■ **Transportation**

- Project and cumulative impacts to intersection capacity at Los Osos Valley Road/Froom Ranch Way (T-2; T-9)
- Impacts to the Higuera Street segment between Prado and Madonna Road (T-3)
- Project and cumulative impacts to intersection capacity at Madonna Road/Dalidio Drive (T-8; T-9)
- Cumulative impacts to the U.S. 101 segment between Los Osos Valley Road and Madonna Road (T-10)



Alternatives Analysis

- **No Project Alternatives**
 - Continuation of agricultural uses, or
 - Development of project site under existing Measure J entitlements
- **Historical Resources Preservation Alternative**
 - Retains the historical San Luis Ranch Farm Complex
 - Similar residential and commercial development
 - Higher density to retain overall buildout on a smaller footprint
- **50% On-Site Agriculture/Open Space Alternative**
 - Preserves 50% of the project site acreage as agriculture/open space
 - Reduces residential buildout from 580 units to approx 536 units



Comparison of Alternatives

Issue Area	No Project		Historical Resource Protection	50% On-Site Agriculture/ Open Space
	No Development	Measure J Entitlements		
Major Issues (EIR identifies significant and unavoidable impacts)				
Air Quality	Less	Greater	Less	Less
Cultural Resources	Less	Greater	Less	Similar
Land Use/Policy Consistency	Less	Greater	Less	Similar
Noise	Less	Greater	Less	Similar
Transportation and Traffic	Less	Greater	Greater	Less
Other Issues (EIR identifies impacts that are less than significant with or without mitigation)				
Aesthetics	Less	Greater	Similar	Less
Agricultural Resources	Less	Greater	Similar	Similar
Biological Resources	Less	Greater	Less	Similar
Greenhouse Gas Emissions	Less	Greater	Less	Less
Hazards & Hazardous Materials	Less	Similar	Similar	Similar
Hydrology and Water Quality	Less	Greater	Less	Less
Recreation	Less	Less	Similar	Similar
Utilities & Service Systems	Less	Less	Similar	Less
Water Resources	Less	Less (Surface Water)/ Greater (Groundwater)	Similar	Less
Overall	14 Less, 0 Greater	3 Less, 11 Greater	7 Less, 1 Greater	8 Less, 0 Greater



Public Input on Draft EIR

- Planning Commission – 2 workshops (January 2017)
 - 23 speakers plus Commission comments
- Cultural Heritage Committee workshop (January 2017)
 - 1 speaker plus CHC comments
- Written Comments during public review period
 - 41 letters and e-mails (12-9-16 to 1-30-17)
 - 2 letters (recirculation 3-3-17 to 4-17-17)



Final EIR Conclusions

- **No new impacts** or change in level of severity of previously identified impacts
- Primary change to Draft EIR – **Refinement of Mitigation Measures**
- **Significant and Unavoidable (Class I) Impacts remain the same** as in Draft EIR
- **Specific Plan incorporates mitigation measures**



Primary Changes to Draft EIR in the Final EIR

■ **Modified Mitigation Measures**

- Agriculture [AG-1]
- Air Quality [AQ-2(a); AQ-2(b); AQ-2(e); AQ-3(a)]
- Biological Resources [BIO-1(e); BIO-1(f)]
- Cultural Resources [CR-1(a)]
- Hazards and Hazardous Materials [HAZ-5(a); HAZ-5(b)]
- Hydrology and Water Quality [HWQ-3(a)]
- Noise [N-4(b); N-5(a); N-5(c); N-5(d)]



Part 4

General Plan Guidance and Policy Consistency



Policy Consistency

- **Key General Plan Policies**
 - Discussed and Analyzed in Section 4.9 of the Final EIR
 - Also included as an attachment to the staff report



Policy Consistency

- **FEIR Consistency Analysis**

- Project is **Consistent** with most City policies
- Potentially inconsistent with a few policies, noted below, pending decision-maker consideration
 - *LUE Policy 1.10.4 (design standards)*
 - *LUE Policy 8.1.4 (parkland requirement)*
 - *COSE Policy 3.3.2 (demolitions)*
 - *CE Policy 6.1.2 (multi-modal design objectives)*



Policy Consistency

- **Consistency Analysis**

- LUE Policy 1.10.4 (design standards)
- COSE Policy 3.3.2 (demolitions)
 - *Project is clustered to the extent possible (minimizes impacts to archaeological resources)*
 - *CHC found the project's approach to relocate and adaptively reuse site consistent with City policies that relate to historic resources*
 - *Staff conclusion: **Consistent** with policies*



Policy Consistency

- **Consistency Analysis**

- LUE Policy 8.1.4 (parkland requirement)

- *Policy requires 5.8 acres onsite*

- *Project includes 2.8 acres and payment of in-lieu fees*

- *PRC found this this approach was a more effective way of providing needed park facilities than requiring all 5.8 acres onsite*

- *Staff conclusion: **Consistent** with policy*



Policy Consistency

■ Consistency Analysis

■ CE Policy 6.1.2 (multi-modal objectives)

- *EIR found Class I impacts related to achieving multimodal objectives at:*
 - *Madonna Road & Dalidio Drive intersection*
 - *Los Osos Valley Road & Froom Ranch Way intersection;*
 - *Higuera Street (certain roadway segments); and*
 - *U.S. 101 mainline segments at Los Osos Valley Road and Madonna Road.*
- *However, project includes robust multimodal circulation system; SP addresses this to the extent feasible*
 - *Walkable within project area to key locations*
 - *Network of interconnected paths and trails*
 - *Central transit stop included*
- *Staff conclusion: **Consistent** with intent of policy*



Part 5

Project Components and Discussion



Project Components and Entitlements

- San Luis Ranch Specific Plan
- General Plan Amendment/Pre-Zoning
- Development Plan/Vesting Tentative Tract Map
- Term Sheet/Development Agreement
- Annexation

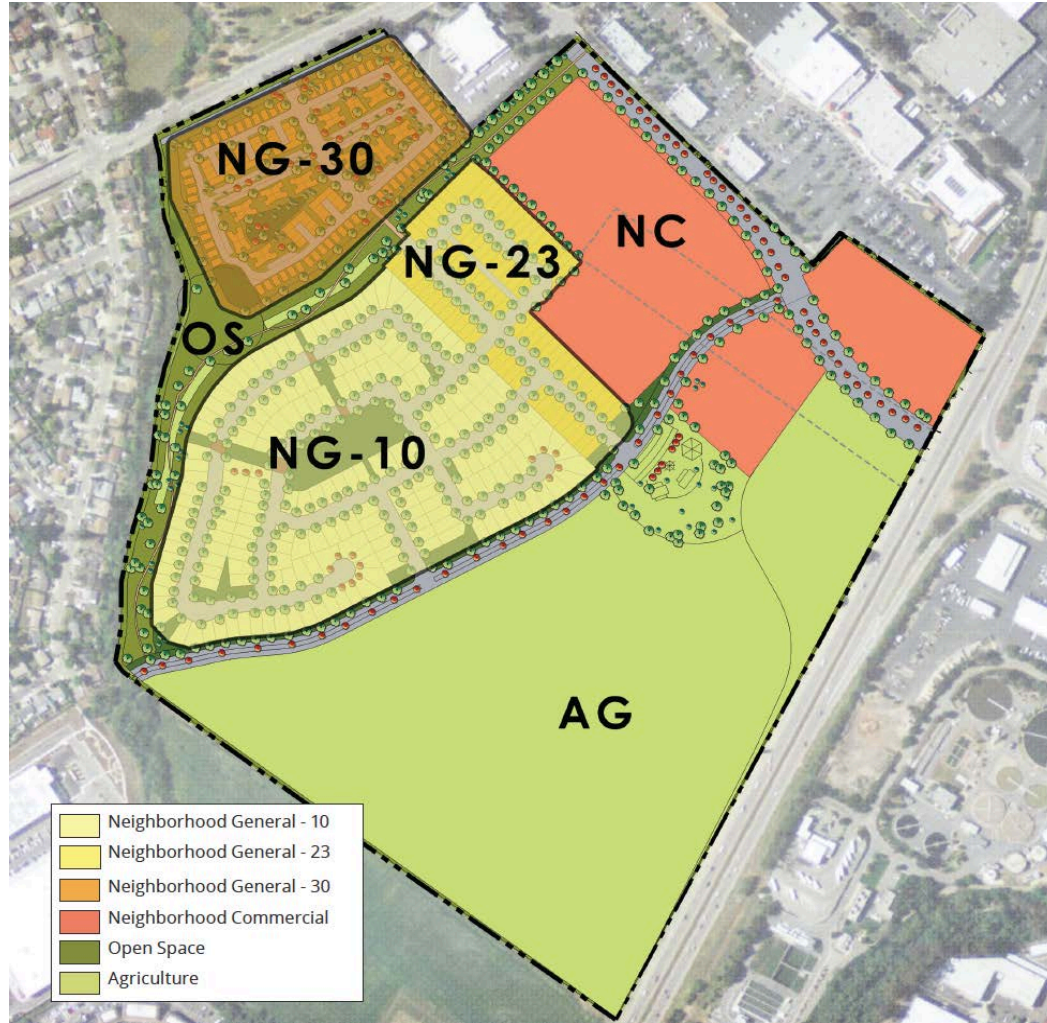


Proposed Specific Plan Principles (“Core 4”)

- Maintain and Promote San Luis Obispo’s Agricultural Heritage
- Provide Open Space and Recreation Areas
- Deliver Diverse Housing Opportunities, Including Workforce Housing
- Create a Multimodal Community Seamlessly Integrated into the Existing Circulation System



Proposed Land Use Designations/Zoning



Summary of Proposed Land Uses

Type	Land Use Category	% of Site	Units/SF	Acreage
Planned Development				
Low-Medium Density Residential	NG-10	16.42%	200 units	21.5 acres
Medium Density Residential	NG-23	5.54%	100 units	7.3 acres
High Density Residential	NG-30	8.37%	246 units	11.0 acres
Affordable Housing			34 units	
Commercial	NC	9.03%	150,000 SF	11.9 acres
Office	NC	3.20%	100,000 SF	4.2 acres
Hotel and Conference Center	NC	2.69%	200 rooms	3.5 acres
Public Parks		2.12%		2.8 acres
Regional Roads		6.85%		9.0 acres
Agriculture and Open Space				
Agriculture	AG	39.82%		52.3 acres
Internal Open Space	OS	5.94%		7.8 acres

*Planned Development area is based on Net Site area of approximately 122.5 acres. The gross site area is approximately 131.4 acres, less approximately 8.9 acres of right-of-way for regional roads.



Project Description

- Neighborhood General 10
 - Single-Family Residential
 - Small Lot Residential
- Neighborhood General 23 and 30
 - Multi-Family Residential
 - Townhomes
- Neighborhood Commercial
 - Commercial, Office, Hotel
- Open Space
- Agriculture
 - Ag Processing Center
 - Market/Farm Stand
 - Learning Center
 - Food Services

Neighborhood General 10 (NG-10)

This zone allows for detached single family residential units with the majority of lots averaging 3,200 sf. Residential products envisioned for this zone are Traditional Single Family.



Neighborhood General 23 (NG-23)

This zone allows for detached single family residential units on lots averaging 2,400 to 3,000 sf. Residential products envisioned for this zone include Small-Lot Front Loaded and Small-Lot Alley Loaded. These products will appeal to a wide variety of home buyers and will support workforce housing needs on the Central Coast.



Neighborhood General 30 (NG-30)

This zone allows for attached and detached units on lots as small as 1,000 sf to lot sizes that can accommodate multi-family residential structures. Residential products envisioned for this zone include Detached Townhomes, Attached Townhomes, and Multi-Family structures such as apartments or condos.

Neighborhood Commercial (NC)

This zone allows commercial development intended to serve neighborhood residents as well as visitors. Table 3-10 includes a wide variety of allowable uses. The vision for this zone is to include a blend of retail, office, hotel, and horizontal mixed-use buildings.



Open Space (OS)

The primary intent of this zone is to provide areas for active and passive recreation that includes community parks, neighborhood parks, pedestrian paths, and habitat restoration areas. This zone accommodates trails, paths, playground equipment, and limited structures necessary to support the specific uses.



Agriculture (AG)

The primary intent of this zone is to preserve and maintain agriculture uses consistent with the San Luis Obispo General Plan, as well as integrate agricultural history into the community. Physical development should promote the Specific Plan area's agricultural uses and heritage.



Project Description

Table 2: Summary of the proposed lot sizes, lot coverage, and building heights

Zone	Product Type	Lot Sizes/Lot Coverage	Max Building Height
Neighborhood General 10 (NG-10)	Traditional Single Family	3,200 SF min	35'
Neighborhood General 23 (NG-23)	Small Lot Front Loaded	2,400 SF min	35'
Neighborhood General 23 (NG-23)	Small Lot Alley Loaded	2,400 SF min	35'
Neighborhood General 30 (NG-30)	Detached Townhome	1,000 SF min	40'
Neighborhood General 30 (NG-30)	Attached Townhome	1,000 SF min	40'
Neighborhood General 30 (NG-30)	Multi-Family	1,000 SF min	40'
Neighborhood Commercial (NC)	Commercial, Office and Hotel	80% max	20' min; 50' max
Open Space (OS)	None		
Agriculture (A)	Ag Learning Center	3,000 SF max	
	Market/Farm Stand	3,000 SF max	
	Ag Processing Center	10,000 SF max	
	Food Services	5,000 SF max	
	Ag Accessory Structures *	1,500 SF max per structure	35'

* up to a total of 10,000 SF in structures; historical structures may go to 45'



How the Specific Plan Addresses Advisory Input

■ Planning Commission

- Broader Mix of Densities. Greater range of densities and flexibility within zones provided
- Avoid Cul-de-Sacs. Plan revised to include only 2 cul-de-sacs
- Clarify Roadway and Infrastructure Phasing. Plan is updated and clarified, notably with respect to Prado Road improvements timing



How the Specific Plan Addresses Advisory Input

- **Bicycle Advisory Committee**
 - Supported Prado crossing of US 101, even if only for bikes. Prado Road crossing will contain bike paths on both sides
- **Parks and Recreation Commission**
 - Include more passive recreation (trails). Additional trails included along creeks and drainages
 - Separate parks and open space. Plan now includes separate Open Space zone with standards



How the Specific Plan Addresses Advisory Input

■ Cultural Heritage Committee

- Need more detail on relocation plan. Specific Plan includes additional detail.
- Ag Center should maximize number of historic buildings. Plan now includes three major buildings from complex; was two.
- CHC determined **project consistent with policy** and ordinances.

■ Architectural Review Commission

- Design Guidelines need to be internally consistent and provide clear direction. Chapter 3 of Specific Plan being updated.
- ARC considered project on May 1 and 22, with recommendations to City Council forthcoming on June 5



How the Specific Plan Addresses Advisory Input

- **Airport Land Use Commission**
 - **Found project consistent** with safety and density policies on April 19, 2017, with conditions
 - Specific Plan addresses these conditions:
 - Includes 200'-wide no build zone affecting commercial areas
 - Changes 3 acres of Residential (NG-23) to Commercial
 - 27 units removed from S-1b Zone, relocating 8 to S-2 Zone
 - ALUC Consistency findings included in Appendix C of Specific Plan



How the Specific Plan Responds to the FEIR

- **Key Mitigation Measures are inserted into the body of the Specific Plan document**
 - *Agriculture*
 - *Air Quality*
 - *Biological Resources*
 - *Cultural Resources*
 - *Hydrology and Water Quality*
 - *Noise*
 - *Recreation*
 - *Transportation*
- **All Mitigation Measures are incorporated into Appendix B of the Specific Plan**



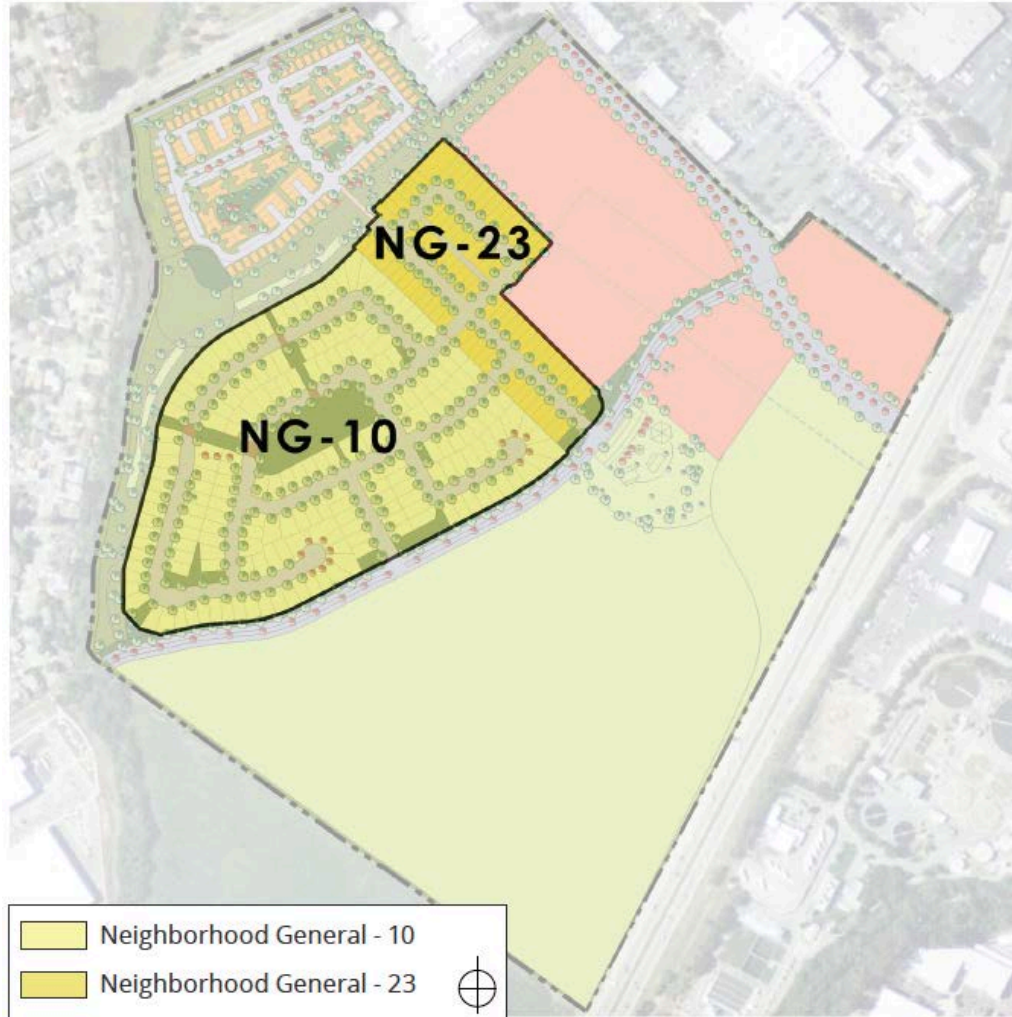
Specific Plan Components

■ Land Use

- *Land use pattern to be addressed by PC*
- *Architecture and design issues addressed by ARC*



Neighborhood General 10 and 23 (NG-10 and -23)



Neighborhood General 10 (NG-10)

Figure 2.13 Single Family Traditional Lot Site Plan

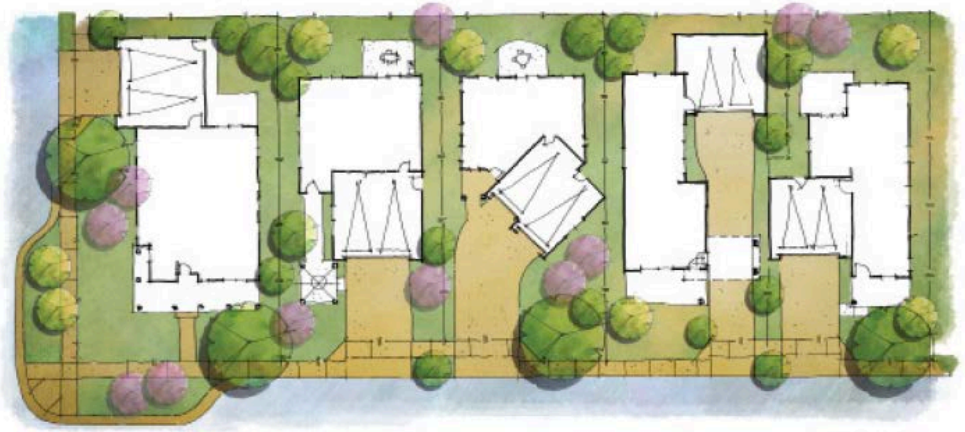


Figure 2.14 Single Family Traditional Lot Elevations



Neighborhood General 23 (NG-23)

Single Family | SMALL LOT FRONT LOADED



Figure 2.15 Single Family Small Lot Front Loaded Site Plan



Figure 2.16 Single Family Small Lot Front Loaded Elevations



Neighborhood General 23 (NG-23)

Single Family | SMALL LOT ALLEY
LOADED



Figure 2.17 Single Family Small Lot Alley Loaded Site Plan

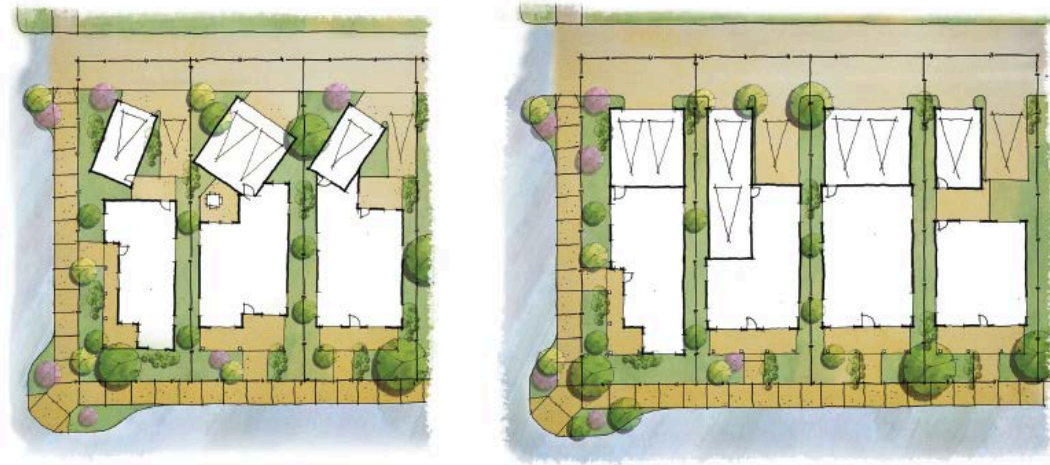


Figure 2.18 Single Family Small Lot Alley Loaded Elevations



Neighborhood General 30 (NG-30)

Multi-Family | COMPACT



Figure 2.19 A Multi-Family Detached Compact Lot Site Plan



Figure 2.19 B Multi-Family Detached Compact Lot Elevations



Figure 2.20 A Multi-Family Attached Compact Lot Site Plan

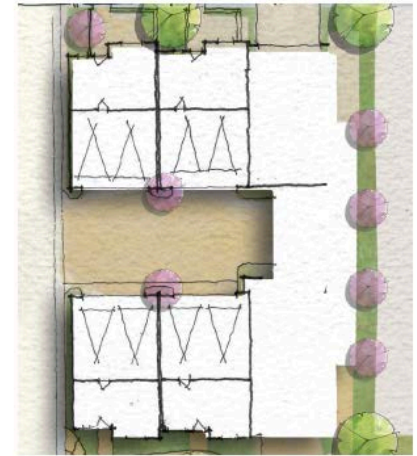


Figure 2.20 B Multi-Family Attached Compact Lot Elevations



Neighborhood General 30 (NG-30)

Multi-Family | FLATS

Figure 2.21 Multi-Family Flats - Option A



Figure 2.22 Multi-Family Flats - Option B



Neighborhood Commercial (NC)



Neighborhood Commercial (NC)

Figure 2.25 Conceptual Elevation for Commercial Area



Neighborhood Commercial (NC)

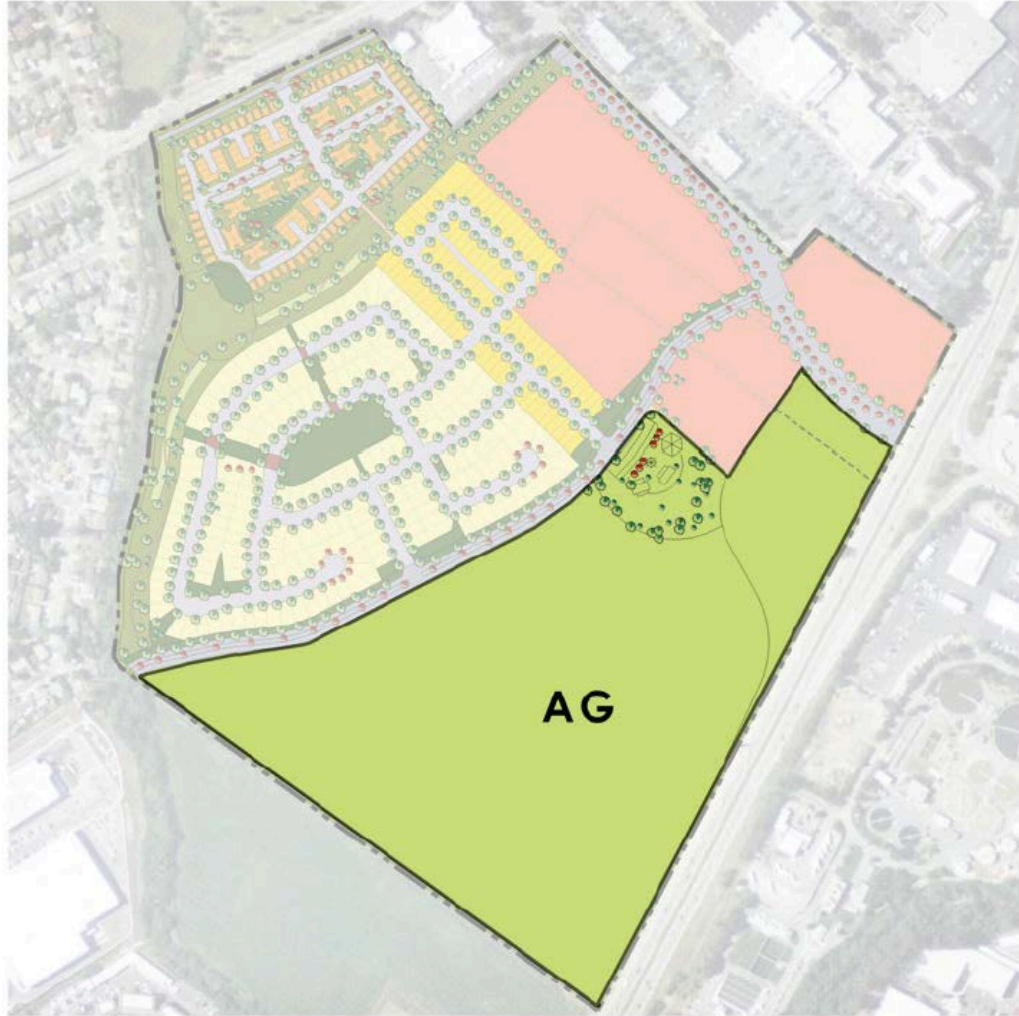
Figure 2.26 Illustrative Plan for Hotel and Conference Area



Open Space (OS)



Agriculture (AG)

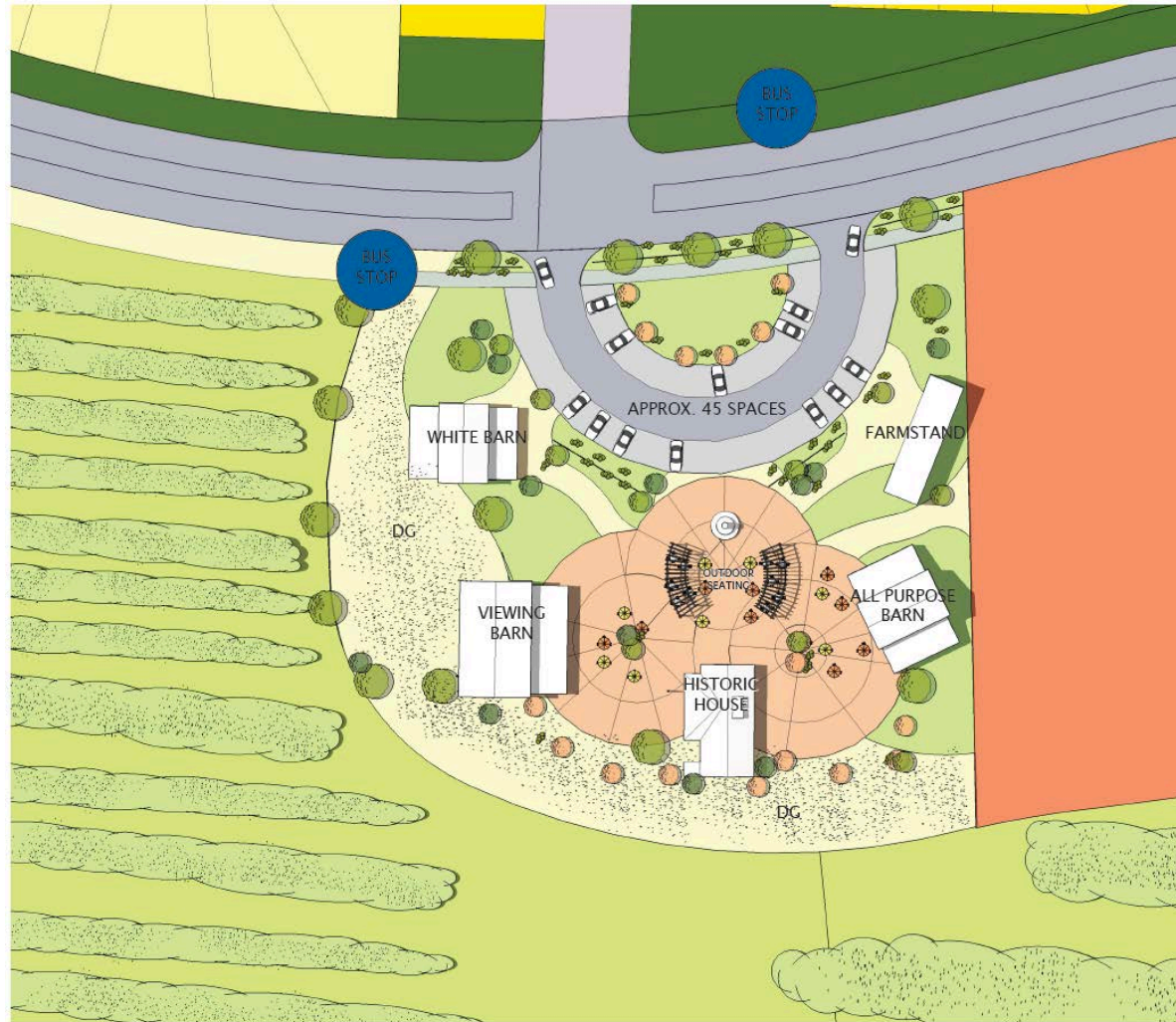


Agriculture (AG)

Figure 2.29 Illustrative Plan for Agricultural Heritage and Learning Center Area



Illustrative Agricultural Heritage Center

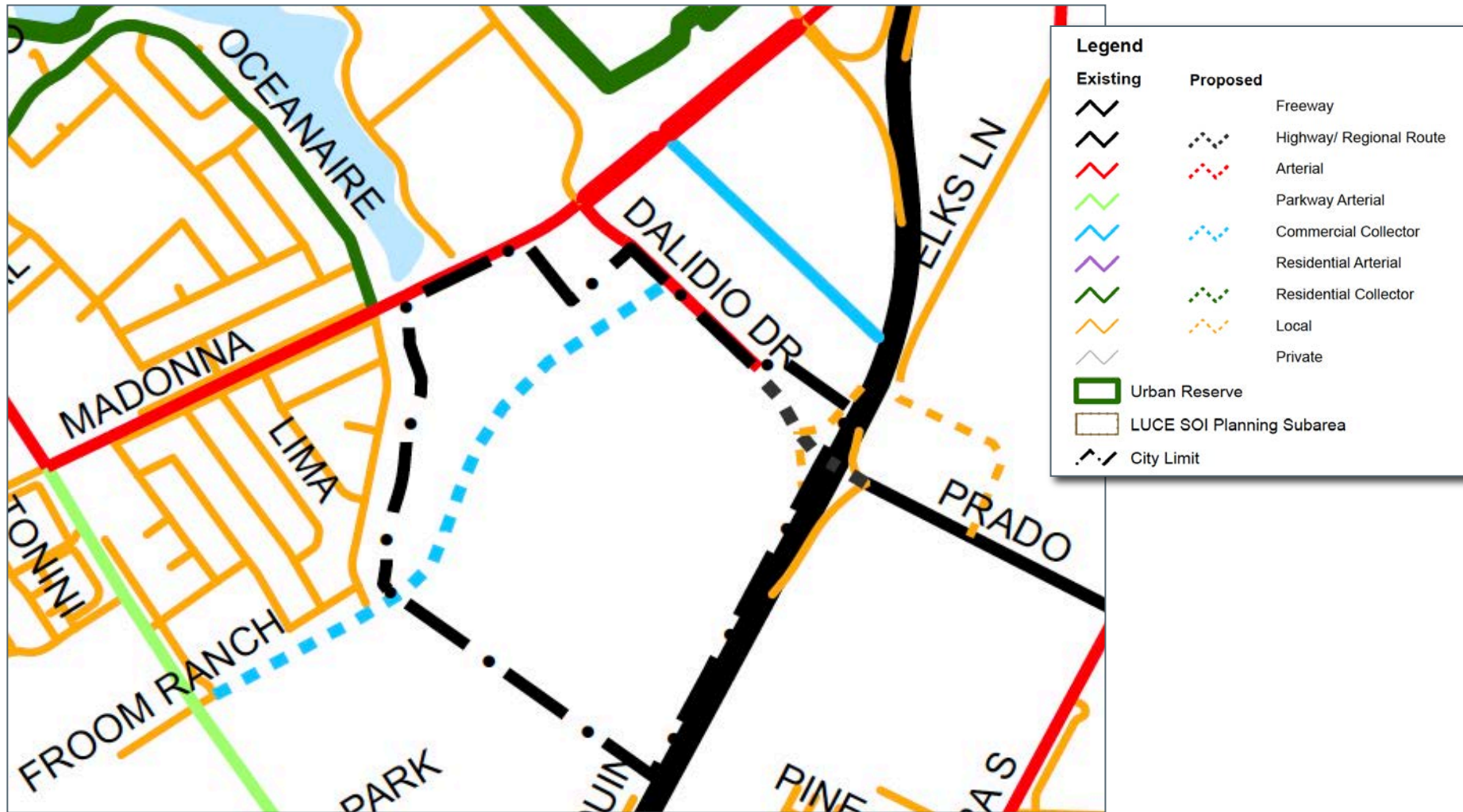


Specific Plan Components

- **Circulation**



Circulation Element Map



Prado Road and LUE Policy 8.1.4.a

Provide land and appropriate financial support for development of a Prado Road connection. Appropriate land to support road infrastructure identified in the Final Project EIR (overpass or interchange) at this location shall be dedicated as part of any proposal and any area in excess of the project's fair share of this facility shall not be included as part of the project site area used to calculate the required 50% open space.

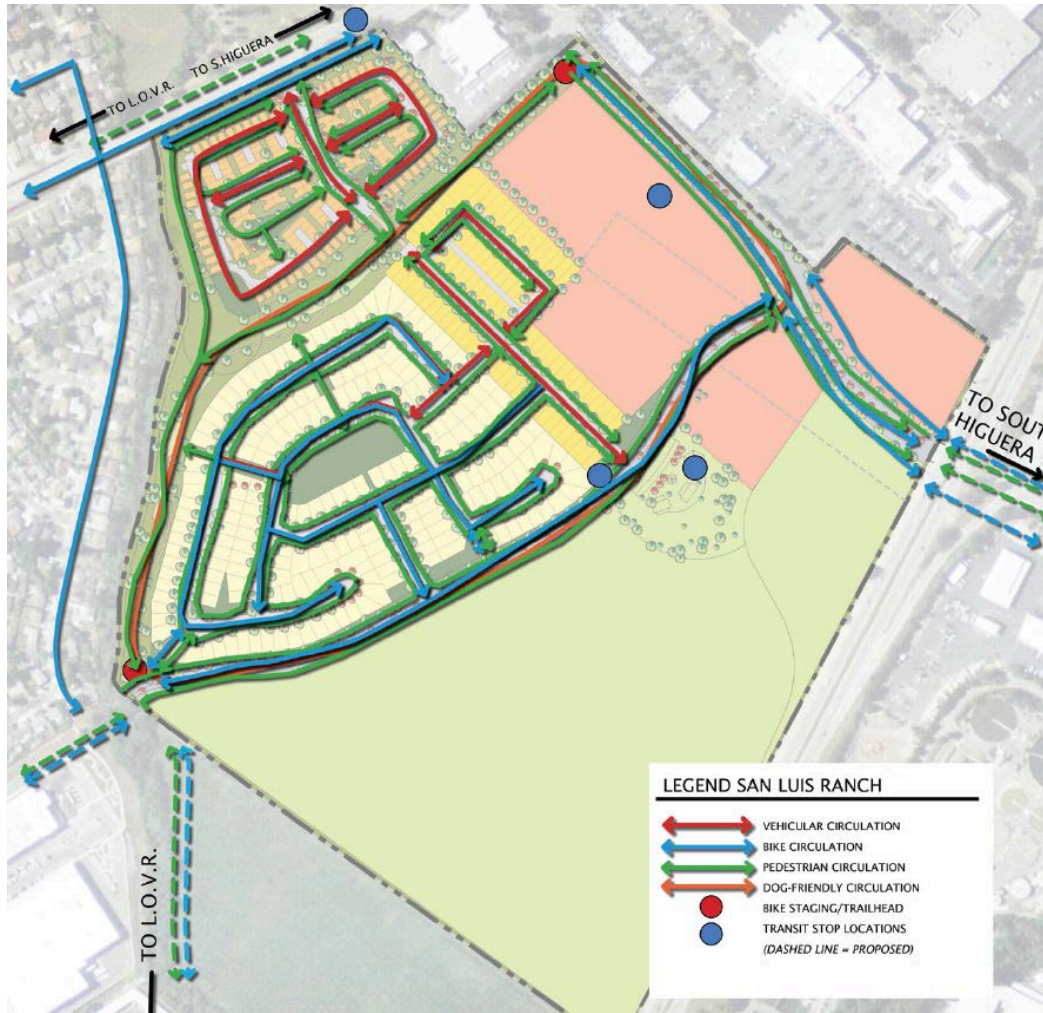


Other Key Circulation and LUE Policy 8.1.4

- b. Circulation connections to integrate property with surrounding circulation network for all modes of travel.*
- c. Connection to Froom Ranch 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.*
- d. Development shall include a transit hub. Developer shall work with transit officials to provide express connections to Downtown area.*



Proposed Multimodal Circulation Plan



Specific Plan will be modified to update circulation map to a roadway classification map consistent with the General Plan, and a bicycle classification map consistent with the bicycle transportation plan.



Key Circulation Improvements

- Prado Road Overpass & NB 101 Ramps
- Froom Ranch Way extension (Prado to LOVR)
- Dalidio Drive improvements
- Madonna Road improvements
- Class I Multiuse Paths
- Roundabouts
- Transit Facilities
- Neighborhood Traffic Calming
- Emergency Access easement

The proposed Specific Plan language regarding these improvements is not fully consistent with the findings of the EIR. The Specific Plan will be modified to reconcile those inconsistencies.



Key Roadway Design Considerations

Facility	ROW width	Travel Lanes	Other Amenities
Residential Collector – Froom Ranch Way	77'	2	11' travel lanes; 6'6" Class I bike path; 14' central median; parkways; 89-foot ag buffer
Collector Street – Dalidio Drive/Prado Rd	80'	4	11' travel lanes; two 5' Class I bike lanes; 12' median/turn lane; separate 7' sidewalks
Local Residential Street	46'	2	10' travel lanes; 6' sidewalk in parkway median; 7' parking on either side
Alley	20'	2	20' width with no center line

The proposed specific plan classifications and cross sections are not fully consistent with the General Plan and EIR findings. The Specific Plan will be modified to reconcile those inconsistencies.



Specific Plan Components

- **Utility Infrastructure**



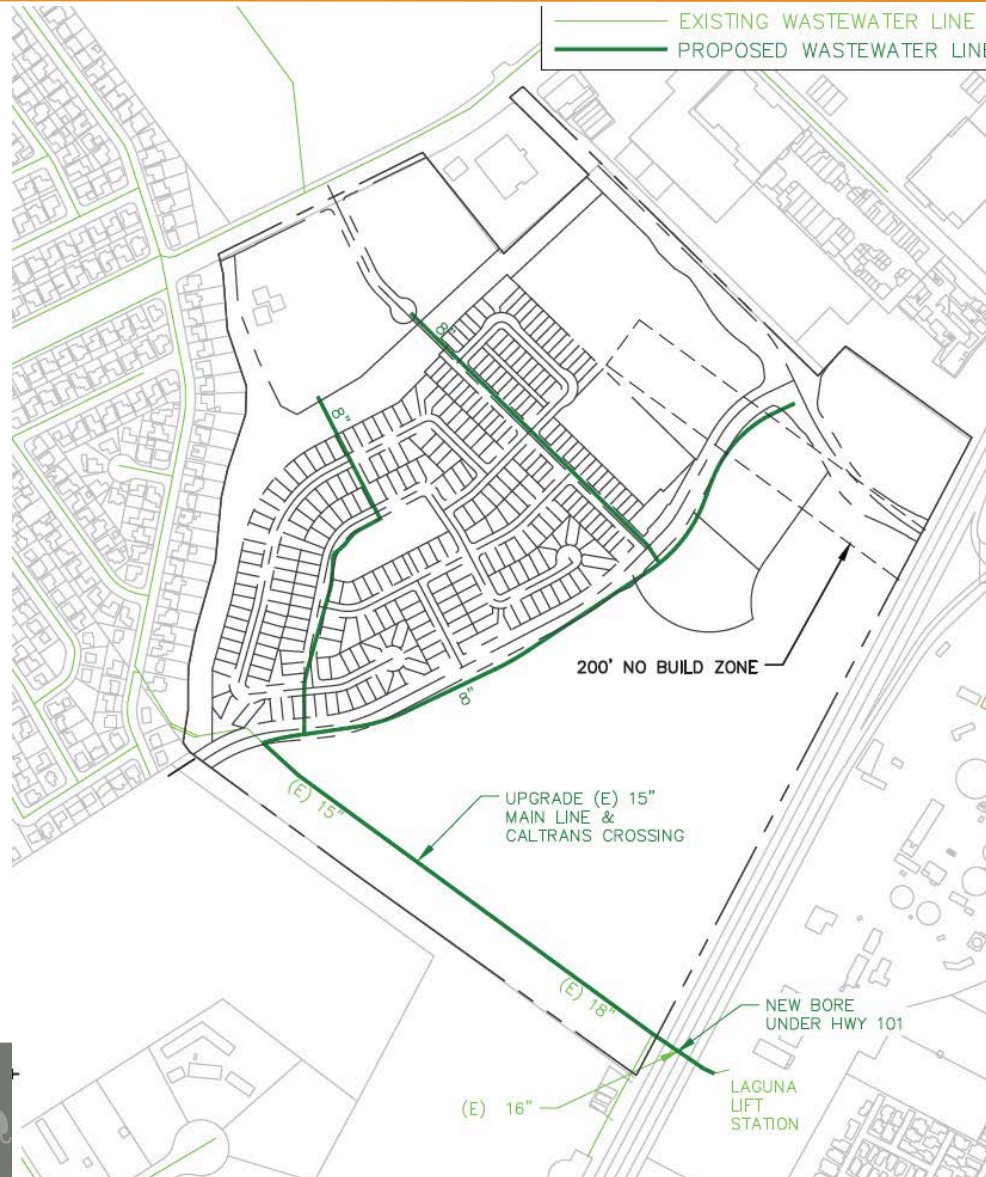
Infrastructure: Domestic Water



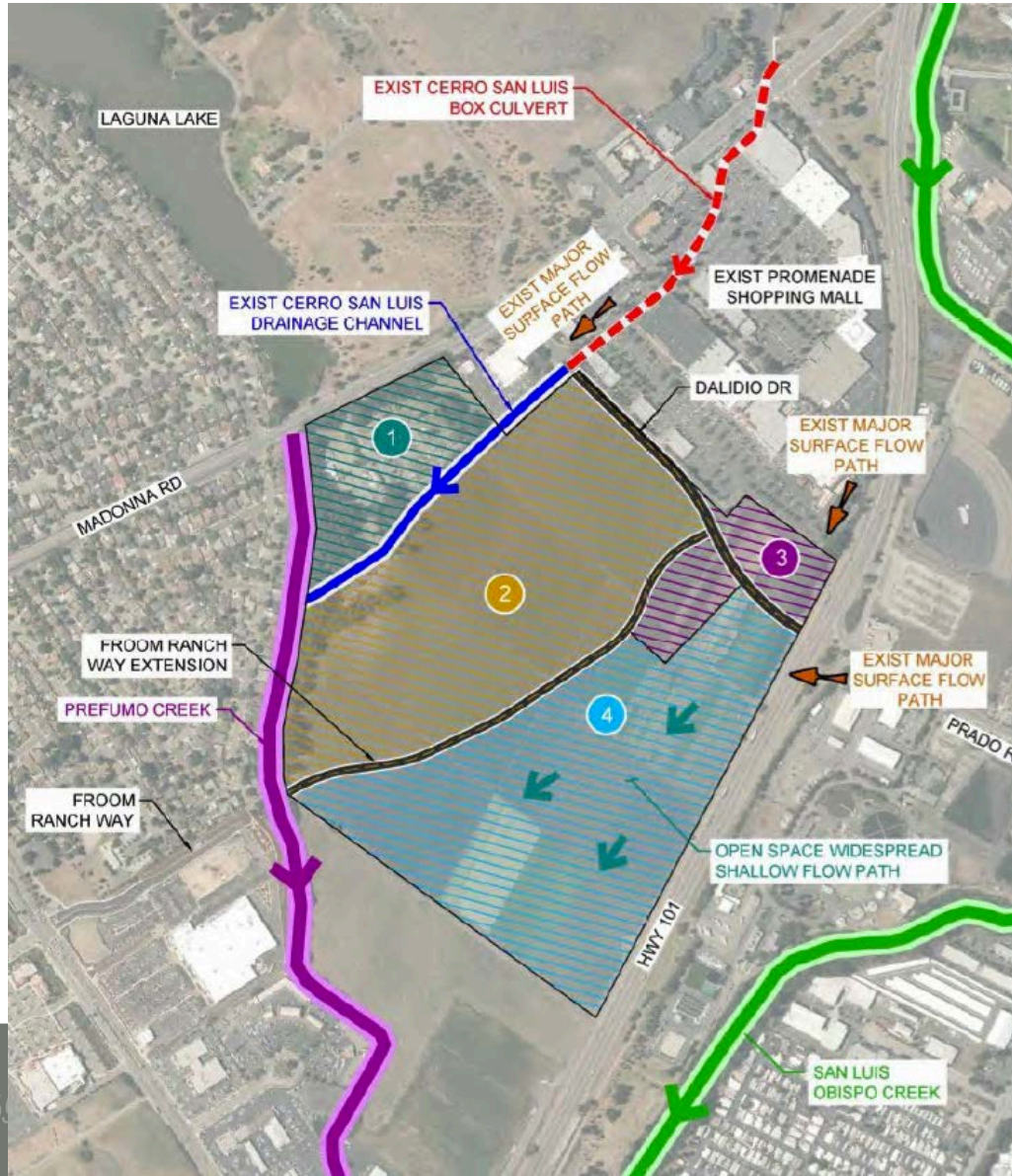
Infrastructure: Recycled Water



Infrastructure: Wastewater



Conceptual Floodplain Management



Conceptual Grading



Conceptual Drainage



Proposed Water Conservation Measures

- Drought-Tolerant Landscaping
- Recycled Water Use for landscaping
- Low-Flow Water Fixtures
- Interior Use of Gray Water (as allowed by law)
- Onsite Rainwater Harvesting



Specific Plan Components

- **Phasing and Financing**



Proposed Project Phasing

PHASE LEGEND	
	PHASE 1: SINGLE FAMILY RESIDENTIAL
	PHASE 2: MEDIUM DENSITY MULTI-FAMILY
	PHASE 3: HIGH DENSITY MULTI-FAMILY AND AG HERITAGE CENTER
	PHASE 4: COMMERCIAL HOTEL
	PHASE 5: COMMERCIAL OFFICE
	PHASE 6 COMMERCIAL RETAIL
	PHASE TBD



The proposed phasing of the Prado Road Overpass & 101 Ramp is inconsistent with the EIR. The Specific Plan will be modified to reconcile this inconsistency.



Propose Project Phasing

Phase/Trigger	Improvement
Phase 1 - Residential (large lot)	Dalidio Drive widening, Froom Ranch Way Extension and Bridge, Froom Ranch Way / Dalidio Drive Signal or Roundabout, Madonna Road / Dalidio Drive intersection improvements
Phase 2-Residential (small lot)	Funding mechanism established for Prado Road Overpass and reconfigured North Bound Ramps
Phase 3 - High Density Residential and Agricultural Heritage Center	Madonna Road Widening and Frontage Improvements
Phase 4 - Commercial (Hotel)	Froom Ranch Road / Dalidio Drive Traffic Signal or Roundabout Improvements
Phases 5 and 6 - Commercial (Office and Retail)	Transit Hub at Retail Center
After Specific Plan Build-Out	Prado Road -Install Southbound Ramps to US 101

These proposed improvements, descriptions, and timing are not fully consistent with the EIR. The Specific Plan will be modified to reconcile those inconsistencies.



Proposed Residential Phasing

Year	Dwelling Units	Acres
2018	86	8.0
2019	196	15
2020	175	15
2021	123	4.0
Total	580	42

- *Actual timing will be based on market forces and other related factors out of the applicant's control*

The EIR evaluated a very specific sequential phasing. The Specific Plan will be modified to be consistent with what the EIR evaluated.



Proposed Non-Residential Phasing

Year	Commercial		Office		Hotel + Conference Center	
	Square Feet	Acres	Square Feet	Acres	Rooms	Acres
2018	50,000	4.00				
2019	50,000	4.00	25,000	1.05	200	3.50
2020	50,000	4.00	25,000	1.05		
2021			25,000	1.05		
2022						
2023			25,000	1.05		
2024						
Total	150,000	12.00	100,000	4.20	200	3.50

- *Actual timing will be based on market forces and other related factors out of the applicant's control*

The timing of development shown here is inconsistent with the EIR evaluation. The Specific Plan will be modified to reconcile the inconsistency.



Proposed Infrastructure Phasing

Phase	Circulation	Water	Wastewater	Storm Drain	Recycled Water
1	<p>Contract Dalidio from Madonna to Froom Ranch and Froom Ranch to Prefumo Creek bridge</p> <p>Timing of Bridge TBD</p> <p>Construct SLO Ranch Way to Froom</p>	<p>Construct 12" line from corner of Dalidio/Froom to connection in west of performo creek. Install 10" from Madonna to Froom. Install 8" lines within SFD(NG-10)</p>	<p>Install 8" lines in SLO Ranch Road, Froom from SLO Ranch to 24" line and 8" lines within residential area</p>	<p>Install underground detention in commercial area.</p> <p>Install underground retention area in neighborhood park and pocket park near Froom Ranch bridge</p>	<p>Install 6" line in SLO Ranch Rd from Madonna to Froom</p>
2	<p>Contract Dalidio from Madonna to Froom Ranch and Froom Ranch to Prefumo Creek bridge</p> <p>Funding Mechanism for Prado Road Overpass/ Interchange</p> <p>SLO Ranch Way to Froom</p>	<p>Connect to 10" line in SLO Ranch Rd. Loop 8"lines within 30x80 lots (NG-23)</p>	<p>Install 8" lines internally connecting from SLO Ranch Road</p>	<p>Channel & creek widening full length of channel, and from confluence of channel to Froom bridge</p>	
3	<p>Madonna Improvements/ Internal roads</p>	<p>Connect to 10" line in SLO Ranch Rd. or connect to 12" line in Froom for AG Heritage Center</p>	<p>Connect to 8" line in SLO Ranch Road</p>	<p>On-site surface retention or underground detention, as needed.</p> <p>Vegetated bioswales (pervious pavers, grass crete parking, etc)</p>	<p>Connect to 6" line in SLO Ranch Rd for Multi-family</p>
4	<p>Internal only</p>	<p>Connect to 12" line in Froom</p>			
5	<p>Obtain access easement from Madonna Shopping center owner</p>	<p>Connect to 12" line in Froom</p>	<p>Connect 8" line in Froom Road/ SLO Ranch Road to Daladio/Froom intersection</p>	<p>Underground stormwater detention and vegetated bioswales as needed</p>	<p>Install 6" line from SLO Ranch Road / Froom to Froom/ Dalidio intersection</p>
6	<p>Dalidio/Prado extension/overpass timing TBD</p>	<p>Connect from Harvest Street to existing line in Dalidio Drive</p>			

These proposed improvements, descriptions, and timing are not fully consistent with the EIR. The Specific Plan will be modified to reconcile those inconsistencies.



Infrastructure Financing Strategy

- **Primary Funding Mechanisms**
 - Development Impact Fees
 - Community Facilities District (CFD)
- **Possible Ancillary Funding Mechanisms**
 - City/County Tax Exchange
 - Developer Financing
 - Landscape and Lighting District
 - Homeowner Association Fees
 - Enhanced Infrastructure Financing District (EIFD)



Project Components and Entitlements

- San Luis Ranch Specific Plan
- General Plan Amendment/Pre-Zoning
- Development Plan/Vesting Tentative Tract Map
- Term Sheet/Development Agreement
- Annexation



General Plan Amendment/Pre-Zoning

- **Update** the General Plan **Land Use Map**
- **Update** the General Plan **Circulation Map**
- **Update** portions of the General Plan related to **statistical land use data**
- **Specific Plan provides pre-zoning** for the site
 - *Needed for annexation application to LAFCo*
 - *Once annexed, the City's zoning map will be updated*
- **Update** the Bicycle Transportation Plan



Project Components and Entitlements

- San Luis Ranch Specific Plan
- General Plan Amendment/Pre-Zoning
- Development Plan/Vesting Tentative Tract Map *
- Term Sheet/Development Agreement *
- Annexation *

**** To be addressed
by PC on June 7***



Key Issues to Consider

- Agricultural Preservation
- Housing Affordability and Density Bonus Provisions
- Timing of Prado Road Improvements
- Airport Land Use Plan Consistency



Agricultural Preservation

- Policy 8.1.4 requires 50% of site net area be in agriculture or open space
- City Council may consider a portion may be met offsite under these conditions:
 - *“Substantial multiplier” for amount of off-site dedication (GP does not establish criteria for a “multiplier”)*
 - *Off-site land has similar visual and agricultural value*
 - *Off-site land is protected through an easement*



Agricultural Preservation

	Acres	Required	Provided	Offsite
Gross Site Area	131.4			
Less Right-of-Ways	1.8 (LUCE)			
Net Site Area	129.6			
Agriculture/Open Space				
Onsite Prime Soils	109	50% = 54.5	52.3	2.2
Open Space	20.6	50% - 10.3	7.81	2.49
Total AG/OS	129.6	64.8	60.4	4.69

*The General Plan allows a portion of the Agriculture and Open Space requirement to be met through off-site dedication.



Housing Affordability and Density Bonus Issues

- LUE Policy 8.1.4 allows up to 500 dwellings on site
- Under State Density Bonus Law, 80 more units are allowed
- Project meets criteria to qualify for density bonus



Housing Affordability and Density Bonus Issues

- Inclusionary affordable housing requirements must be met within the first 500 units
- Specific Plan will include 34 units onsite for very low, low, and moderate income households
 - *26 of these are for very low income households, which qualifies the project for a 20% density bonus*
 - *12 deed-restricted NG-10 and NG-23 units will be located throughout area, integrated with other homes*
- Staff determined that this meets the City's affordable housing requirements



Prado Road and LUE Policy 8.1.4.a

Provide land and appropriate financial support for development of a Prado Road connection. Appropriate land to support road infrastructure identified in the Final Project EIR (overpass or interchange) at this location shall be dedicated as part of any proposal and any area in excess of the project's fair share of this facility shall not be included as part of the project site area used to calculate the required 50% open space.



Prado Road Improvements

- Prado Road/US 101 Interchange has been in the RTP and Circulation Element for decades
- As proposed, Specific Plan would dedicate right-of-way, but not make include improvements
- FEIR identified that the Specific Plan will trigger the need for an overpass by Phase 2
- Project would also contribute to cumulative impacts that would require a full interchange



Prado Road Improvements

- Per FEIR, construction of an overcrossing of U.S. Highway 101 prior to Phase 2 building permits
- Phased construction of full interchange required per mitigation measures T-1(c) and T-8(d-f)
 - Interchange will be addressed more fully as a map condition
 - Condition will require that prior to building permits for Phase 2, the following must be in place:
 - *A city-approved funding mechanism for constructing the Prado Road interchange capable of delivering construction by phase 2.*
 - *Applicant's fair share contribution toward Overpass & Northbound ramps must be paid.*
 - *Offer to dedicate right of way for Southbound ramps*



Airport Land Use Plan Consistency

- **Airport Land Use Commission** found project consistent with safety and density policies on April 19, 2017, with conditions
- Specific Plan addresses these conditions:
 - Includes 200'-wide no build zone affecting commercial areas
 - Change 3 acres of Residential (NG-23) to Commercial
 - 27 units removed from S-1b Zone, relocating 8 to S-2 Zone
- ALUC Consistency findings included in Appendix C of Specific Plan



Key Issues and Questions

General Issues

- 1. Does the proposed Specific Plan (including land use and circulation pattern) meet the multiple goals set forth for the site in the LUCE? Is it consistent with key General Plan policies?*
- 2. Is there sufficient pedestrian and bicycle connectivity to satisfy the intent of multi-modal transportation goals?*
- 3. Are you satisfied with the proposed phasing concept?*
- 4. As a regulatory document, do you believe the Specific Plan will be easy to read and use? Are there ambiguities that need clarification?*



Key Issues and Questions

Agricultural Preservation

- 1. Is there sufficient on-site ag and open space land included?*
- 2. Is the amount of off-site dedication sufficient in the context of the required findings related to the quality of land and the need for a concept of a “substantial multiplier”?*

Affordable Housing and Density Bonus

- 1. Are you satisfied that the project meets the City’s affordable housing requirements?*
- 2. Do you support the applicant's approach to distribute deed-restricted very low income housing throughout the project site?*
- 3. Do you have additional recommendations related to providing affordable housing on the site that do not impair the economic viability of the project?*



Key Issues and Questions

Prado Road Improvements

- 1. Do you agree with the proposed timing of the applicant's responsibility to construct the Prado Road overpass (prior to building permits for Phase 2)?*
- 2. Do you agree with the proposed condition regarding to the applicant's responsibilities related to timing of a fair share payment and providing land dedication toward the construction of the Prado Road interchange?*

Airport Land Use Plan Consistency

- 1. With the ALUC's consistency finding leading to revisions to the Specific Plan, are you satisfied that aircraft-related safety and noise issues have been adequately addressed?*



Next Steps

- **Architectural Review Commission – June 5, 2017**
 - ARC to provide recommendation to City Council on Design Guidelines (Specific Plan, Chapter 3)

- **Planning Commission – June 7, 2017**
 - Consideration of remaining entitlements
 - Recommendation to City Council

- **City Council to consider project approval – July 2017**

- **Annexation (if project approved)**
 - City Council to forward annexation request to LAFCo
 - LAFCo to consider City's annexation application

- **Project Development**

