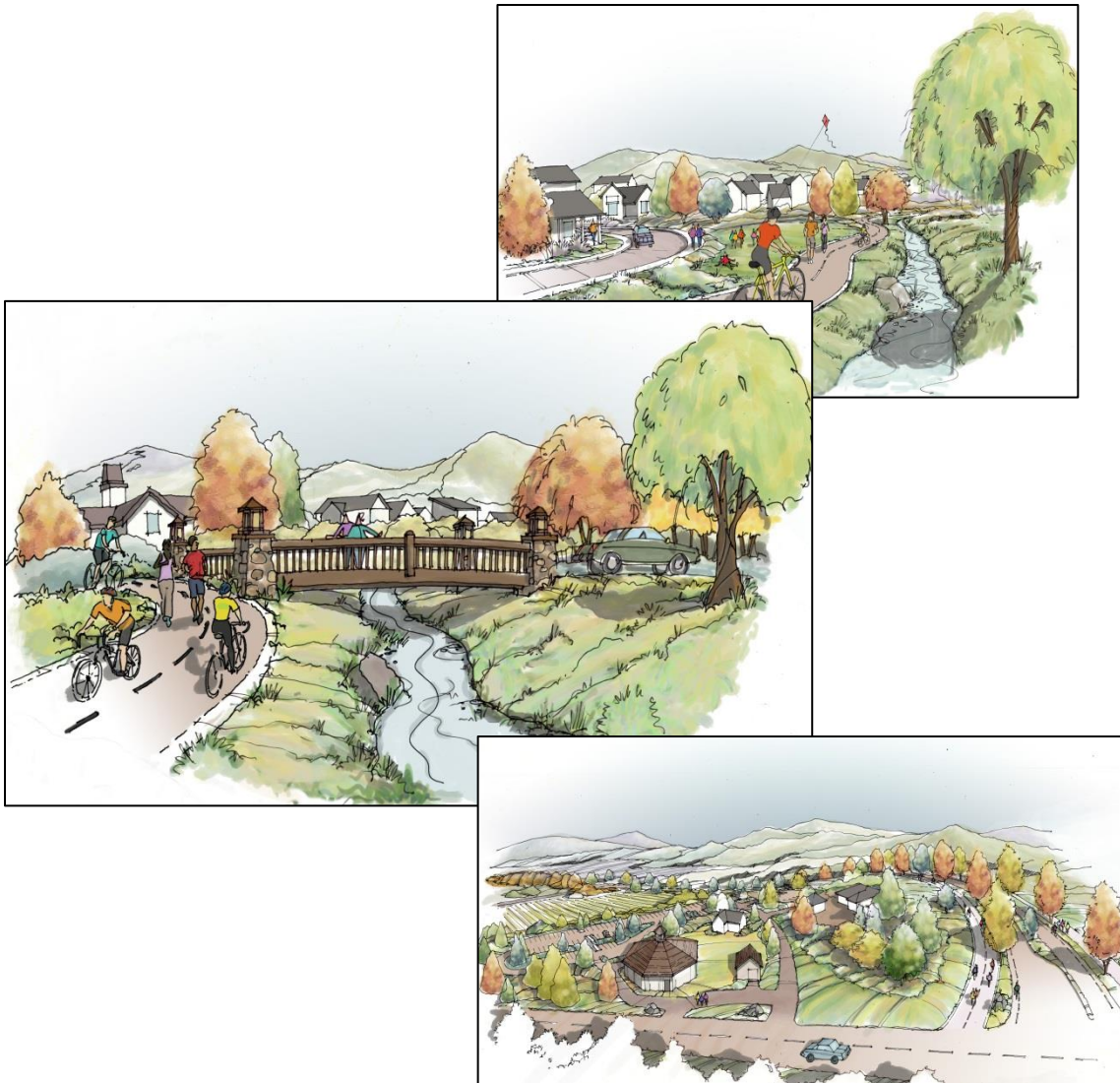


APPENDIX D

Avila Ranch Development Plan – December 18, 2015

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Avila Ranch Development Plan



Avila Ranch, LLC

735 Tank Farm Road
San Luis Obispo, CA



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Development Plan Format and Content

The Avila Ranch Development Plan contains an environmental setting section, a brief project description, and background information, Land Use, Design, Circulation and Infrastructure regulations and strategies. The 2014 Land Use and Circulation Element Update (LUCE) prescribes the format and content of regulatory elements of Specific Plans for Special Focus Areas in LUCE Policies 8.1.1 and 8.1.2, as well as the development objectives for the site. The Avila Development Plan provides the program for development of the site in conformance with the General Plan's objectives, policies and standards. The actual enabling framework for implementation of this development program is contained in the Airport Area Specific Plan Amendment policy document associated with the Avila Ranch project.

According to the Land Use Element a Specific Plan is to contain a **Land-Use Framework** that includes the proposed land-use pattern, actual development densities in each subarea on the project site and development phasing. Also incorporated into the Land-Use Framework is a classification system that clearly identifies uses allowed in each subarea, and "performance standards" for each site and subarea. Another key element of the Land-Use Framework are general site planning and development standards that specify the requirements for all development and land uses regardless of the applicable land-use designation, including sensitive resources, site access requirements, energy efficiency, fences, walls, hedges, buffers, and other screening, noise regulations, outdoor lighting standards, related performance standards (e.g., air quality, glare, vibration, etc.) and undergrounding of utilities. The Land Use Framework also includes the proposed housing mix within the area that is in keeping with the LUCE's focus on housing for this site.

The Specific Plan also includes a **Design Framework** that provides detailed design guidelines to be used as the Specific Plan is implemented /developed. The purpose of these guidelines is to establish the expected level of design quality 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 that can be implemented as various project components are proposed for implementation. The Design Framework is intended to provide guidance on the integration of the site-specific features such as building architecture, with area-wide elements such as streetscape, recreation and open spaces, resources and architecture into the overall project design. The Design Framework also has standards that define the overall character of the streetscape. The design regulations contained herein are not considered to be final. As individual projects are brought forward for implementation, they will be reviewed by the City staff and Architectural Review Commission (ARC) in accordance with City regulations.

The **Circulation Framework** of the Specific Plan includes the proposed circulation system elements, design standards, and circulation system phasing. This Framework also addresses parking and loading standards, if different than standard City requirements, transit needs, and non-vehicular modes of circulation such as pedestrians and bicycles.

Finally, the Specific Plan will include an **Infrastructure/Public Facilities Framework** that covers those requirements (water, sewer, storm drainage, electricity, natural gas, and communications) as well as parkland, schools and other public facilities. For infrastructure, the framework addresses 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.

The LUCE and other General Plan Elements set out special planning and development objectives for the Avila Ranch site to be addressed in the Avila Ranch subarea of the AASP. This Development Plan includes features responsive to these requirements. The LUCE objectives are intended to ensure that the site is developed primarily as a residential neighborhood with supporting commercial, and recreation facilities, and provisions for onsite and offsite open space/resource protection. LUCE Policy 8.1.6 indicates the specific plan for this area should consider and address the following land use and design issues:

1. Provision of a variety of housing types and affordability levels, with a minimum of 500 dwelling units, and maximum of 700 dwelling units.
2. Modification of the Airport Area Specific Plan to either exclude this area or designate it as a special planning area within the Airport Area Specific Plan.
3. Provision of ag buffers along Buckley Road and along eastern edge of the property.
4. Provision of open space buffers along northern and western boundaries to separate this development from adjacent service and manufacturing uses. Open space/agriculture equivalent to 50 percent of the site area to be provided. Up to one-third of this requirement may be provided off-site or through in-lieu fees consistent with the Airport Area Specific Plan.
5. Provision of open space buffers and protections for Tank Farm Creek to enhance wildlife corridor that runs through the property.
6. Conformance to safety and noise parameters described in this General Plan and the purposes of the State Aeronautics Act, and other applicable regulations such as the San Luis Obispo County Airport Land Use Plan.
7. Participation and enhancement to Buckley Road and enhancement of the connection of Buckley Road to South Higuera Street.
8. Appropriate internal and external pedestrian, bicycle, and transit connections to the City's circulation network, and implementation of the City's Bicycle Transportation Plan including connections to the Bob Jones Trail.

9. Provision of water and wastewater infrastructure needs as detailed in the City's Water and Wastewater Master Plans. This may include funding and/or construction of a wastewater lift station.
10. Fire protection and impacts to emergency response times.
11. An architectural design that relates to the pastoral character of the area and preserves view of agrarian landscapes.
12. Provision of a neighborhood park, and park space consistent with the Parks and Recreation Element of the General Plan.

There are a number of supporting documents associated with the Avila Ranch Development Plan. Those include the following:

1. Airport Area Specific Plan Amendment (AASP). This document includes the necessary policy, text and graphics modifications to the AASP to accommodate the implementation of the Avila Ranch Development Plan. This document includes Goals, policies, objectives, standards and guidelines for conservation and open space, design, circulation, infrastructure, and financing associated with implementation of the Avila Ranch project, as well as development policies associated with the continuing development of the overall 1,500-acre Airport Specific Plan Area. Amendments are proposed that provide for the development program contained in the Avila Ranch Development Plan.
2. General Plan Conformity Analysis. The document evaluates the conformity of the Avila Ranch Development Plan with the various applicable polices and regulations in the adopted elements of the San Luis Obispo General Plan. The Conformity Analysis contains a detailed response to each applicable General Plan Policy, and demonstrates how the project can be found to be in substantial compliance with those policies.
3. Storm Water Control Plan. This document is included in the submittal for the Avila Ranch Vesting Tentative Map and demonstrates compliance of the Development Plan with the Regional Water Quality Control Board's ("Water Board") Low Impact Development (LID) regulations.
4. Drainage Report. A drainage report was submitted with the Vesting Tentative Map that analyzed the hydrology for the project site, including pre-development runoff and flooding, post-development runoff and flooding, and compliance with various City, State and Federal drainage regulations.
5. Water Supply Assessment. An SB610 Water Supply Assessment was prepared for the project to demonstrate the adequacy of water supplies for the project.
6. Airport Land Use Plan Pre-Application Conformity Analysis. This analysis included a quantitative analysis of conformance with the density limitations in the Airport Land Use Plan, and

a policy conformity analysis. This document was reviewed by the Airport Land Use Commission in May, 2015.

7. Environmental Technical Studies. Various environmental technical studies (in addition to those above) have been prepared that have informed the Development Plan development of the plan. These documents have included:
 - a. Traffic Impact Analysis and Report
 - b. Biological Reconnaissance Study
 - c. Wetlands Study and Delineation
 - d. Cultural Resources Evaluation and Inventory
 - e. Noise Impact Evaluation
 - f. Phase 1 and Phase 2 Environmental Site Assessments
 - g. Soils Report and Infiltration Report

Project Overview

Introduction and Project Features

The Avila Ranch site is composed of approximately 150 contiguous acres at the northeast corner of Buckley Road and Vachell Street, and is comprised of three separate parcels: APN: 053-259-006, APN: 053-259-04 and APN: 053-259-005 (See Figures 1 through 3). The site slopes from the northeast to southwest, although there are localized undulations. It is diagonally bisected by a drainage that is colloquially referred to as “Tank Farm Creek” which conveys on- and off-site storm drainage indirectly to San Luis Creek and comprises approximately 10 acres of the 150-acre site.



Figure 1 Project Location

The site was annexed to the City in 2008 after the adoption of the original Airport Area Specific Plan (AASP). At that time, it was given a holding land-use designation of Business Park, the same designation the County of San Luis Obispo applied to it prior to its annexation to the City. This land-use designation is in significant supply in the city and surrounding areas. The City’s Sphere of Influence is adjacent with the southern boundary of the site, which also includes properties to the east and west of the project. See Figure 3.

As currently planned, Avila Ranch would include approximately 720 dwelling units with a diverse range of housing needs, a centrally located “Town Center” with 15,000 square feet of local-serving retail and office uses, 16 acres of pocket parks, mini-parks and neighborhood parks, and 55 acres of riparian open and farmed agricultural land. There will be riparian recreation, open space, community gardens and bike connections to the Chevron and Octagon Barn bike facilities, among other amenities.

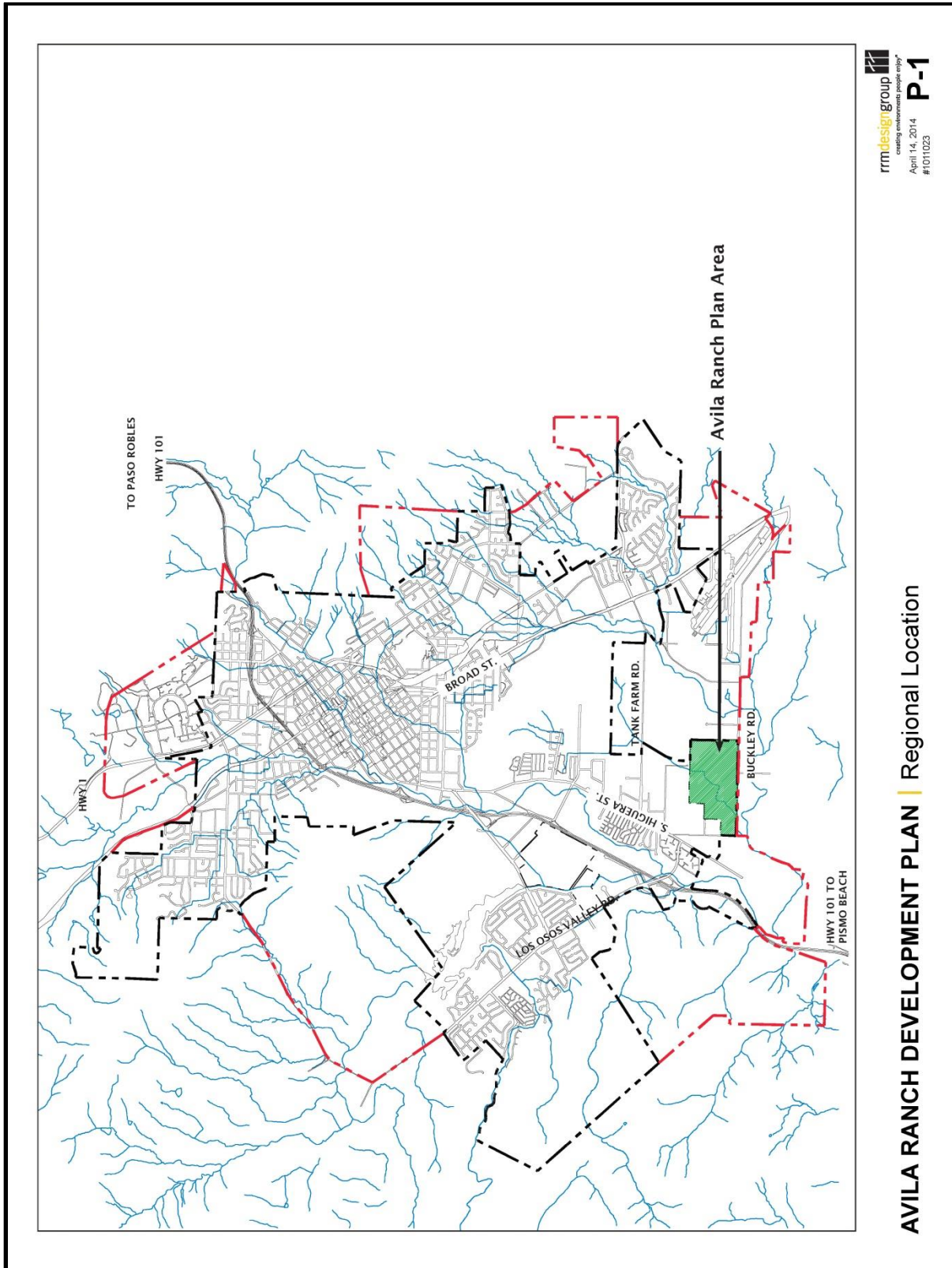


Figure 2 Vicinity

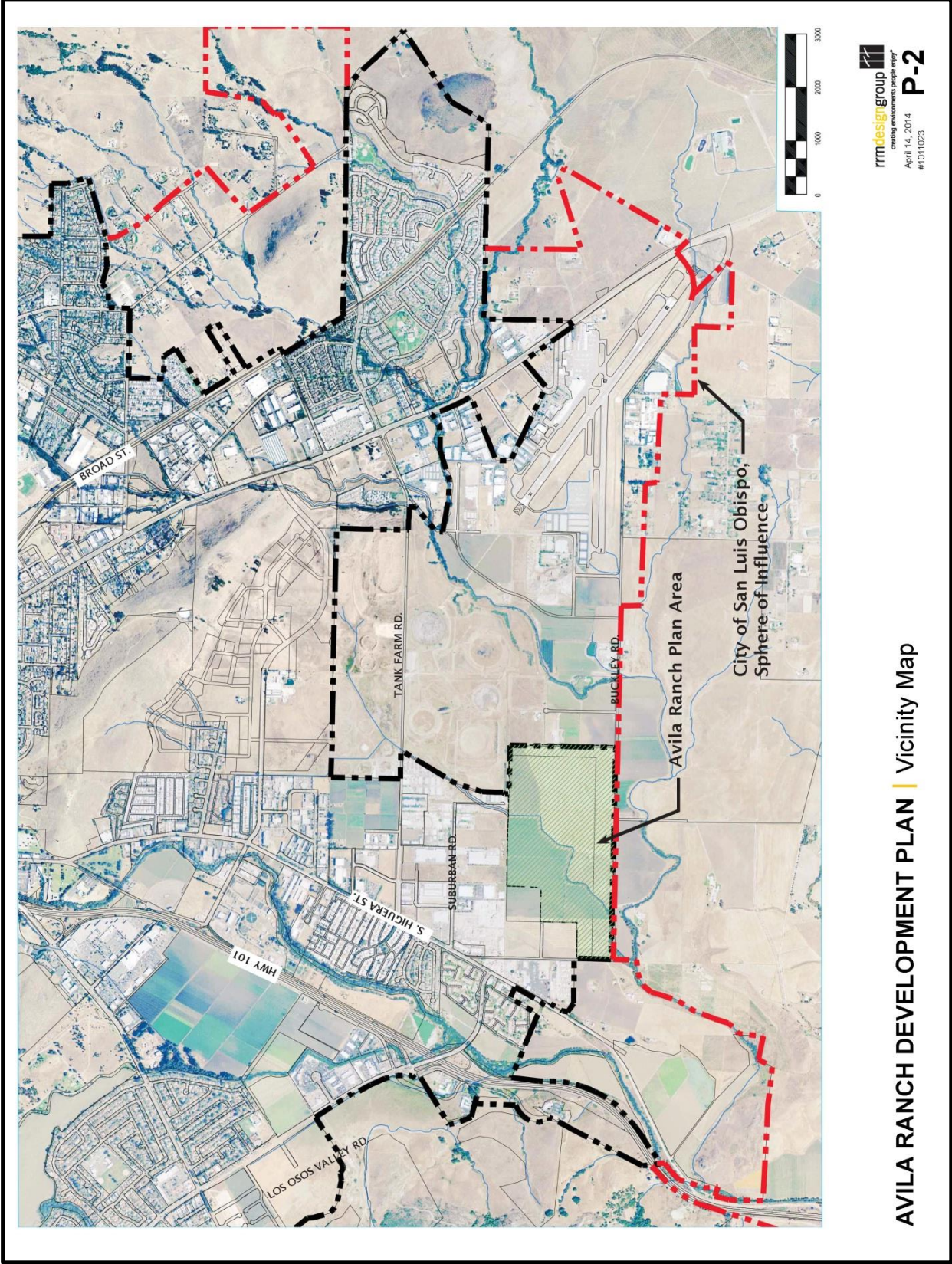


Figure 3 Vicinity and Site

Sustainable Energy Features

The Avila Ranch project will be a model for sustainable development practices. It is intended to be compliant with the U.S. Green Building Council's Leadership in Energy and Environmental Design for Neighborhood Development ("LEED-ND") "Silver" certification and San Luis Obispo County's Green Build "Emerald" certification rating. Just a few of the features include:



1. Compliance with SLO Green Build passive solar guidelines for building orientation, south glazing and thermal mass.
2. Pervious alternatives to hardscape.
3. Compliance with GreenPoint- single family, GreenPoint-multifamily and CalGreen.
4. High-efficiency Energy Star fixtures, appliances and features.
5. Buildings that are at least 25 percent more energy efficient than state or local regulations require.
6. Alternative energy systems (photovoltaic solar, wind, etc.) capable of delivering 50 percent of the energy demand for the dwelling units in the project. The current City guideline (GP Conservation Policy 4.6.17) is for at least 30 percent of the units to be supplied with basic photovoltaic (PV) systems. The project will exceed that by including at least half the units with PV systems that provide at least 50 percent of the unit's electrical energy demand or equivalent energy saving improvements.
7. Compliance with the City's Climate Action Plan.
8. Project features and measures to reduce average daily potable water usage by at least 30 percent below community's current residential water demand per unit.

Sustainable Open Space and Agriculture

The project will include improvement of the existing riparian corridors for habitat, drainage and pedestrian and bicycle paths. Onsite open space will total over 55 acres in accordance with LUCE Policy 8.1.6, including 27 acres for sustainable agriculture, 1.3 acres for community gardens and 18 acres for riparian open space. The sustainable agriculture will be dedicated to the production of local produce through practices that are environmentally responsible and compatible with the surrounding environment.

Progressive storm-water treatment and management improvements will also be used to further the community's Low Impact Development goals through bio-retention swales, runoff treatment and filtration, permeable paving and pavement systems, water retention gardens and other integrated treatment detention/retention systems. These facilities will also have the added benefit of providing open-space and aesthetic value. These improvements will also solve storm-water issues associated with upstream and adjacent properties.

A Complete "Linked" Community

The surrounding neighborhood provides a wealth of services, facilities and resources. Day care, drug stores, restaurants, schools, an upscale convenience store, a bank, several places of worship, a fitness center, medical and/or dental services, personal-care services, and a full service supermarket are currently located within biking or walking distance of the Avila Ranch. In addition, there are currently over 3,000 jobs within a half mile of biking or walking. An integrated web of pedestrian and bicycle pathways will be developed along the public street system, dedicated pedestrian pathways, and riparian bike paths. A video showing these project and regional linkages is provided in Appendix A.



To augment these existing services and facilities, the community will offer a 9.8-acre neighborhood park that is generally within a quarter mile of any residential unit, eight mini-parks within one-eighth mile of residential units, a pocket park, the Tank Farm Creek Riparian Corridor and a "Town Center" with a community center, convenience goods and services. The Town Center will function as more than just a commercial destination. It will have plaza areas for public gatherings, parking to be shared with the adjacent neighborhood park and the Tank Farm Creek riparian corridor, and areas for a trailhead that is connected by local, community and regional roadways, bike trails, pedestrian linkages and transit. More than just an area for daily shopping and convenience goods, the Town Center will serve as a community gathering place, a transit hub and a location for occasional community events and gatherings. The homes and businesses in Avila Ranch will be interconnected to the rest of the city through a dense street pattern, shaded sidewalks, local and regional riparian bikeways and nearby transit. A fully improved transit, trolley and van pool stop will also be included as part of the community's Town Center.



A Diverse Range of Housing Opportunities

The project will reflect a wide range of housing across the economic and socio-economic spectrum. It will also be characterized by styles that have the detailing and architectural authenticity for which San Luis Obispo has become known, with a wide enough range in styles to create neighborhood identities and avoid monotony and repetition. There will be areas for traditional single family units of varying designs, smaller lot R-2 single family units, attached single family cluster units and medium- and high-density multifamily units.



In particular, the project will provide housing that will appeal to the community's "workforce" housing needs with unit sizes, pricing and amenities for small families, professionals, retirees and larger families. Under current market conditions, it is expected that the project will provide over 450 units (64 percent) that are affordable to families with moderate and "workforce" incomes (80-160 percent of City median family income).

The project's architectural styles will be respectful of local traditions and culture, while meeting present-day lifestyle needs. Anticipated architectural styles are expected to include highly detailed Agrarian/Ranch, Bungalow, Mission, Craftsman Bungalows, and Contemporary/Mid-Century Modern. Neighborhoods will be organized around the project's open-space features with a neighborhood park, pocket park or open-space amenity within walking distance. Public buildings, park structures and structures in civic meeting places will use an agricultural theme, such as modern or contemporary barn architecture.



Major City Development Objectives

The project site has been identified in the adopted LUCE Update as one of the principal potential growth sites in the community over the next 10-20 years. In addition to the General Plan objectives noted above, and the conformance with General Plan policies noted in the General Plan Conformity Analysis, it will promote several community objectives that are furthered or achieved by the project, as follows:

1. Completion of the Buckley Road Extension. The City and County development plans consider the extension of Buckley Road to Higuera an essential element of the community's circulation network. The extension of Buckley Road from Vachell Lane to South Higuera is one of the key features of the project. The SLOCOG RTP/Sustainable Communities Plan considers this improvement a high priority. This will have significant community and region-wide benefits as it will provide for direct vehicle connections between SR 227 and SR 101, and route

regional traffic around the edges of the community rather than through impacted intersections. This connection will also provide a direct connection between the City's bikeway system east of Vachell to Higuera, thereby connecting the City's bicycle network to the Octagon Barn trailhead for the Bob Jones Trail.

2. Completion of Missing Bikeway Links. There are currently bike facilities at Santa Fe and Tank Farm Road, portions of the Bob Jones City to Sea Trail at Los Osos Valley Road and Highway 101 and at Ontario and Highway 101. The County of San Luis Obispo is currently processing an extension of the Bob Jones Trail to connect it to the Octagon Barn to serve as a trailhead and hub. The extension of Buckley Road, the onsite riparian bikeway along Tank Farm Creek and the bikeway improvements along the Buckley will complete this trail network. All in all, the project will result in the addition of almost three miles of bicycle paths and lanes, pedestrian trails, and completion of critical missing important links in the overall bicycle network, critical transportation priority in the community.
3. Correction of Hydrology and Flooding. Over the years, the Tank Farm Creek corridor has been neglected and suffers from overgrown, choked channels, to barren drainage channels. This corridor will be rehabilitated and adjacent green spaces developed which will include Class I bike paths, pocket parks and pedestrian/ bikeway overpasses. Tank Farm Creek will be realigned to its historic connection to the Chevron property to the north where connections will be made to existing bikeways, planned new bikeways and to new storm-water detention facilities. There are also drainage issues along Suburban Road, Vachell Road and Buckley Road, many resulting from incremental, site-specific drainage problems over the years. There are also drainage issues associated with "Dioptics" site at Venture and Vachell Lane that will be addressed.
4. Oversizing of Infrastructure. The City plans to serve all areas within the AASP with sewer and water services, once they are annexed to the City. The project will bring in and extend domestic water, recycled water and sewer service through the project site and make it available for extension to the east. Sewer and water mains will also be installed, to the extent feasible, along Suburban Road to serve the properties along Suburban that were annexed to the City in 2008, but developed in the County.

Environmental Setting and Background Information

The environmental impacts of development on the property were evaluated in the Airport Area Specific Plan EIR, certified by the City Council in August, 2005. Recently, the AASP was amended to address changes in the Chevron site and the LUCE was amended. In addition, there have been a number of site-specific technical studies that have informed the development of the project. A summary of those issues and findings as they pertain to the project site, are summarized below.

Flooding and Hydrology

As noted, a portion of the project is located in the FEMA 100-year flood plain. According to City documents, any project components within a 100-year flood plain would be subject to a “no net fill” requirement, and building pads would have to be elevated at least one foot above base flood elevation. Figure 5 shows the pre-development 100-year flood plain. Figure 4A shows the predevelopment flood areas.

Chevron is planning a detention facility north of the project that will provide a substantial reduction to current flows. Based on the City’s Hydrologic Engineering Center-River Analysis System (“HEC-RAS”) model, it was determined that Tank Farm Creek has existing peak flows of 874 cubic feet per second (CFS) during the 100-year peak event. According to the Drainage Report, this will be reduced to 766 CFS with the south drainage pond on the Chevron site, and to 133 CFS will all of the improvement proposed for the Chevron site. According to Cannon, such flows can be handled within an expanded cross section of Tank Farm Creek and a CLOMR/LOMR may be successfully processed with FEMA to reduce the designed flood area on site from approximately 50 to 10 acres, with that area confined to the reconfigured drainage channel and the most extreme southwest portion of the site. The project has been designed with the assumption that only the southern Chevron improvements will be installed. The location of the northern reach of Tank Farm Creek on the project site is proposed to be modified to take advantage of the improvements planned by Chevron. This will make enhancements on certain portions of the project dependent on development of the Chevron facilities, and clearance by FEMA.

Preliminary results of Cannon’s post-project HEC-RAS analysis have been mapped and the calculations prepared for on-site drainage discharges into the system. Total on-site discharge is estimated to be 500 cfs off-site. The reduction in flow is due to Chevron improvements upstream.

A system of 13 sub basins are planned to provide the required retention and detention. These basins provide localized detention, retention and storm-water filtration/quality enhancement to the various neighborhoods and have a collective capacity necessary to provide detention adequate to accommodate a 50-year event, and retention necessary to accommodate a 25-year event. In order to accommodate offsite storm drainage patterns that affect the site outside of the proposed Chevron detention basin, a 20-30 foot wide swale will be provided along the north property line. This line will convey existing site flows to the realigned Tank Farm Creek. Figure 4B shows the post development flood prone areas.

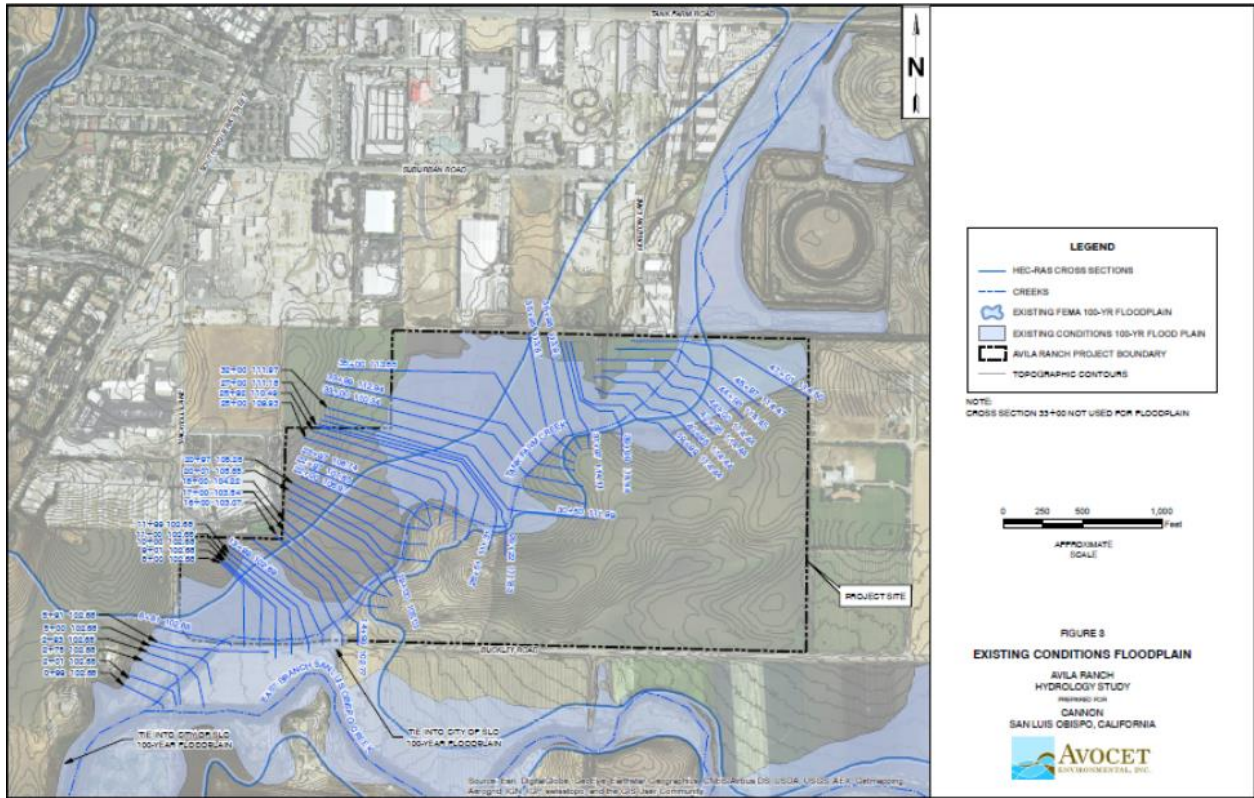


Figure 4A Predevelopment Flood Areas

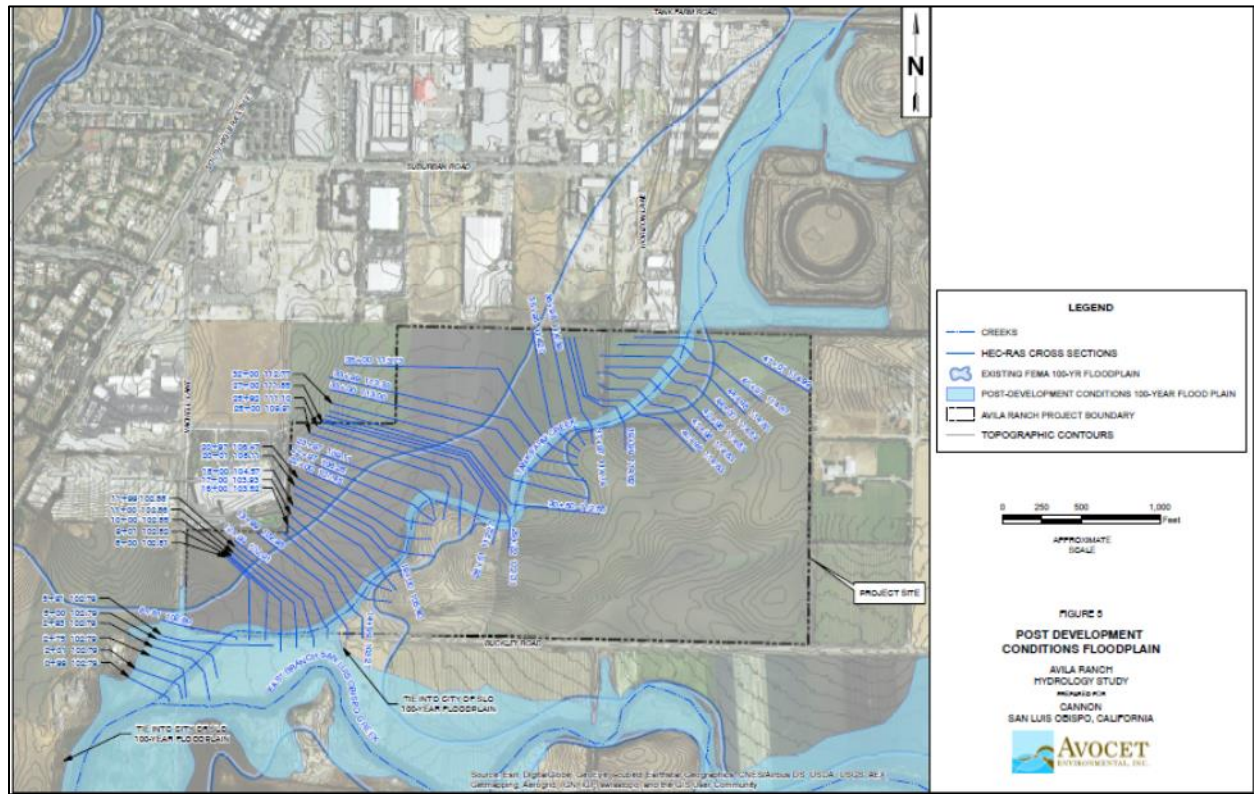


Figure 4B Post Development Flood Areas

Biological Resources

The AASP EIR and the LUCE EIR identified a number of species of concern on, or near, the project site. Biological resources surveys and wetland delineation were prepared by Olberding Environmental in early 2002. New reconnaissance surveys and wetland studies are being conducted. There was also wetland delineation for the project which identified a portion of Tank Farm Creek as a jurisdictional wetland. The initial biological findings show the project can improve the biological conditions, protect the corridor, enhance the connectivity for wildlife, and upgrade the biological value of the Tank Farm Creek area. The site development plan includes replacement and improvement at mitigation ratios acceptable to state and federal regulatory agencies.

Soils and Geology

There are no expected impacts for soils and geology. A review of the SCS Soil Survey map for San Luis Obispo, indicates four classifications of soil are primarily found in the area. Soils and geology surveys were conducted on the site, and for the Buckley Road extension. Soils in the vicinity of the Buckley Road extension are believed to have some serpentine soils and the potential for naturally occurring asbestos; however, the studies along the proposed alignment yielded limited exposure and routine mitigations specified by the State and APCD are included in the project.

Soils on the project site are classified as Concepcion loam, Cropley clay, Marimel sandy clay, and Salinas clay. All are fanned from alluvium derived from sedimentary rocks and have slopes ranging from zero to nine percent. These soils are found on terraces, alluvial fans, flood basins and in small basins. Characteristics of these soils are as follows:

Concepcion loam. 2 to 5 percent slopes.

The Concepcion loam constitutes about half of the site, generally easterly of the Tank Farm Creek alignment. It is a very deep, moderately well drained, gently sloping soil fanned on marine terraces. It is derived from old alluvium weathered from sedimentary rocks. The Concepcion soil permeability is very slow and the surface run off is slow. In a representative profile, the surface layer is a very dark gray loam. Below this dark gray layer is a light brownish gray sandy loam. The national hydric soils list does not identify the Concepcion series as a hydric soil.

This soil type is considered a non-prime farmland soil with a land capability rating of 3, and has a California Revised Storie Index rating of "Poor." It is a farmland of local importance.

Cropely clay 2 to 9 percent slopes.

This soil type represents about one-fourth of the site and includes the area generally east of Di-optics, and north of Tank Farm Creek. This soil was formed from alluvium derived from sedimentary rocks and have slopes ranging from zero to two percent. These soils are found on terraces, alluvial fans, flood basins and in small basins. Cropely clay soils are moderately well drained and have slow permeability. In a representative profile the surface layer is a very dark gray silty clay to about 36 inches. Below this dark gray layer is a yellowish brown silty clay loam.

The soil type is considered a non-prime farmland soil with a land capability rating of 2 when irrigated, and 3 when not. It has a California Revised Storie Index rating of "Fair". It is farmland of local importance.

Marimel sandy clay loam. Occasionally flooded.

The Marimel sandy clay soils group comprises most of the rest of the project site and is located in the southwest corner of the project site. This soil is very deep, somewhat poorly drained, nearly level, on alluvial fans, floodplains, and narrow valleys. It is formed in alluvium weathered from sedimentary rocks and exhibit moderately slow permeability and slow surface runoff. In a representative profile, the surface layer is a grayish brown sandy clay loam. Below this layer is a mixed grey and pale olive silty clay loam.

The soil type is considered a non-prime farmland soil with a land capability rating of 3. It has a California Revised Storie Index rating of "Fair". It is farmland of local importance.

Salinas Silty Clay, 0 to 2 percent slopes

The Salinas Silty Clay soils on the site cover approximately 10 acres and generally run parallel to Buckley road up to Tank Farm Creek, outside the URL and in the designated agricultural buffer. They are very deep, well drained, nearly level on alluvial fans, floodplains and narrow valleys. The soil is formed in alluvium weathered from sedimentary rocks and exhibit moderate to rapid permeability. This soil type is considered Class 1 "prime" soils when irrigated; however, they are considered Class 3 non-prime soils if dry farmed as they are now.

Soil permeability on the site generally follows the soil type capabilities, with areas to the southwest slower and somewhat more compacted below the depth of cultivation according to soil permeability tests performed on the site. The Concepcion group has pockets that are highly permeable and suitable for onsite drainage and water management. According to the percolation analysis, approximately two thirds of the Concepcion portion of the site has soil permeability that is classified as moderate to rapid.

Hazardous Materials/Assessment

A Phase I and Phase II Preliminary Site Assessment (PSA) were conducted for the project by Grisanti and Associates of Los Osos. The Phase I assessment revealed a well-known occurrence of inundation of the site during the 1926 Unocal Tank Farm fire. Although limited testing completed for the Phase I report did not reveal any remnant on-site contaminants from that event, a Phase II study was considered prudent to conclusively eliminate the possibility of remnant hydrocarbons from that event, and for pesticides. The Phase II assessment concluded that *"...the Laboratory Reports of Analysis showed no detectable concentration of any pesticides, herbicides or hydrocarbons. Based on the previous submitted Avila Ranch Property Preliminary Assessment and the Phase II evaluation of the property, the tests exceeded reasonable due diligence requirements of the PSA evaluation of this property and further assessment activities are not warranted."*

Noise

No noise issues were identified in the AASP EIR. There are, however, potential issues associated with uses on the south side of Suburban Road adjacent to the project. As part of the project, buffer areas are to be provided along the north and northwest property lines. Agricultural buffers provide setbacks to Buckley Road, the main noise-generating road facility. The Airport Land Use Plan's noise contours do not conflict with the proposed site uses. The Final EIR for the Airport Master Plan demonstrates noise levels on the project site do not exceed City standards, as shown in Figure 5. A review of the ALUP noise contours, as part of the Airport Land Use Commission review of the pre-application for the Development Plan, confirmed these contours do not materially affect the project.

A noise monitoring study was prepared by David Lord and demonstrated there were no significant aircraft peak or average daily noise issues associated with development of the project. He also concluded there is not a stationary noise issue but existing and future noise on Buckley Road may exceed city standards. In order to address potential overflight as nuisance issues, the project will include noise mitigation measures to limit aircraft-related interior 24-hour, 10-second interval peak noise level ("Lmax") to 45 decibels, as described in amended AASP Policy 4.5.3.

Air Quality

Construction related impacts are to be mitigated through measures identified in the EIR. Long-term air-quality impacts were found to be mitigable, and consistent with the local Climate Action Plan. Since the project will have fewer trips than the Business Park land uses, there will be fewer impacts from the proposed project.

Cultural Resources

Implementation of the proposed project would entail use for residential, commercial, office, public, open space, recreational, infrastructure and underground utilities. Ground disturbance associated with infrastructure development and construction of new structures, access roads and underground utilities could have an impact on known or unknown cultural resources. A survey of the site was conducted in 2000 by Gibson's Archeological Consulting, followed by a survey and Phase 2 analysis in 2015 by Applied Earthworks. The archaeological surface survey consisted of one archaeologist zig-zagging back and forth examining the surface, rodent burrows, farm roads and other cleared areas around the fields for any signs of prehistoric cultural materials (including seashell fragments, stone tools and fragments, stone flakes, bone, burnt rock, etc.) or significant historic cultural materials. An archival records search was conducted which included the Central Coast Archaeological Information Center located at the University of California, Santa Barbara. Based on the most recent survey, grading mitigations and limitations are recommended for the project site.



Figure 5 Airport Master Plan Noise Contours

Agricultural Resources and Preservation

Agricultural production is limited by the availability of irrigation water on the site and the productivity of the soils. As noted above, and with the exception of the 10 acres of the site in Salinas silty clay loam along the Buckley Road frontage, the Storie Rating for the soils on the site ranges from “Fair” to “Poor.” Farming on the site has been ongoing for many years, with three crops grown in the site in most years, primarily dry grains such as barley and wheat, occasional safflower, and beans. Crops are normally dry farmed, or at least selectively irrigated, and crop yields are somewhat lower than the County average. Single crop barley revenue yields are approximately \$150 per acre. Safflower yields approximately twice the revenue per acre when cultivated; however, this crop depends on irrigation at a rate of approximately 0.5 acre feet per acre, or higher-than-average precipitation. For purposes of analysis, agricultural productivity from the site is approximately \$25,000 to \$35,000 per year for the 140 acres that are capable of being cultivated. Agricultural productivity on the site is significantly below the County average of \$500 per acre for field crops, and the \$10,000 per acre revenue rate for fruit and nut crops, as reported by the San Luis Obispo County Department of Agriculture.

The AASP EIR and the LUCE EIR addressed the loss of ag land due to the annexation and development of the area. That loss was identified as a significant and irreversible adverse impact that could not be mitigated. Policies contained in the existing LUCE and Airport Area Specific Plan require direct dedication of open space areas, or payment of an in-lieu fee, for newly developed and annexed land. The EIR requires, as a condition of annexation and/or development within the Airport and Margarita Areas, that developers be required to dedicate open space land or pay in-lieu fees to secure open-space easements on agricultural land outside the URL at a ratio or no less than 1:1. The project will convert 93 acres from agricultural to non-agricultural use within the designated URL. There are 35 acres of agricultural area outside of the Urban Reserve Line that will apply towards this requirement, and approximately 15 acres inside of the URL that will be preserved as open space. An additional 84 acres of agricultural conservation area will be identified at least equal or better agricultural production capability to compensate. In addition, the frontage along Buckley Road will be planted with more productive crops similar to those of adjoining properties which will result in the agricultural production on the site equally or exceeding the present valuations.

Airport Safety

A significant amount of technical work has been completed by the City to document the appropriate area for special safety regulations to ensure long-term viability of the San Luis Obispo Regional Airport (SBP). This included a study by a professional aviation land-use planning consultant under contract with the City. As part of the process of developing the Avila Ranch Development Plan, the Airport Land Use Commission reviewed initial concepts and found the plan reflects safety, noise, overflight, airspace protection and other issues identified in the ALUP. A pre-application was submitted to the ALUC in April of 2015 which found that the Development Plan could be found to be consistent with the ALUP if presented in substantially the same format. The pre-application study concluded that the project was consistent with the ALUP. By comparison, the project proposes development totaling 700 dwelling pursuant to the LUCE performance standards, whereas a total of 1,620 dwelling units are permitted by the ALUP, assuming development of a Detailed Area Plan (Specific Plan), ACOS compatible

plan and Cluster Development Zones. Development on the site is less than half of that permitted by the ALUP.

The ALUP would permit the development of up to 3.7 million square feet of non-residential building. The project proposes approximately 240,000 square feet of building area, approximately 6.5 percent of the ALUP permitted area. Cumulatively, the ALUP would permit up to 18,500 employees, or 3,650 residents. By comparison the proposed project would result in 1,581 residents and 1,200 employees.

Land Use Plan and Framework

Land Use

The proposed Project includes a land use plan which designates 68.2 acres of residential land uses, 71.3 acres of open space and parks, and 3.34 acres of neighborhood commercial development (see Table 1 and Figure 6). This would allow for the development of approximately 720 residential units and 15,000 square feet (sf) of commercial buildings. Low, medium, medium-high, and high density residential developments would be constructed along proposed collector and residential roadways. One neighborhood park, five mini-parks and one pocket park would be established as part of the 16.01 acres of park space planned for the Project site. The Land Plan for the project is shown in Figure 6.

Low Density Residential (R-1) designation for the Avila Ranch area is for new single family residential development. It is expected that there will be 100-110 Low Density Residential dwelling units on 17.5 acres including a range of lot sizes from 5,000 SF to 10,000 SF units with front garages and drive approaches. Maximum density would be up to seven units per net acre.

The **Medium Density Residential (R-2)** designation in the Avila Ranch area will be primarily 4-pack, 6-pack and cluster units that will create small lot detached single family units. Total R-2 development in the Avila Ranch area is projected to be approximately 300 to 310 dwelling units on 35 acres, with maximum potential development of 12 units per net acre. The R-2 units may be in several different configurations, and development shall comply with the design standards in the Avila Ranch Development Plan. The R-2 portions of the project will be oriented to provide small-lot “work force” housing with housing sizes and corresponding initial sales prices aimed at those families with incomes equal to 120 percent to 160 percent of City Median Family income, as described in Policy 4.2.12 of the AASP.

Medium High Density Residential (R-3) the Medium-High Density Residential land use designation is for a combination of stacked flats apartments, townhomes and condominiums arranged around a central amenity or open space. The Avila Ranch R-3 area is located in airport safety zone S-2, with a small “sliver” in airport safety zone S-1B. Up to seven of the R-3 dwelling units may be provided in the S-1B Safety Zone (with clustering in the R-3 development). To address potential noise or safety issues or associated with the proximity of these units to airport noise, the sleeping and living portions of the dwelling units are to be oriented away from the S-1B and S-1C airport safety areas. The R-3 portion of the Avila Ranch project is expected to yield 180-190 dwelling units on eleven acres, but may include up to 20 density units per acre in accordance with Chapters 17.16.010 and 17.28 of the City’s Zoning regulations. A portion of the R-3 development will be used for the required onsite inclusionary housing requirement for 70 moderate income housing units.

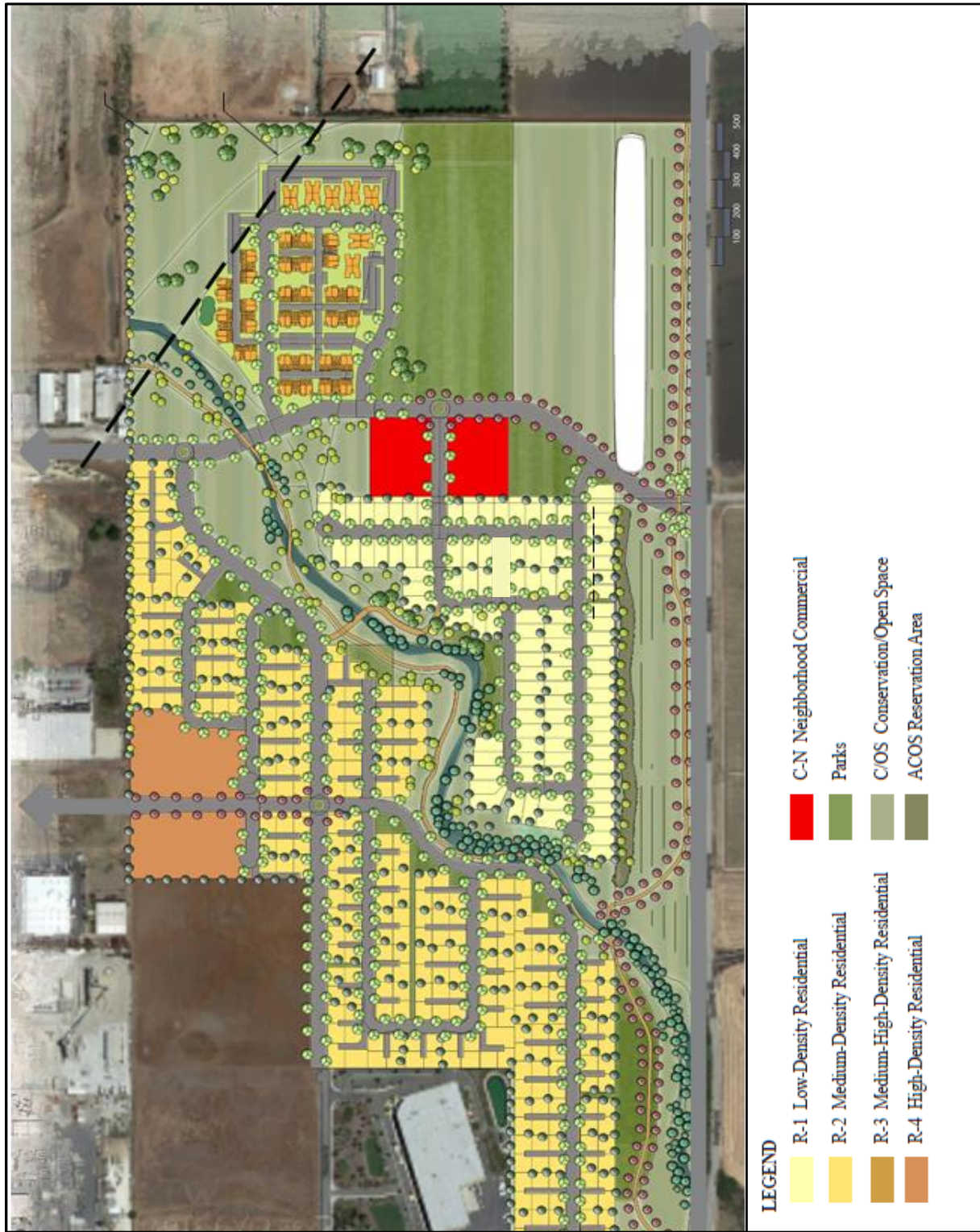


Figure 6 Avila Ranch Land Use Plan

High Density Residential (R-4) residential land uses will include stacked flat apartments, arranged around or associated with a central amenity or open space. The Avila Ranch R-4 land use area is in the northwest corner of the project, adjacent to existing and future Business Park and Service Commercial developments. While dwelling units in the R-4 land use area are not considered to be subject to excessive stationary noise impacts (based on the noise study prepared for the project), the sleeping and living portions of the dwelling units are to be oriented away from the eastern and northern project boundaries and carports, garages, and drives are to be located along these boundaries to act as buffers to adjacent non-residential land uses. The R-4 portion of the Avila Ranch project is expected to yield between 120-130 dwelling units on the 4.7 acres, but may include up to 24 density units per acre in accordance with Chapters 17.16.010 and 17.30 of the City's Zoning regulations.

The **Conservation/Open Space** designation is intended to preserve undeveloped or minimally developed land for preservation of natural resources, production agriculture and public safety. The LUCE provides that fifty percent of the site area shall be provided in open space, with up to one-third of that provided offsite. For this project site of 150 acres, there would be a minimum of requirement of 50 acres of onsite open space be provided on the Project site. The total amount of proposed onsite open space (not including recreational park areas), is 55.3 acres. The balance of the required open space, 39.3 acres, will be provided offsite through open space or agricultural conservation easements, or through a fee as established in the AASP. The Avila Ranch Development Plan designates the following specific areas for open space:

- A. Planning area creeks: to protect and enhance habitat and recreational values;
- B. Agricultural buffer areas outside of the URL along the Buckley Road frontage and the easterly project boundary. Within the agricultural buffer area along Buckley Road and outside of the URL, furrows and planted rows should run parallel to the extended Runway 7-25 centerline, where feasible to enhance aircraft safety.
- C. The ACOS Reservation Space in conformance with the ALUP.
- D. The Tank Farm Creek corridor as a linear park, bikeway and passive recreation areas.

The **Neighborhood Commercial** area will serve as a focal point and activity center for the project, and will provide shared use parking for nearby open space and parks uses, bicycle parking and storage facilities, public plazas for gatherings and special events, and transit connections. Because of the nearby retail shopping center on South Higuera, this neighborhood center will focus on small-scale convenience items, and possibly provide some office space. Development will be for 15,000 SF or building area.



Table 1
Land Plan Statistics

Land Use	Acres	Units	PPH	Population	Comment
Residential					
R-1 Single Family	17.45	105	2.29	240	
R-2 Single Family	35.03	305	2.29	698	
R-3 Single Family Attached	11.04	185	2.29	424	
R-4 Multifamily	4.71	125	2.29	286	
Neighborhood Commercial	3.34				
Parks					
Neighborhood Parks	9.80				Includes 1.3 acre Community Garden
Mini Parks	6.00				
Pocket Parks	0.20				
Major Roadways	7.03				
Onsite Open Space (Not Including Parks)	55.30				
Total	149.90	720	2.29	1,649	
Offsite Open Space/Ag Mitigation					
Ag mitigation (Res, Com, Parks, Roadway)	39.30				Mitigation in Excess of Onsite Ag
Other Offsite Open Space	-				
Total Offsite Open Space/Ag	39.30				

Parks and Recreation

“Annexation Areas” are required to provide park and recreation facilities at a high rate per 1,000 residents. The Park and Recreation Element requires that a total of 10 acres per 1,000 residents be provided in a mix of neighborhood parks, mini-parks, and pocket parks and community gardens. Neighborhood parks are to be provided at a rate of 5.0 acres per 1,000 residents as a base and are to be located within one-half to one mile of the serviced population. Other facilities make up the balance of the requirement, with the allowance for cash contributions or improvement to community-wide facilities. According to Table 2, the projected residential population on the project site is 1,649 persons. This will create a park requirement of 16.5 acres. The neighborhood, mini-park and pocket park facilities on the project site will total 16 acres (not including pedestrian trails and passive open space. A contribution to community-wide facilities of 1.5 acres in equivalent improvements will also be made.

A 9.8-acre neighborhood park will serve the project. It is centrally located next to the Town Center so that most residents will be within one-quarter mile to it. This neighborhood park will be linked to surrounding neighborhoods, the Tank Farm Creek riparian corridor and to the regional bikeway system by separated Class I bike paths and Class II bike lanes. Typical facilities in these neighborhood parks will include group



BBQs, basketball courts, tot lots, baseball diamonds, creekside passive play areas and volleyball courts.

Seven mini-parks and a pocket park will also serve the neighborhoods. Each will be one-half to one acre in size and provide expanded pocket park facilities such as community gardens, tot lots, passive play areas, BBQ and picnic areas and landscaping. These will serve residents within a one-eighth-mile radius and fill the few “gaps” in the coverage for the neighborhood park facilities. The mini-parks will be phased with adjacent residential development to provide park facilities for future residents in close proximity to their homes. Figure 7 shows the location of parks in the project.



Residential Uses and Affordability

There is an intentional mix of residential densities in the Avila Ranch project that includes a range of R-1 lot sizes, R-2 “four-packs”, “six-packs” and cluster units, and R-3 and R-4 multifamily dwellings, with an emphasis on smaller lot, higher density units. R-2 units comprise approximately forty percent of the residential units. These R-2 units can provide a substantial contribution towards the need for “workforce” housing and housing for moderate income (80-160 percent of local median family income) families. The R-2 single family units are located where there are streetscape benefits (functionally and aesthetically) from few driveway cuts and orientation to open space. For example, houses will have front doors facing Venture Road, an important Residential Collector, but access points will be limited to intersecting public streets, or through rear or side common driveways. This will achieve some of the density objectives while still presenting a single family detached streetscape and appearance. R-2 units will also be used along portions of the Tank Farm Creek open-space corridor.



Single-family units in the project comprise about 15 percent of the residential units. Lot sizes for the R-1 single-family units are planned to range from a low of 4,000 SF to a high of 8,500 square feet. These units are intended to address the upper end of the workforce housing and other above- moderate housing needs.

Finally, the project includes 185 R-3 multifamily units on 11 acres and 125 R-4 units. One-third (70 units) of the R-3 units are programmed to meet moderate income affordable housing requirements, and thirty percent (35 units) of the R-4 units are intended to meet the moderate and lower-income affordable housing requirements.



Figure 4 Parks Locations

The Avila Ranch project will encourage long term housing affordability by including design and development strategies that serve to provide lower cost housing. The cost of housing over time is most closely related to the size of the dwelling unit, the size of the lot, and costs of maintenance. Within each of the residential zones there will be a broad range of dwelling unit sizes R-2 units will range in size from approximately 1,350 square feet to 2,000 square feet, with an average size of approximately 1,675 square feet. R-3 units will range in size from 1,100 square feet to 1,750 square feet with an average of approximately 1,500 square feet, and R-4 units will range in size from 650-square foot studios to 1,150 square foot two-bedroom , two-bathroom units. Maintenance expenses, to the extent feasible, will also be included in a Community Facilities District to reduce the necessity for Homeowners Associations, and the additional costs associated with that maintenance and governance structure. Landscaping will also be designed to be low-maintenance and water efficient to reduce monthly water expense and landscape maintenance. Passive and active solar energy strategies will also be included to reduce monthly energy costs.

Revitalizing Tank Farm Creek

One of the key project components is the revitalization of Tank Farm Creek, which is used as the principal organizing element for the overall project design. The original course of the creek's channel will be re-established to its historic route and connected to the Chevron property. Aesthetically and topographically, the site feature defines the neighborhoods, creates a unifying open-space element, provides the principal connecting feature through and to the project and provides the potential to provide pedestrian and bicycle access to the project's parks and open space. The north-south utilitarian drainage channel extension of Tank Farm Creek will be eliminated and the storm runoff flows that rely on that portion of the channel will be collected at the north property line and conveyed underground to a controlled discharge point. Figure 8 shows how the various land uses will relate to and interact with the Tank Farm Creek Corridor open space. Figure 9 shows the sections of Tank Farm Creek and its intended usage to accommodate peak flows, and an area for a multi-use Class I bike path through the site.

Project Phasing

Figure 10 shows the phasing of the land uses. This phasing is primarily determined by the required location of sewer and circulation facilities, existing road improvements, and site topography. Phase descriptions are as follows:

Phase 1 includes up to 185 R-2 units, completion of the Buckley Road frontage improvements along the phase boundary, completion of the sewer pump station and force main, extension of Venture Road along the phase frontage, extension of the potable and recycled water facilities, and extension of dry utilities to the phase, and extension of Earthwood to Suburban. This phase would also include the



Figure 8 Land Plan and Tank Farm Creek



Figure 9 Tank Farm Creek Sections

Class I Bike Path from Class II Diversion to Vachell, as described in the Circulation section, a pedestrian/bike bridge Tank Farm Creek Bridge for Class I Bike Path, a Class II Bike Lane Bridge on South Side of Buckley and the Buckley/Tank Farm Creek Bridge, the extension of the Earthwood Collector (w/Class II) to Suburban, and a transit stop along the Venture Extension. This phase, if possible, will also include a permanent or interim Class I bike path from Vachell to the Octagon Barn parking lot, subject to right of way availability and governmental approvals. This phase will be designed as two principal neighborhood clusters, with each having its own architectural and design identity.

Phase 2 will include the development of 29 R-2 units and the extension of the wet and dry utilities along the phase frontage. This phase will also include the extension of Buckley Road from Vachell to Higuera, including Class II bike lanes and a Class I bike path.

Phase 3 includes 91 R-2 units, and 125 R-4 units, as well as the completion of intracts, and the completion of the connection to Horizon Lane (but not the offsite connection itself). This phase would also include the development of the mini-parks in that phase. The R-4 portion of the project would include the development of 35 inclusionary housing units for lower income households.

Phase 4 includes the development of 185 R-3 units, and development of the neighborhood park. This phase would include the construction of the vehicle and pedestrian bridge from Venture to Jespersen, and the completion of Jespersen to the Buckley. Seventy of these units are intended to fulfill the inclusionary housing requirement for moderate income households. This phase also includes the development of the neighborhood park.

Phase 5 includes 105 R-1 units. This also includes the development of the west mini park/community gardens and the portion of the open space/buffer area within the phase.

Phase 6 includes the development of the Town Center neighborhood commercial sites and remaining project frontages.



AVILA RANCH DEVELOPMENT PLAN | Phasing Plan



September 25, 2015
#1011023



P-6

Figure 10 Phasing Plan

Design Framework

This section includes design standards and guidelines for the Avila Ranch project. They are intended to be specific to the Avila Ranch project, and are to work in conjunction with the adopted goals, policies, standards, and guidelines found in the Airport Area Specific Plan (AASP), the City of San Luis Obispo Community Design Guidelines (CDG), the City Zoning Ordinance (Chapter 17 of the City of San Luis Obispo Municipal Code), and other related documents. They are intended to create a customized design character reflective of the overall vision for Avila Ranch while at the same time avoiding unnecessary replication of existing City development code documents. Owners, builders, architects, and designers should refer to this Appendix, in addition to the AASP, CDG, and City Zoning Ordinance (Chapter 17), as a guide when considering the design or construction of property within Avila Ranch. Where specific design standards and guidelines are set forth within this Appendix and the AASP, they shall be used; where there are design requirements and regulations in the CDG and Zoning Ordinance that are not in this document or the AASP, the CDG and Zoning Ordinance provisions shall apply.

As outlined within Chapter 5 of the AASP, *Standards* define actions or requirements that must be fulfilled by new development. Alternatively, *Guidelines* refer to methods or approaches that may be used to achieve a stated goal but to provide some flexibility and allow for interpretation depending upon specific conditions as to how they are satisfied. Collectively, the standards and guidelines incorporated herein are meant to guide implementation of the vision intended for the project.

SITE PLANNING AND ORGANIZATION

1.0 Building Orientation and Setbacks

Pedestrian interaction for Avila Ranch is encouraged through the thoughtful placement and orientation of residential and commercial structures. Porches will be incorporated on street-facing residential units to provide opportunities for everyday neighborhood interaction while neighborhood commercial uses include local services and outdoor dining opportunities looking onto the adjacent Neighborhood Park. Residential units fronting onto Residential streets such as Venture Drive, Earthwood Lane, and Jespersen Drive will have limited or no vehicle access points in order to preserve the residential streetscape without having the interruption of driveways and vehicle maneuvering. (See Figure 21.)

These features of the Residential Collector streets will enhance the safety and convenience of these streets as principal bikeways.

Standards

- 1.1 Goals 5.1 and 5.2 (and associated standards and guidelines) outlined within the AASP shall be referred to and incorporated as part of this Avila Ranch Building Orientation and Setbacks section.
- 1.2 Residential building setbacks shall conform to the development standards set forth in Figures 11 through 18.

- 1.3 Buildings located within the Neighborhood Commercial zone shall have street yard setbacks of zero feet.
- 1.4 Neighborhood Commercial buildings shall be sited to address adjacent streets with the main building facades oriented towards Jespersen Drive, according to the proportions shown in Figure 14.
- 1.5 Neighborhood Commercial buildings facing streets shall incorporate horizontal and vertical wall articulation through the use of wall plane offsets and other features which articulate walls such as recessed windows and entries, second floor setbacks, and awnings and canopies. See Figure 14.
- 1.6 Residential buildings along Venture Drive, Jespersen Drive/Horizon Lane and Earthwood Lane shall be oriented to the residential street with front doors and porches fronting on the street. Dwellings along Jespersen Drive/Horizon Lane and Venture Drive shall only have access from the side or rear and there shall be no direct individual driveway access to these roadways. Individual driveways are not permitted along Earthwood Lane, with the exception of common driveways, intersecting public streets, and access points for common parking lots for multifamily units.

- 1.7 Residential buildings on lots adjacent to greenbelt areas, e.g. Tank Farm Creek, Open Space, neighborhood parks, and linear parks, shall be oriented with front doors and porches, or secondary patios and yards fronting on the greenbelt area. Such units shall have vehicular access from the side or rear and there shall be no direct individual driveway access to and from the open space.



Figure 11 R-1 Setbacks

- 1.8 Within R-3 and R-4 residential zones, parking shall be utilized as a buffer between open space, and other developments as set forth in Figures 13 and 17.
- 1.9 Buildings adjacent to Tank Farm Creek shall have a minimum of 20 feet setback, as defined by the riparian setback in Zoning Regulation 17.16.026 c.
- 1.10 Buildings adjacent to wetlands shall be set back a minimum of 50 feet from the wetlands.

Guidelines

- A. In order to improve the visual quality of the streetscape in the R-1 and R-2 zones, every third house should include a variation to the front yard setback.
- B. Front yard setback variations for houses in the R-1 and R-2 zones should not be less than two to five feet, with a minimum street yard of ten [10].
- C. Residential buildings should be sited and roof-lines designed to take advantage of solar access for each unit to the greatest extent possible.
- D. Residential units should be oriented to front or side onto parks and open spaces to provide safety and maximize visibility of the park, where appropriate. Fencing types and landscaping palettes shall be used to reinforce the connectivity of the dwelling units to the open space and park areas.

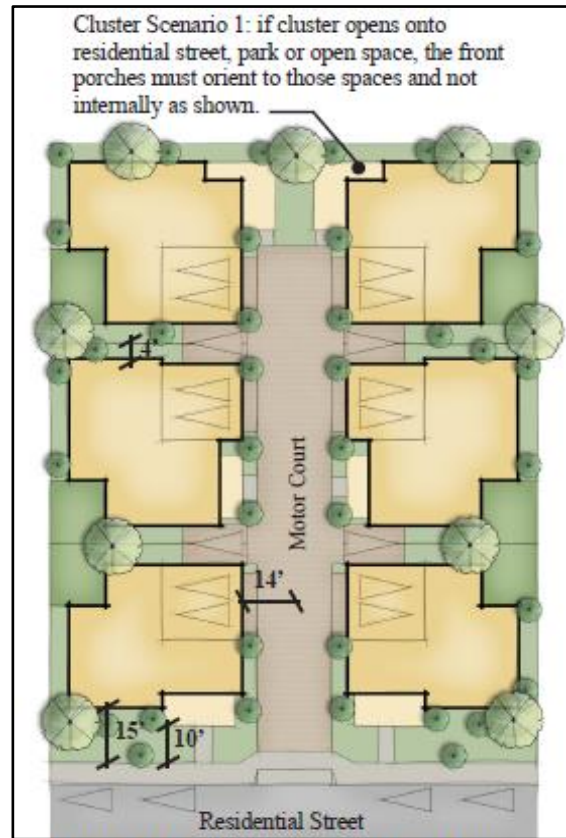


Figure 12 R-2 Setbacks

- E. Attached residential units should be designed and detailed to correlate to neighboring single-family detached and/or attached homes. The architecture should incorporate the best features of the neighboring units.
- F. Pedestrian linkages to nearby neighborhoods and other commercial projects should be provided within all zones.
- G. Designs for all residential zone units should be oriented to incorporate a relationship between indoor and outdoor spaces.



Figure 13 R-3 Setbacks

- H. Buildings should be oriented within R-3 and R-4 zones to take advantage of natural amenities such as views, mature trees, creeks, riparian corridors, and similar features unique to Avila Ranch.
- I. Within the R-4 zone, buildings should be the predominant view from adjacent streets. Parking should be concentrated in areas behind buildings and away from the street.

2.0 Pedestrian Activity Areas

Neighborhood parks, open space trails, plazas, and amenities in the Town Center comprise the primary pedestrian activity areas within Avila Ranch. These areas are envisioned to encourage healthy, active lifestyles within individual neighborhoods while also providing a medium for ongoing neighborhood social events.

Standards

- 2.1 Goal 5.3 (and associated standards and guidelines) outlined within the AASP shall be referred to and incorporated as part of this Avila Ranch Pedestrian Activity Areas section.
- 2.2 The northwestern and southwestern corners of Jespersen Drive/Horizon Lane at the R-1 Residential Road intersection (Town Center) shall include plazas of a minimum 1,200 square feet that are oriented towards the Neighborhood



Figure 14 Town Center
Park and Town Center Plaza as illustrated on Figure B-13.

Neighborhood Commercial uses should have windows and entries that open up onto these plazas to ensure that there is interaction between these public spaces, retail, and services uses. These plaza areas shall also have a transit stop integrated into the final design in conjunction with input from SLO Transit or other transit provider.

- 2.3 Mini Parks and Pocket Parks shall be provided within or adjacent to each individual neighborhood of Avila Ranch as delineated in Figure 19. These parks shall be provided at a rate such that the total amount of Mini- Parks and Pocket Parks shall not be less than 5 acres per thousand population. Total Park areas, e.g. including the Neighborhood park, shall not be less than 10 acres per thousand population.

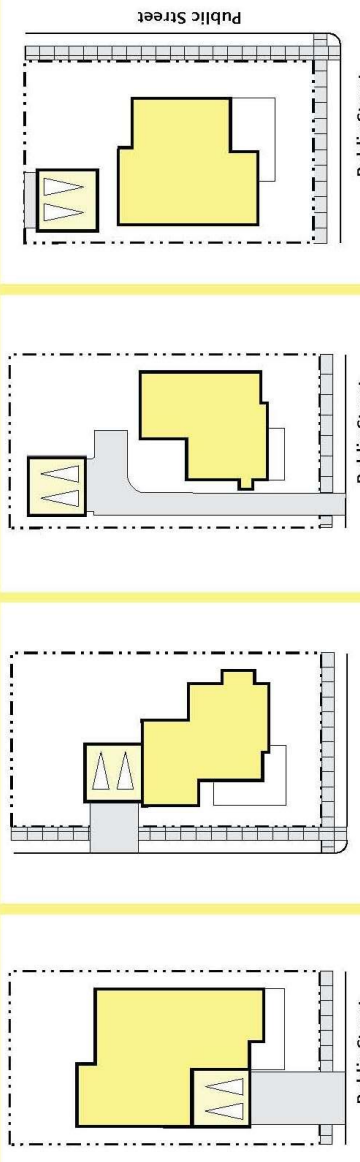
Avila Ranch Specific Plan		Development Standards			
Low Density Residential Lot and Building Standards (R-1)					
STANDARDS (minimums)	<p>EXAMPLES These sketches show basic lot layouts that would follow from the standards listed in the text, and in this table below. Not all features shown in the sketches are standards (for example, 2-car garages are not required).</p> 	STREET ACCESS (Alley Not Available)		ALLEY ACCESS (Parking access from alley only)	
		PARKING AT FRONT OF LOT	PARKING AT FRONT OF LOT	PARKING AT REAR OF LOT	
Lot Area	5,000 sf	5,000 sf	5,000 sf	4,500 sf	
Lot Width	50 ft	50 ft	50 ft	45 ft	
Corner Lot Width	55 ft	55 ft	55 ft	50 ft	
Lot Depth	90 ft	90 ft	90 ft	80 ft	
Lot Coverage	40% Max.	40% Max.	40% Max.	50% Max.	
Front Setback House	15 ft	15 ft	15 ft	15 ft	
Garage, carport (A)	20 ft	15 ft	Does not Apply	Does not Apply	
Front Porch	10 ft	10 ft	10 ft	10 ft	
Rear Setback House	15 ft	15 ft	20 ft	(from alley)	
Garage, carport	5 ft	5 ft	5 ft	15 ft	
Side Setback House	5 ft	5 ft	driveway side	5 ft	
Street (corner lot)	10 ft	10 ft	5 ft	10 ft	
Garage, carport	5 ft	5 ft	5 ft	5 ft	

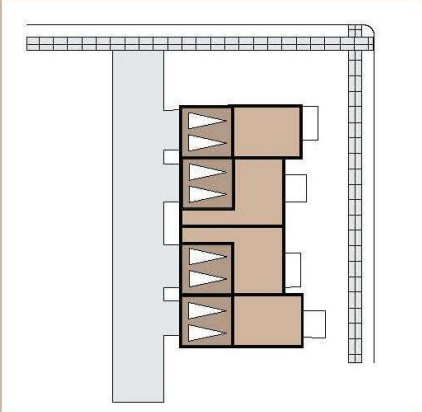
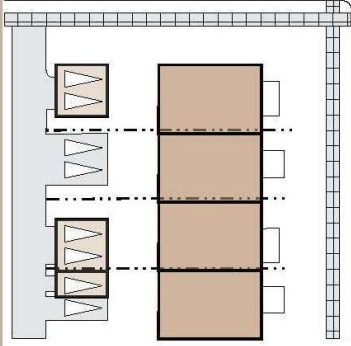
Figure 15 R-1 Design Standards

Medium Density Residential Building Standards (R-2)		ALLEY ACCESS		CLUSTER DEVELOPMENT 4 TO 6 LOTS		CLUSTER DEVELOPMENT 4 TO 6 LOTS	
STANDARDS Minimums, unless noted otherwise.	DETACHED - ZERO LOT LINE	ATTACHED OR DETACHED (attached may include pairs of dwellings on adjacent lots)	DETACHED (parking access from alley only)	CLUSTER DEVELOPMENT 4 TO 6 LOTS	CLUSTER DEVELOPMENT 4 TO 6 LOTS	CLUSTER DEVELOPMENT 4 TO 6 LOTS	CLUSTER DEVELOPMENT 4 TO 6 LOTS
<p>EXAMPLES These sketches show basic lot layouts that would follow from the standards. Not all features are shown in each layout.</p>							
Lot Area Lot Coverage	3,575 sf Min. 60% Max	3,575 sf Min. 60% Max	3,575 sf Min. 60% Max	3,575 sf Min. 60% Max	3,575 sf Min. 60% Max	3,575 sf Min. 60% Max	3,575 sf Min. 60% Max
1- Street Setback Dwelling Front Porch	15 ft 10 ft	15 ft 10 ft	15 ft 10 ft	15 ft 10 ft	15 ft 10 ft	15 ft 10 ft	15 ft 10 ft
2- Rear Setback Dwelling Garage	20 ft 13 ft	20 ft 13 ft	20 ft 13 ft	20 ft 13 ft	20 ft 13 ft	5 ft 5 ft	5 ft 5 ft
3- Side Setback (A)	0 (at lot line) or as provided in Zoning Regulations R-2 Zone	0 (attached) or as provided in Zoning Regulations R-2 Zone	5 ft	5 ft	5 ft	5 ft	5 ft
4- Interior Setback						4 ft	4 ft
5- Garage Setback						14' Min.	14' Min.
6- Pedestrian Circ. Setback						10' Min.	10' Min.
7- Side Street Setback	10'	10'	10'	10'	10'	10'	10'
<p>A - Side setback applies to dwelling and covered parking. B - Reciprocal yard easements are allowed as an alternative. C - Minimum yard size of 150 sf with Minimum 10' dimension D - Second floor setbacks to match Ground floor setbacks</p>							

Figure 16 R-2 Design Standards

High Density Residential Lot and Building Standards (R-3/R-4)

EXAMPLES
 These sketches shows a site layouts that would follow from the standards. Not all features shown in the sketch are standards.



STANDARDS (minimums)	
Lot Area	1,000 ft
Lot Width	20 ft
Lot Depth	40 ft
Front Setback Dwelling	15 ft
Front Porch	10 ft
Rear Setback Dwelling	10 ft
Parking	0 ft
Side Setback (A) (applies to any structure, including covered parking)	as provided in R-2 zone
Street (corner lot)	15 ft

Figure 17 R-3/R-4 Design Standards

- 2.4 A plaza shall be located within the Neighborhood Park directly across from the Town Center along Jespersen Drive/Horizon Lane of a minimum 2,500 square feet. This plaza is intended to be used for community gathering functions such as farmer's markets and shall include a transit stop.

Guidelines

- A. Each neighborhood area should provide convenient access to the Tank Farm Creek pedestrian trail through the incorporation of multiple pathway entry points. See Figure 8.
- B. The character of Jespersen Drive/Horizon Lane and the R-1 Residential Road abutting the Town Center should provide a pedestrian-friendly environment with accessible sidewalks, bulbouts, parkway landscaping, street trees, limited driveway access points, and reduced front building setbacks.
- C. Roundabout, bulbouts, and decorative paving should be incorporated at primary intersections locations such as Venture Drive/Earthwood Lane or Jespersen Drive/R-1 Residential Road, where appropriate. Roundabouts shall provide decorative landscaping, including trees that provide for monumentation and reference points within the project. The Town Center roundabout shall also include agricultural implements such as water towers and windmills to accentuate the agricultural design character of the Town Center.
- D. The Neighborhood Park should be designed to provide neighborhood recreation needs including a mix of passive and active areas that foster social interaction and healthy lifestyles.
- E. Neighborhood Park facilities may include informal turf areas, bocce ball courts, children's play areas, group barbeque areas, group picnic facilities and shade structures, clubhouse, pool, pedestrian and bicycle trails, and community gardens.
- F. Programming of the Neighborhood Park may include shared facilities or related uses with on-site agricultural production such as outdoor learning areas, picnic, farming and cooking demonstrations, and a farm stand.
- G. The plaza located within the Neighborhood Park directly across from the Town Center should incorporate ample seating, trash receptacles, bicycle racks, a central organizing feature, unique landscaping, and pervious hardscape

3.0 Parking

Parking is an essential component of all proposed land uses within the Avila Ranch project. Ensuring adequate buffering between abutting land uses, public streets, and commercial parking areas will ensure the promotion of the high-quality environment envisioned for the development. Parking requirements for specific land uses within Avila Ranch are found within Chapter 17.16.060 of the City of San Luis Obispo Municipal Code. Parking for the R-2 zone shall be provided with two covered spaces per unit, on street parking, and at least two on-site guest parking spaces per 6-pack or 4-pack cluster. Parking stalls to be designed per Engineering Standards 2220.

Standards

- 3.1 Goal 5.4 (and associated standards and guidelines) outlined within the AASP shall be referred to and incorporated as part of this Avila Ranch Parking section.
- 3.2 Parking for the Neighborhood Park shall be provided through both on-site parking and shared parking with the Town Center commercial area. Any on-site parking associated with the Neighborhood Park shall be located within a parking lot or other parking space configurations on the north side of the park. These parking lots shall provide for bicycle storage, staging areas, and special event parking.
- 3.3 Driveway access points for the Neighborhood Commercial Town Center shall be located along the R-1 Residential Road adjacent to the R-1 Residential zone as shown in Figure 18.
- 3.4 Parking shall be designed and sited to minimize and buffer commercial noise from adjacent residential land uses.
- 3.5 A ten foot minimum landscape buffer shall be provided on the Neighborhood Commercial properties adjacent to the R-1 Residential zone and the Neighborhood Commercial Town Center. In addition there shall be a minimum forty-five (45) foot rear yard for any R-1 units that back onto the Neighborhood Commercial properties due to ALUP Safety Area requirements.

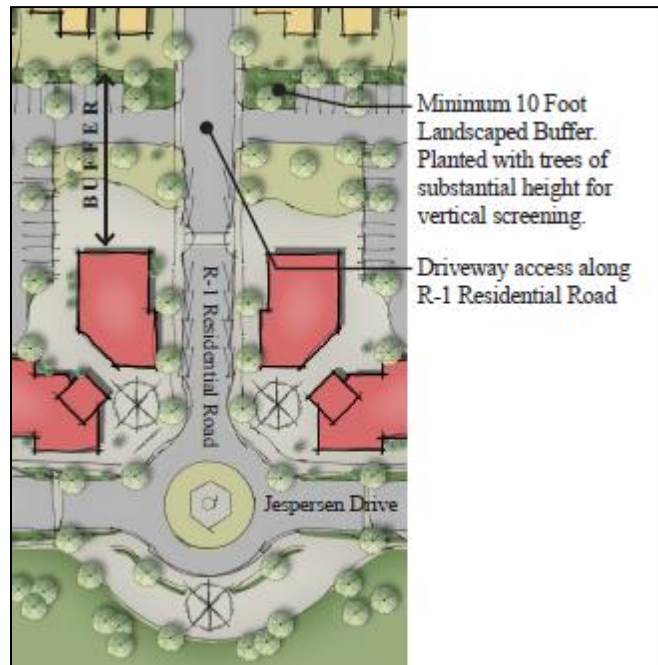


Figure 18 Town Center Parking, Screening and Access

- 3.6 Parking for the R-4 units shall be carports for added noise mitigation and visual screening.



Figure 19 Park Locations

4.0 Outdoor Use Areas

While outdoor use areas, as defined by the AASP, are unlikely to occur within the project area, any outdoor use areas proposed in conjunction with Avila Ranch land uses will meet the standards and guidelines outlined within the AASP.

Standard

- 4.1 Goal 5.5 (and associated standards and guidelines) outlined within the AASP shall be referred to and incorporated as part of this Avila Ranch Outdoor Use Areas section.

5.0 Screening

Service, storage areas, trash and recycling collection areas, and utilities associated with proposed Avila Ranch land uses will be properly screened to minimize visual impact and promote the natural, unobstructed open space views.

Standard

- 5.1 Goal 5.6 (and associated standards and guidelines) outlined within the AASP shall be referred to and incorporated as part of this Avila Ranch Screening section.

Guideline

- A. Equipment related to on-site agricultural production should be properly stored and screened from public view.

6.0 Preservation of Views and Scenic Resources

6.1 Views from the Road

The City of San Luis Obispo General Plan identifies Buckley Road as a scenic corridor that should be maintained in order to protect views of surrounding open space resources. A minimum 300-foot wide buffer has been incorporated into the Avila Ranch Development Plan along Buckley Road to maintain the scenic nature and the rural/agricultural character of this corridor. Uses within this buffer provide a wide range of amenities for the area including accessible multi-use trails, naturalized open spaces, and agriculture production. Views of structures visible from Buckley Road are minimized through the incorporation of landscaping and natural screening techniques.

Standards

- 6.1.1 Goal 5.7 (and associated standards and guidelines) outlined within the AASP shall be referred to and incorporated as part of this Avila Ranch Views from the Road section.

- 6.1.2 Views along Buckley Road towards the Irish Hills to the west and towards the Santa Lucia range and foothills to the east shall be maintained through the incorporation of an open space and park buffer of a minimum 300 feet wide along Buckley Road as shown in Figure 20.
- 6.1.3 Views along Jespersen Drive at the crossing of Tank Farm Creek shall be maintained to maximize views of surrounding open spaces.

Guidelines

- A. Visible building facades from Buckley Road should be minimized to maintain the scenic nature of the corridor through landscaping and/or other natural screening techniques.
- B. Cul-de-sacs should be open ended and/or dead-end onto open space or park areas.

6.2 Gateways

The AASP does not identify areas within the Avila Ranch development as possible locations of a gateway for the City of San Luis Obispo. If a gateway is identified and proposed on the Avila Ranch site within the future, goals, standards, and guidelines found within the AASP will take precedent.

Standard

- 6.2.1 Goal 5.8 (and associated standards and guidelines) outlined within the AASP shall be referred to and incorporated as part of this Avila Ranch Gateways section.
- 6.2.2 An entry that shall be development on Buckley Road that is complimentary to the project.

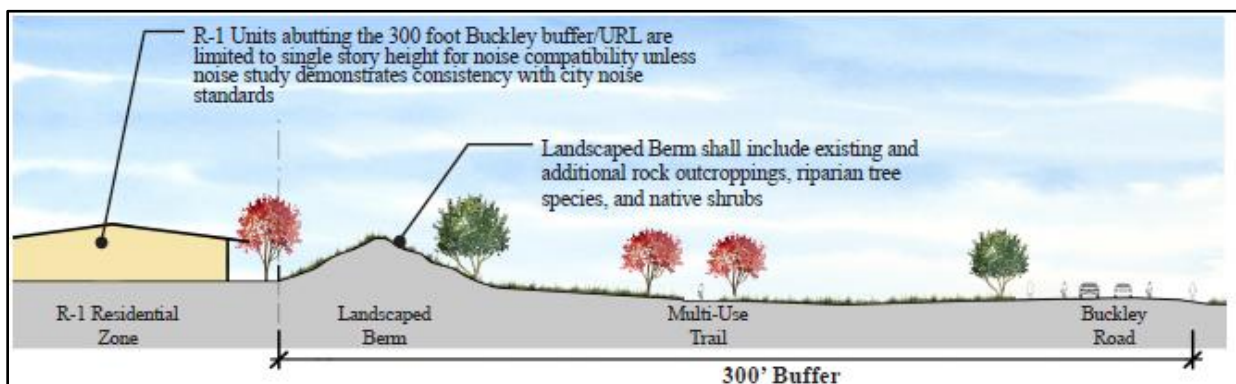


Figure 20 Buckley Road Buffering and Screening

7.0 Architecture

7.1 Architectural Character

The architectural character of Avila Ranch is to be representative of the agricultural heritage associated with southern San Luis Obispo as well as architectural styles typically found within the city. A contextual appropriate selection of architectural styles aides in defining the context of the site from the rural character along the southern property line to the industrial character found along the northern property edge. A list of permitted architectural styles appropriate for each land use within Avila Ranch has been provided to ensure consistency with the overall project vision.

Standards

- 7.1.1 Goal 5.9 (and associated standards and guidelines) outlined within the AASP shall be referred to and incorporated as part of this Avila Ranch Architectural Character section.
- 7.1.2 The architectural styles for residential land uses within Avila Ranch shall be Agrarian, California Bungalow, Contemporary, Craftsman, or Mission as illustrated in Figures B-19 through B-23.



Figure 21 Residential Street Scene



Figure 22 Agrarian Architectural Style

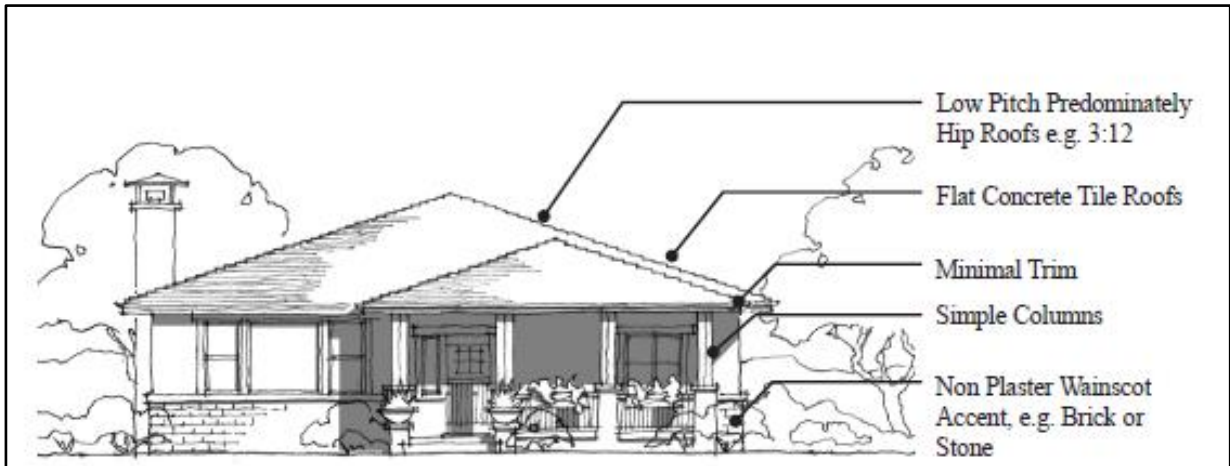


Figure 23 Bungalow Architectural Style

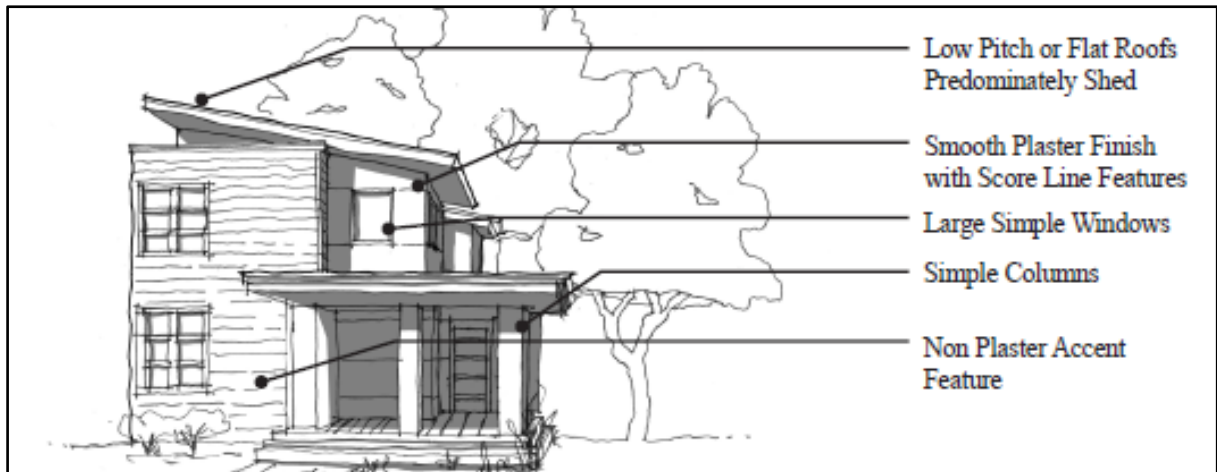


Figure 24 Contemporary/Mid Century Modern Architectural Style



Figure 25 Craftsman Architectural Style



Figure 26 Mission Architectural Style

- 7.1.3 In order to create some individualism to each neighborhood or enclave, there shall be a dominant style for each neighborhood (see Figure 27), with supporting architectural styles to avoid monotony. The percentage proportions of architectural styles within the R-2 zones of Avila Ranch shall be integrated as follows in order to create the desired residential character and transitioning of the site from south to north:
- **Neighborhood Area 1:** 60% of units shall be designed with Agrarian style architecture. The remaining 40% of units shall be divided into 10% increments between the other allowed residential architectural styles. Any fraction of a number over a half shall be rounded up to the nearest whole number with any remaining balance placed in an architecture style of choice.
 - **Neighborhood Area 2:** 60% of all units shall be designed with California Bungalow/Craftsman style architecture. The remaining 40% of units shall be divided into 10% increments between the other allowed residential architectural styles. Any fraction of a number over a half shall be rounded up to the nearest whole number with any remaining balance placed in an architecture style of choice.
 - **Neighborhood Area 3:** 60% of all units shall be designed with Contemporary style architecture. The remaining 40% of units shall be divided into 10% increments between the other allowed residential architectural styles. Any fraction of a number over a half shall be rounded up to the nearest whole number with any remaining balance placed in an architecture style of choice.
- 7.1.4 R-4 zone shall be designed uniformly with one of the allowed residential architectural styles. (**Neighborhood Area 4**).
- 7.1.5 R-1 zone shall be designed with a proportional yet mixed use of at least three of the allowed residential architectural styles. (**Neighborhood Area 5**).
- 7.1.6 The Neighborhood Commercial Town Center buildings and any buildings located within the Conservation/ Open Space zoned areas shall be designed uniformly with an Agrarian or Contemporary style architecture. (**Neighborhood Area 6**).
- 7.1.7 R-3 zone shall be designed uniformly with one of the allowed residential architectural styles. (**Neighborhood Area 7**).
- 7.1.8 Porches shall have a minimum depth of six (6) feet.
- 7.1.9 Residences shall have entries that front onto the street with the exception of residences configured in a parking court within R-2 zones. Where possible, these interior R-2 units shall have frontage treatments onto adjacent parks or open spaces. Units that are adjacent to the parkway commons in Neighborhood Area 2 shall have frontage treatments along that parkway and the interior motor court/common driveway.



Figure 27 Avila Ranch Neighborhoods

7.1.10 Buildings within R-3 and R-4 zones shall have covered porches, entries, or walkways that front onto the street.

Guidelines

- A. Residential elevations within the R-1 and R-2 zones should not be repeated more frequently than every fourth house. This variation may be achieved by not repeating both a color scheme and an elevation style.
- B. The Neighborhood Commercial Town Center architectural character should reflect Agrarian style architecture that may be represented through modern barn, rustic barn, or other contemporary barn elements.
- C. The Architectural Review Commission, Planning Commission, and any other approving body may allow an exception to the height requirements for the Neighborhood Commercial Town Center focal point provided that architectural features meet the desired Agrarian architectural character.
- D. Residences within the R-1 zone should incorporate a covered front porch.
- E. Residences within the R-2 zone that front collector or local residential roads should include a porch.

7.2 Scale and Massing

The pedestrian and agricultural character of Avila Ranch will be reflected through appropriately scaled buildings and landscaping. It is anticipated that building forms will be modest in size with individual components of buildings expressively articulated through playful use of massing.

Standards

7.2.1 Goal 5.10 (and associated standards and guidelines) outlined within the AASP shall be referred to and incorporated as part of this Avila Ranch Scale and Massing section.

7.2.2 To avoid garage dominated streets, a portion of the house or porch within the R-1 Residential Zone shall be at least five (5) feet in front of the garage.

Guidelines

- A. Variation in front yard setbacks, lot widths, and one and two story homes should be used to create a diversity of architectural massing.
- B. Massing design should include variation in the wall plane (projection and recess), variation in wall height, and rooflines at different levels.

- C. Portions of the upper story of a two-story home should be stepped back in order to reduce the scale of the façade that faces the street and to break up the overall massing. This could be achieved with a porch covering a min of 60% of the front facade.
- D. Architectural elements that add visual interest, scale, and character to the neighborhood, such as recessed or projecting balconies, verandas, or porches should be included within building designs.
- E. A variety of roof planes and pitches, porches, overhangs, and accent details should be incorporated into residential designs to increase the visual quality and character of a building, while reducing the bulk and size of the structure.
- F. Garages should be recessed behind the home's main façade to minimize the visual impact of the garage door and parking apron from the street.
- G. Garages located in parking court configurations should be recessed in order to increase the prominence of the main entry.

7.3 Building Heights

Building heights for residential structures are expected to range from one to three stories in order to accommodate both single- family and multi-family developments. Commercial structures located within the Town Center are two stories in height but buildings adjacent to corner plazas across from the park may be up to three stories.

Standards

- 7.3.1 Goal 5.11 (and associated standards and guidelines) outlined within the AASP shall be referred to and incorporated as part of this Avila Ranch Building Heights section.
- 7.3.2 Residential building heights shall abide by the development standards set forth in the Airport Area Specific Plan Amendment.
- 7.3.3 Buildings located within the Neighborhood Commercial zone shall abide by the building height requirements set forth within Chapter 17.38 of the City's development code.
- 7.3.4 A minimum of 25% of R-1 zone units shall be single story. Single story units shall be concentrated along the landscaped berm, parallel to Buckley, unless it can be demonstrated that a two-story R-1 can conform to the city noise regulations.

Guidelines

- A. Town Center buildings abutting the two plazas at the corner of Jespersen Drive and the R-1 Residential Road should be two stories of at least 20 feet in height, but may be up to three stories.

7.4 Architectural Façade and Treatment

Facades and architectural treatments of buildings within Avila Ranch are designed as a collection of high quality, individual neighborhoods comprised of individually articulated and highly detailed structures. To meet this high standard of quality, full articulation of building facades and use of architecturally compatible treatments will be utilized consistently throughout the development.

Standard

- 7.4.1 Goal 5.12 (and associated standards and guidelines) outlined within the AASP shall be referred to and incorporated as part of this Avila Ranch Architectural Façade and Treatment section.

Guidelines

- A. Entries should be enhanced to reflect the architectural style and details of the building.
- B. Windows should be articulated with accent trim, sills, shutters, window flower boxes, awnings, or trellises authentic to the architectural style of the building.
- C. Windows, garage windows, and doors should complement the architectural style of the building.
- D. Garage doors should incorporate architectural detailing that is consistent with the overall architectural style of the building.

7.5 Materials and Colors

Materials considered appropriate for Avila Ranch are those that have generally stood the test of time such as stone, brick, wood, glass, plaster, and metal. Each development may choose to express its unique identity through material and color selection, as long as they are compatible with the overall character of the area.

Standard

- 7.5.1 Goal 5.13 (and associated standards and guidelines) outlined within the AASP shall be referred to and incorporated as part of this Avila Ranch Materials and Colors section.

Guidelines

- A. Roof tiles and colors consistent with the architectural style of the house should be incorporated. Roofing colors should be soft earth tones.
- B. Roof penetrations for vents should be consolidated and located on the rear side of roof ridges. Vents should be painted to match the roof color.
- C. As part of the last development phase, the building materials, colors, entries, and windows of the Neighborhood Commercial Town Center should reflect adjacent residential

8.0 Landscape

8.1 Planting Concept

Landscaping for the Avila Ranch development is envisioned to reflect both the natural and agricultural landscapes of San Luis Obispo. Natural landscape patterns have been integrated within the Tank Farm Creek riparian corridor (Figure B-25) and within Conservation/Open Space areas. Agricultural landscape patterns have been incorporated along Jespersen Drive and adjacent to the on-site agriculturally related facilities.

Standards

- 8.1.1 Goal 5.14 (and associated standards and guidelines) outlined within the AASP shall be referred to and incorporated as part of this Avila Ranch Planting Concept section.
- 8.1.2 Trees planted within Avila Ranch outside of residential zones shall be chosen from the City's approved Street Tree Master List and shall be in conformance with the master plan in Figures 29 and 30.
- 8.1.3 Shrubs, perennials, and ground cover planted outside of residential zones within Avila Ranch shall be in conformance with the master plan in Figures 29.
- 8.1.4 Trees, shrubs, perennials, and ground cover planted within the residential portions of Avila Ranch shall be located as shown in Figure 31 32, shall be chosen from the City's approved Street Tree Master List, and shall be in conformance with the Residential Plant Palette listed in Figure 30.
- 8.1.5 Street trees shall be provided in tree wells along streets abutting the Neighborhood Commercial Town Center with the intent of developing a continuous canopy over the sidewalk.
- 8.1.6 Trees, shrubs, and plants chosen to be planted along the Tank Farm Creek riparian corridor shall utilize native, locally procured varieties.
- 8.1.7 Plants and shrubs planted on properties adjacent to Tank Farm Creek shall be properly situated and maintained in order to avoid spreading into the adjacent riparian corridor.
- 8.1.8 Plants and shrubs shall be low water using.
- 8.1.9 Turf shall not be located within front yards of residential zones.

Guidelines

- A. Street trees unique to each neighborhood should be utilized to provide a layer of consistency and individuality for that neighborhood.

- B. Native trees, plants, and other low water using plant varieties are encouraged within Avila Ranch and should be integrated into the project to the greatest extent possible.
- C. Community gardens that are easily accessible to residents should be incorporated within Avila Ranch in mini parks, pocket parks, and the Neighborhood Park.
- D. Open space areas adjacent to Buckley Road should incorporate productive and viable agricultural areas.
- E. A windrow should be provided along Jespersen Drive from Buckley Road to the Neighborhood Commercial Town Center.
- F. Agriculture production related facilities should integrate a grove or farm compound styled tree plantings to unify and add visual interest to the site.



Figure 28 Tank Farm Creek Bike Path



Figure 29 Overall Landscape Plan

<p>Bioretention Areas</p> <p>BOTANICAL NAME / COMMON NAME <i>Carex divulsa</i> / Berkeley Sedge <i>Carex praegracilis</i> / Slender Sedge <i>Chondropetalum tectorum</i> / Cape Rush <i>Juncus effusus</i> / Soft Rush <i>Juncus patens</i> / California Gray Rush <i>Leymus condensatus</i> "Canyon Pinco" / Native Blue Rye</p>	<p>Drought Tolerant Parkways</p> <p>BOTANICAL NAME / COMMON NAME <i>Aloe x "Always Red"</i> / Aloe <i>Arctostaphylos x "Pacific Mist"</i> / Pacific Mist Manzanita <i>Arctostaphylos uva-ursi</i> "Post Reyes" / Kamikamick <i>Artemisia x "Powis Castle"</i> / Powis Castle Artemisia <i>Baccharis pilularis</i> / Dwarf Coyote Brush <i>Beschermetia yuccoides</i> / Amole <i>Carex divulsa</i> / Berkeley Sedge <i>Carex tumuticola</i> / Berkeley Sedge <i>Ceanothus x "Centennial"</i> / Centennial Ceanothus <i>Encelia californica</i> / California Encelia <i>Eriogonum fasciculatum</i> "Theodore Payne" / Theodore Payne's Bucky <i>Grevillea x "Australora Canterbury Gold"</i> / Grevillea <i>Hesperaloe parviflora</i> / Red Yucca <i>Salvia x "Allen Chickering"</i> / Sage <i>Salvia leucantha</i> / Mexican Bush Sage <i>Teucrium chamisedrya</i> / Germander <i>Zauschneria californica</i> / California Fuchsia</p>	<p>Park Trees</p> <p>BOTANICAL NAME / COMMON NAME <i>Aesculus californica</i> / California Buckeye <i>Arbutus menziesii</i> / Pacific Madrone <i>Chilopsis linearis</i> / Desert Willow <i>x Chitalpa lishikentensis</i> / Chitalpa <i>Lycnothamnus floribundus</i> / Catalina Ironwood <i>Parkinsonia aculeata</i> / Mexican Palo Verde <i>Pinus coulteri</i> / Coulter Pine <i>Pistacia chinensis</i> / Chinese Pistache <i>Prunus ilicifolia lyonii</i> / Catalina Cherry <i>Quercus agrifolia</i> / Coast Live Oak <i>Scaevola (Rhus) lanosa</i> / African Sumac <i>Ulmus x "Frontier"</i> / American Elm <i>Ulmus parvifolia</i> "Sempervirens" / Chinese Evergreen Elm</p>
<p>Drought Tolerant Open Space</p> <p>BOTANICAL NAME / COMMON NAME <i>Achillea millefolium</i> "Callitoga" / Common Yarrow <i>Achillea millefolium</i> "Paprika" / Red Yarrow <i>Baccharis pilularis</i> "Pigeon Point" / Coyote Brush <i>Baccharis pilularis consanguinea</i> "Poza Surf" / Lowly Coyote Brush <i>Eriogonum californicum</i> "Ewerett's Choice" / California Fuchsia <i>Eriogonum arborescens</i> / Santa Cruz Island Buckwheat <i>Eriogonum umbellatum</i> / Sulflower Buckwheat <i>Heteromeles arbutifolia</i> / Toyon <i>Leymus condensatus</i> "Canyon Pinco" / Canyon Pinco Wild Rye <i>Muhlenbergia dubia</i> / Pine Muhly <i>Muhlenbergia rigens</i> / Deer Grass <i>Salvia spathracea</i> "Las Pilitas" / Hummingbird Sage <i>Stipa pulchra</i> / Purple Needle Grass <i>Zauschneria californica</i> "Catalina" / California Fuchsia</p>	<p>Native Riparian Open-Space</p> <p>BOTANICAL NAME / COMMON NAME <i>Baccharis douglasii</i> / Marsh Baccharis <i>Baccharis strictifolia</i> / Sticky Sheepwillow <i>Calycanthus occidentalis</i> / Spice Bush <i>Carex praegracilis</i> / Slender Sedge <i>Cornus californica</i> / Dogwood <i>Cornus alstonifera</i> / Dogwood <i>Franseria (Rhamnus) californica</i> / Coffee Berry <i>Heteromeles arbutifolia</i> / Toyon <i>Juncus patens</i> / California Gray Rush <i>Ribes viburnifolium</i> / Evergreen Currant</p>	<p>Street Trees</p> <p>BOTANICAL NAME / COMMON NAME <i>Alnus rhombifolia</i> / White Alder <i>Platanus racemosa</i> / California Sycamore <i>Populus fremontii</i> / Fremont Cottonwood <i>Quercus agrifolia</i> / Coast Live Oak</p>
<p>Agricultural Open Space</p> <p>BOTANICAL NAME / COMMON NAME Agriculture/Crop Species / Misc. Crop</p> <p>Turf</p> <p>BOTANICAL NAME / COMMON NAME <i>Festuca arundinacea</i> hybrid "Bermuda" / Dwarf Tall Fescue</p>	<p>Community Orchard</p> <p>BOTANICAL NAME / COMMON NAME <i>Citrus x aurantifolia</i> "Bearss Lime" / Bearss Lime <i>Citrus x limon</i> "Eureka" / Eureka Lemon <i>Citrus x sinensis</i> "Valencia" / Sweet Orange <i>Malus domestica</i> / Apple <i>Prunus americana</i> / Apricot <i>Prunus persica</i> "Babcock" / Babcock Peach <i>Prunus pennsylvanica</i> / Pennsylvania Bear</p>	<p>Riparian Trees</p> <p>BOTANICAL NAME / COMMON NAME <i>Agave flexuosa</i> / Peppermint Tree <i>Albizia juliflora</i> / Silk Tree <i>Arbutus x "Marina"</i> / Arbutus Standard <i>Brachycthon populneum</i> / Bottle Tree <i>Cassia leptophylla</i> / Gold Medallion Tree <i>Catalpa speciosa</i> / Northern Catalpa <i>Celtis speciosa</i> / Flats Silk Tree <i>Cercia occidentalis</i> / Western Redbud <i>x Chitalpa lishikentensis</i> / Chitalpa <i>Lagerstroemia x "Accorns"</i> / Crane Myrtle <i>Leptospermum x "Dark Shadow"</i> / Tea Tree <i>Leptospermum laevigatum</i> / Australian Tea Tree <i>Pistacia chinensis</i> / Chinese Pistache <i>Robinia x ambigua</i> / Locust <i>Scaevola (Rhus) lanosa</i> / African Sumac <i>Ulmus parvifolia</i> "Sempervirens" / Chinese Evergreen Elm</p>

Figure 30 Landscape Palette and Key

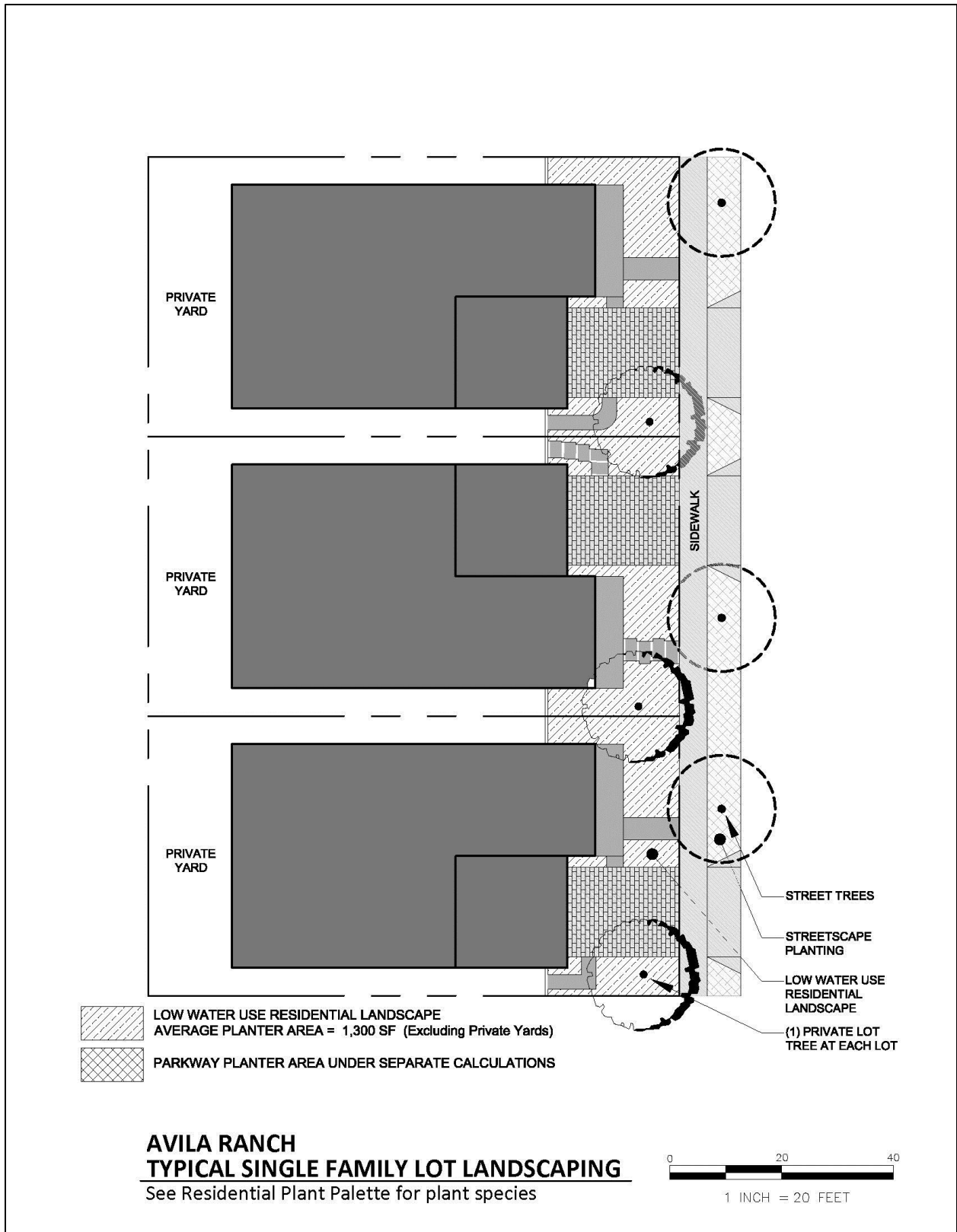
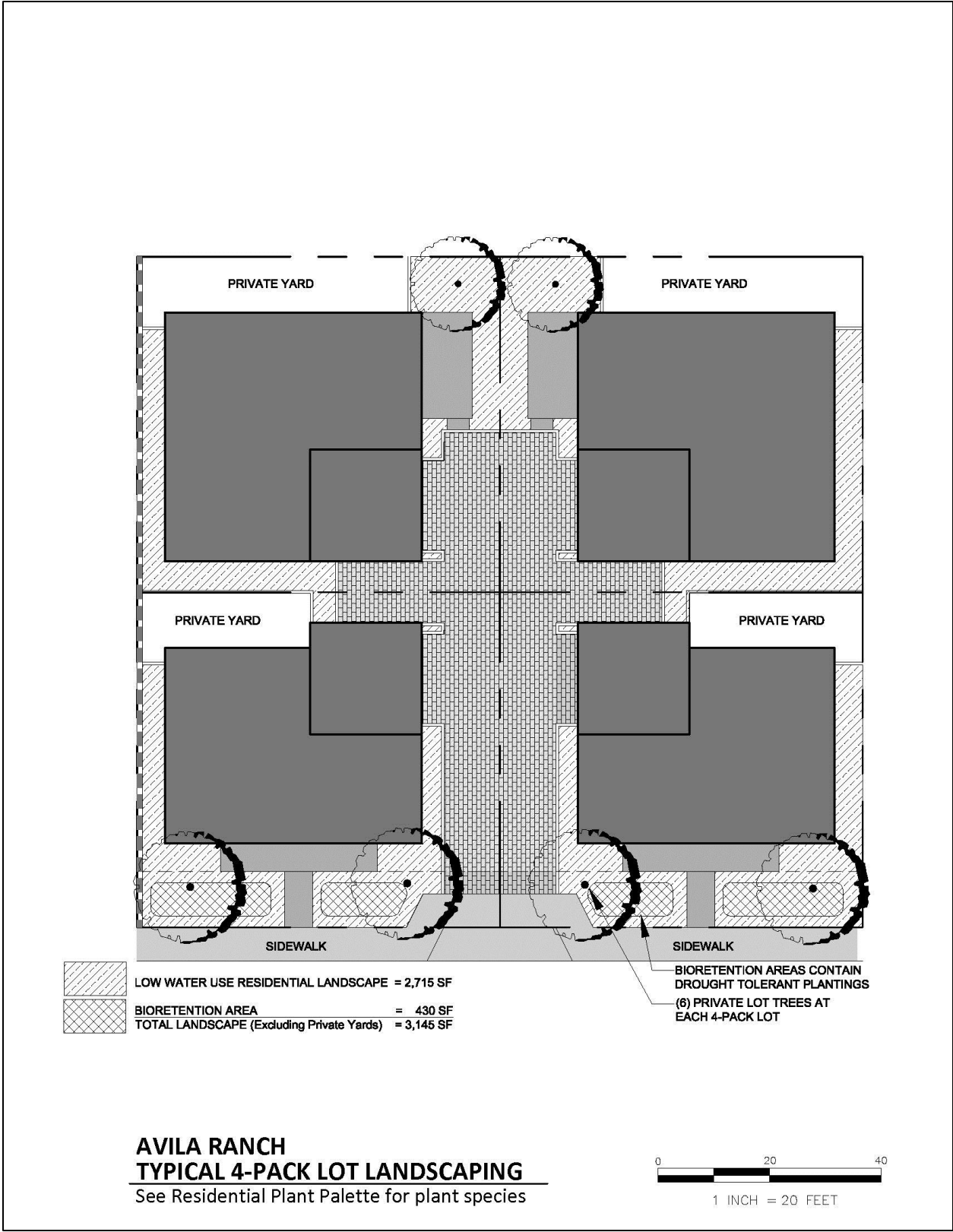


Figure 31 R-1 Landscaping Plan



AVILA RANCH
TYPICAL 4-PACK LOT LANDSCAPING
 See Residential Plant Palette for plant species

Figure 32 R-2 Landscaping Plan

9.0 Buildings, Signs and Lighting

9.1 Buildings

Buildings placed throughout Avila Ranch will be rooted in the surrounding landscape and natural open spaces through the incorporation of contextual landscaping. Landscaping will soften building edges at the ground plane and provide attractive plantings to support the planned environment of the project.

Standard

- 9.1.1 Goal 5.15 (and associated standards and guidelines) outlined within the AASP shall be referred to and incorporated as part of this Avila Ranch Buildings section.
- 9.1.2 Public art shall be incorporated within Avila Ranch in conformance with the City's Public Art for Private Development ordinance.
- 9.1.3 Public art shall reflect the agrarian history and context of the site.

Guideline

- A. The location of Public Art is encouraged to be within the Town Center plazas or Neighborhood Park as these are prominent, public locations within Avila Ranch.

9.2 Signs

Standards

- 9.2.1 Goal 5.17 (and associated standards and guidelines) outlined within the AASP shall be referred to and incorporated as part of this Avila Ranch Signs section.
- 9.2.2 All signage within Avila Ranch shall comply with the City of San Luis Obispo's Sign Regulations for applicable Residential, Neighborhood Commercial, and Conservation/Open Space land uses.

Guideline

- A. Landscaping should be incorporated within parking courts to minimize paving and views of garages.

9.3 Lighting

Lighting for residential, commercial, and open space uses within Avila Ranch is envisioned to provide adequate illumination levels to aide in the transitioning of urban to rural uses while also providing an appropriate illumination level to address public safety concerns. Proposed lighting is intended to maintain the current low lighting levels that distinctly differentiate between existing urban and rural land uses within the area.

Standards

- 9.3.1 Goal 5.18 (and associated standards and guidelines) outlined within the AASP shall be referred to and incorporated as part of this Avila Ranch Lighting section.
- 9.3.2 Exterior lighting within the Specific Plan Area shall comply with the City of San Luis Obispo's Community Design Standards, Airport Area Specific Plan, and Night- Sky Preservation site requirements.
- 9.3.3 All exterior lighting within Avila Ranch shall be compatible with and complement the architectural styles and landscape designs proposed.
- 9.3.4 Exterior lighting fixtures shall be properly shielded to minimize light overflow and glare onto adjacent properties.
- 9.3.5 Trail and walking pathway lighting shall be appropriately scaled to the pedestrian. Additional overhead park lighting may be utilized in areas where pedestrian safety is a concern.
- 9.3.6 Lighting fixtures shall be energy efficient in accordance with the latest industry and/or technology standards.

10.0 Public Art

In order to weave and integrate Avila Ranch with the existing cultural and aesthetic fabric of San Luis Obispo, public art is intended to be incorporated as a central organizing element within or adjacent to the Town Center plazas or Neighborhood Park. Installations will reflect the agrarian history and context of the area and that of the project site, and may include antique agricultural implements, Aeromotor windmills, and other features. Signage designs for land uses within Avila Ranch comply with applicable City Sign Regulations while playfully integrating and playing off of the dominant architectural character of the area. Individual residential neighborhoods are imagined as having unique identification signage to inform and direct residents and visitors. Commercial uses display functional yet simple signage designs that effectively alerts potential patrons to their location within the Avila Ranch development.

Standards

- 10.1 Goal 5.16 (and associated standards and guidelines) outlined within the AASP shall be referred to and incorporated as part of this Avila Ranch Public Art section.

11.0 Drainage

Drainage requirements related to Avila Ranch are intended to meet the Regional Water Control Board's Post Construction Requirements. The performance of designed detention basins and permeable surfaces integrated throughout the project ensure on-site retention of the project's share of stormwater runoff while ensuring the safety of adjacent property.

Standard

- 11.1 Goal 5.19 (and associated standards and guidelines) outlined within the AASP shall be referred to and incorporated as part of this Avila Ranch Drainage section.
- 11.2 A landscaped drainage swale shall be included along northern property line of Avila Ranch within the R-2 and R-4 Residential Zones as shown in Figures B-31 and B-32, to facilitate drainage from adjacent property, and to provide screening to the light industrial properties to the north.
- 12.0 Fencing

Fencing proposed for Avila Ranch will add to visual quality and character of the overall development. In addition to the existing City fencing requirements, the following standards and guidelines apply to all residential lots within Avila Ranch in order to maintain and emphasis views of Tank Farm Creek.

Standard

- 12.1 Residential lots adjacent to Tank Farm Creek, parks, open spaces, or walking pathways shall use open fencing types, as shown in Figure 33.

Guideline

- A. Fencing adjacent to Tank Farm Creek, parks, open spaces, or walking pathways should use wrought iron or split rail fencing types (See Figure 34 for examples).

Special Fence Treatment Locations (Typ)



Figure 33 Special Fence Treatment Locations

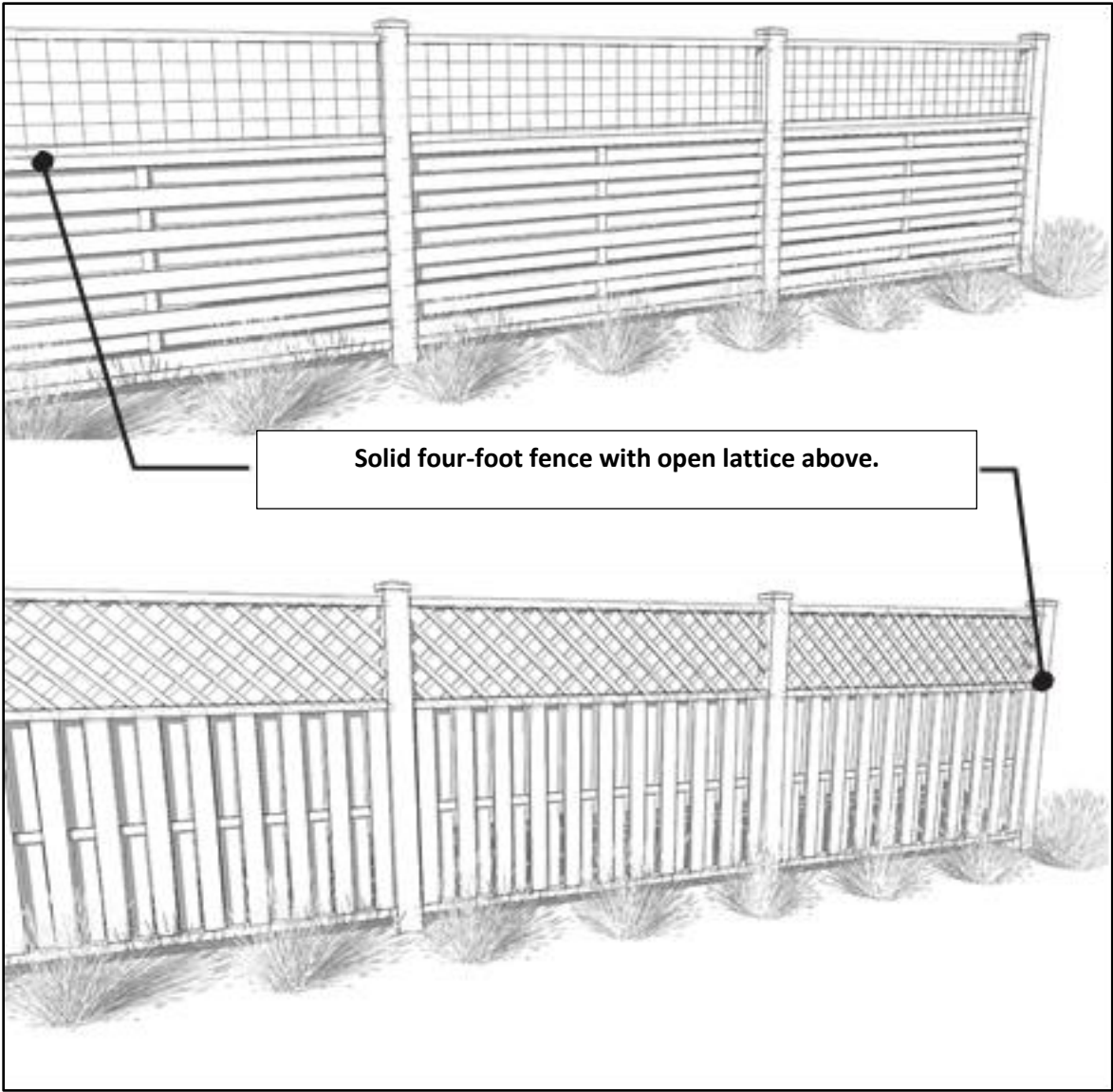


Figure 34 Open Space Fencing

Circulation Framework

There are four principal circulation features for the site: 1) the extension of Buckley Road along the “Caltrans” alignment to Higuera Road; 2) connection of a new Class I bike paths and Class II “buffered” bike lanes from and through the project site to the Octagon Barn which is the trailhead for the Bob Jones City to Sea Trail; 3) the extension of Venture Drive through the site and connecting with the extension of Jespersen Road from Buckley Road, creating a continuous Residential Collector; and, 4) the extension of Earthwood Lane as a Residential Collector from the Venture Road project site to Suburban Road for connectivity and access to the neighborhood shopping center. A vehicle bridge and two pedestrian bridges are planned over Tank Farm Creek to provide neighborhood connectivity. Figure 35 shows the overall circulation system and Figures 36 and 37 show the proposed City standard street sections that are to be used for the project.



The LUCE update identified the need to add north-south connections between Tank Farm Road and Buckley Road. The extension of Earthwood Lane south of Suburban Road to the Avila Ranch project, the extension of Jespersen north of Buckley to the northern project limits will contribute to this connectivity. In the longer term, the connection of Horizon to Tank Farm Road from Suburban, completion of the “Unocal Collector” and other improvements will complete this Specific Plan system.

Pedestrian circulation will be accommodated by street design standards that include sidewalks on both sides of the street for most classifications of streets within developed areas, and off-street, multi-use paths along streets adjacent to open space areas, and network of multi-use, Class I facilities that will connect to the street system within the planning area as well as existing and proposed facilities outside of the Airport Area.

The City’s Bicycle Transportation Plan proposes a comprehensive system of on-street and off-street bicycle facilities in and around the project site. The ultimate alignment of some of the Class I bike paths south of Tank Farm Road will need to be determined as part of the plans to develop the Chevron property. However, the AASP illustrates the following conceptual alignments:

- A. Off-street Class I multi-use paths that parallel creeks and riparian corridors,
- B. On-street Class II bicycle lanes on arterial and collector streets, and;
- C. A combination of off-street paths adjacent to streets and on-street bicycle lanes.

Class I bicycle paths and Class II bicycle lanes within the Avila Ranch area will be constructed, signed and marked to meet or exceed the minimum standards established by the California Department of Transportation Highway Design Manual and the City of San Luis Obispo design standards. Class I

paths are to be a minimum of 12 feet in width with two-foot shoulders, except in hillside areas where grading would cause visual impacts or along creeks where space is limited. Class II bicycle lanes are to be at least 6.5 feet wide under normal circumstances, according to the design criteria of the Bicycle Master Plan (BMP). For Buckley Road and Vachell Lane, Class II facilities will be at least eight feet wide. The project's Residential Collectors bicycle lanes are planned to be seven feet wide (instead of the BMP standard of five feet for that condition), as shown in Figure 37. The wider Class II lanes will provide the opportunity for buffered bike lanes. In cases where the facilities are located in the County (e.g., Buckley Road), Class I and Class II facilities shall be designed in accordance with County design standards.

An important linkage in the regional bikeway system is Buckley Road. It will eventually connect to Higuera and the San Luis Obispo City Bob Jones Trail trailhead at the Octagon Barn site. Because of physical constraints and the extent of construction, the amount of roadway available for bike traffic varies between Broad and Vachell. These constraints include the bridges across Tank Farm Creek and the East Fork of San Luis Creek. The Bicycle Transportation Plan provides for Class II bike lanes and Class I bike paths along corridor, and continuing to Higuera.

Residential Collector streets are planned for Avila Ranch. These roadways function to collect traffic from local streets and fronting property and then channel the traffic to arterial streets. Collector streets have fewer limitations on intersections and driveways than higher order streets.

According to the AASP, all traffic mitigation measures, taken as a whole at full build out of the Airport Area, assure compliance with the Circulation Element LOS D policy. However, due to the fact that the rate and exact development patterns within the Airport Area cannot be predicted, no fixed implementation schedule of overall traffic mitigation measures can be determined. Therefore, and although not anticipated, development projects within the Specific Plan area may cause a temporary cumulative traffic level of LOS E to be reached prior to public improvement project being undertaken. Individual development projects within the Specific Plan area are to construct adjacent streets, bicycle and transit improvements as part of their development. For AASP transportation fee public projects, the City reviews LOS levels periodically and makes recommendations for use of accumulated Airport Area traffic impact fees toward new CIP projects to address the higher LOS levels and assure ultimate LOS levels are achieved with ultimate build-out development of the Airport Area.

The AASP requires that individual improvement projects be constructed by adjacent development within the Specific Plan area to advance the necessary improvement and seek a reimbursement agreement, as necessary, if they are impact fee supported improvements.

Phasing of the bicycle improvements, according to the AASP, is a multi-jurisdictional and long term effort. According to the AASP, the City or County will implement Class I and II bikeways that are not adjacent to development or are in the unincorporated area outside of the Specific Plan area (e.g., along Buckley and Santa Fe Roads, and along the East Branch of San Luis Obispo Creek south of Buckley Road) as part of their respective Capital Improvement Programs. This provision does not reduce the possibility that development may need to complete these segments as part of their individual environmental review assessments, if warranted. Several constraints to implementation include right of way acqui-

sition along the project's Buckley frontage, the Buckley extension, bridge improvements, and other factors.

According to the traffic Study, at full buildout, the following improvements would be needed to address project impacts and needs. Unless otherwise noted, the recommendations apply to all horizon years (Existing, Near Term, and Cumulative Plus Project).

Traffic Study Recommendations

Vehicular:

1. Reconstruct LOVR interchange. This project is currently under construction. When complete it will improve queuing issues at the LOVR/US 101 ramp junctions and LOVR/S Higuera Street. *This project is underway.*
2. Extend Prado Road to Broad Street. This planned project would reduce queue issues at the intersections of South Street/S Higuera Street, Madonna Road/S Higuera Street, and Tank Farm Road/S Higuera Street. *The improvement is being implemented as part of the Margarita Area Specific Plan.*
3. A second northbound left turn lane at Prado Road/S Higuera Street. This requires widening the Prado Road Bridge west of S Higuera Street to provide two receiving lanes. *This project is currently underway as a City Capital Improvement Project with support from Specific Plan impact fees. This improvement will improve but not eliminate the impact.*
4. Add second southbound left turn lane to the Tank Farm Road/S Higuera Street intersection. Under Cumulative Plus Project conditions this would improve but not eliminate the impact. *This improvement is being added to the Citywide traffic fee program.*
5. Add a northbound right turn lane to the Tank Farm Road/Horizon Lane intersection. *This improvement is a Specific Plan Fee improvement and will be implemented as part of the redevelopment of the properties and citywide impact fee programs.*
6. Restripe westbound approach to Suburban Road/S Higuera Street to provide a dedicated left and shared left/right turn lanes and change southbound left to protected signal phasing. *Under Cumulative Plus Project conditions add a designated westbound right turn lane.*
7. Prohibit left turns into and out of the Vachell Lane/S Higuera Street intersection. Extend Buckley Road to South Higuera Street or connect the project to Earthwood Lane before the turn prohibition is implemented. *Buckley Road is being extended as part of Phase 2 improvements and the extension of Earthwood Lane to Suburban (and related improvements) are being installed in Phase 1.*

8. Under Near Term Plus Project conditions, add a second southbound right turn lane to the LOVR/S Higuera Street intersection.
9. Under Cumulative Plus Project conditions install a traffic signal or single lane roundabout at the intersection of Buckley Road/Vachell Lane. *Adequate right of way has been planned for either improvement, depending on the recommendations at the time of construction.*
10. Add second north and southbound through lanes to the Buckley Road/Highway 227 intersection. *Planning for this improvement is underway with SLOCOG and the County. Under Cumulative Plus Project conditions add a second northbound left turn lane.*

Pedestrian and Bicycles:

1. Reconstruct LOVR interchange. This project is currently under construction. When complete it will address sidewalk discontinuities and provide class II bike lanes through the interchange. Revise the striping plan to provide a one foot buffer between vehicles and cyclists. *This improvement is being completed.*
2. Construct Class I multi-use paths in accordance with the project site plan and connect them to the off-site transportation network consistent with the City's Bicycle Transportation Plan. *Proposed Bicycle circulation is consistent with the BMP.*

Transit:

1. Work with SLO Transit and SLORTA to accommodate route expansions to provide a transit stop within ¼ mile of the project's residential uses in addition to the new stop proposed in the commercial center of the project. *Transit stops are shown on the Circulation Plan in conformance with this requirement. City Transit will confirm installation and phasing as needed.*

Site Access and On-Site Circulation:

1. Provide left and right turn lanes on Buckley Road at Vachell Lane and the south project entry. *The project design accommodates these improvements.*
2. Construct single lane roundabouts at the on-site intersections of two collector roads. *Roundabouts are shown at Earthwood/Venture, Venture/Horizon(Jespersion), and the Town Center.*
3. Where collector roads intersect with local roads the local roads should be stop controlled.

4. Review construction documents to ensure adequate sight distance is provided at on-site intersections and driveways. *Site distance calculations are shown on the Vesting Tentative Map, in conformance with City design requirements.*
5. Connect the project to Earthwood Lane as a part of Phase 1 of development. Connect the project to Horizon Lane as a part of Phase 4 of development. *Earthwood is connected to Suburban as part of Phase 1. Venture is connected to Jespersen/Horizon as part of the Phase 4, and the Jespersen/Horizon extension from Buckley is planned for Phase 4.*

Additional detail on these improvements is provided in the traffic impact study for the project.

Phasing

The foregoing summary provides the scope of needed improvements to support the circulation needs and demands for the project. Some of these improvements will be installed as part of the project, as described below. Others will be implemented by the City and/or County as part of their capital improvement programs. The transportation improvements associated with each phase of the project based on information from the traffic study and project impacts are as follows:

Phase 1 includes the Buckley Road frontage improvements along the southern phase boundary, extension of Venture Road along the phase frontage through the Venture/Earthwood roundabout, and extension of Earthwood to Suburban. It would also include widening of the Buckley Road shoulders along the project frontage to meet minimum bikeway standards for road speed, slope other site conditions. This phase would also include the Class I bike path from the Class II diversion on Buckley to Vachell, a pedestrian/bike bridge over Tank Farm Creek north of Buckley for Class I bike path, a Class II bike lane bridge on south side of Buckley at the Buckley/Tank Farm Creek Bridge, the extension of the Earthwood Collector (w/Class II) to Suburban, and a transit stop along Venture Extension. This phase would also include the modification of the Vachell/Higuera and Higuera/Suburban intersections per the traffic study. As part of Phase 1 the Buckley Extension Class I bike path may be installed in an interim or permanent condition, subject to availability of right of way and governmental approvals. Finally, Phase 1 may include grading and interim improvements to the Class I bike path on the north side of the Buckley Road extension between Vachell and the Octagon Barn parking lot, subject to right of way availability.

Phase 2 This phase will include the extension of Buckley Road from Vachell to Higuera, including Class II bike lanes and a Class I bike path.

Phase 3 includes 91 R-2 units, and 125 R-4 units, completion of intracts, and the completion of the intract portion of the connection to Horizon Lane (but not the offsite connection itself).

Phase 4 includes the development of 185 R-3 units, and development of the neighborhood park. This phase would include the construction of the vehicle and pedestrian bridge from Venture to Jespersen, the completion of Jespersen to Buckley, and the project entry improvements on Buckley Road.

Phase 5 includes 105 R-1 units. This also includes the development of the west mini park/community gardens and the portion of the open space/buffer area within the phase. No added traffic improvements are planned.

Phase 6 includes the development of the Town Center neighborhood commercial sites and remaining project frontages. This phase would include the completion of the Buckley Road frontage improvement along remaining part of the project.

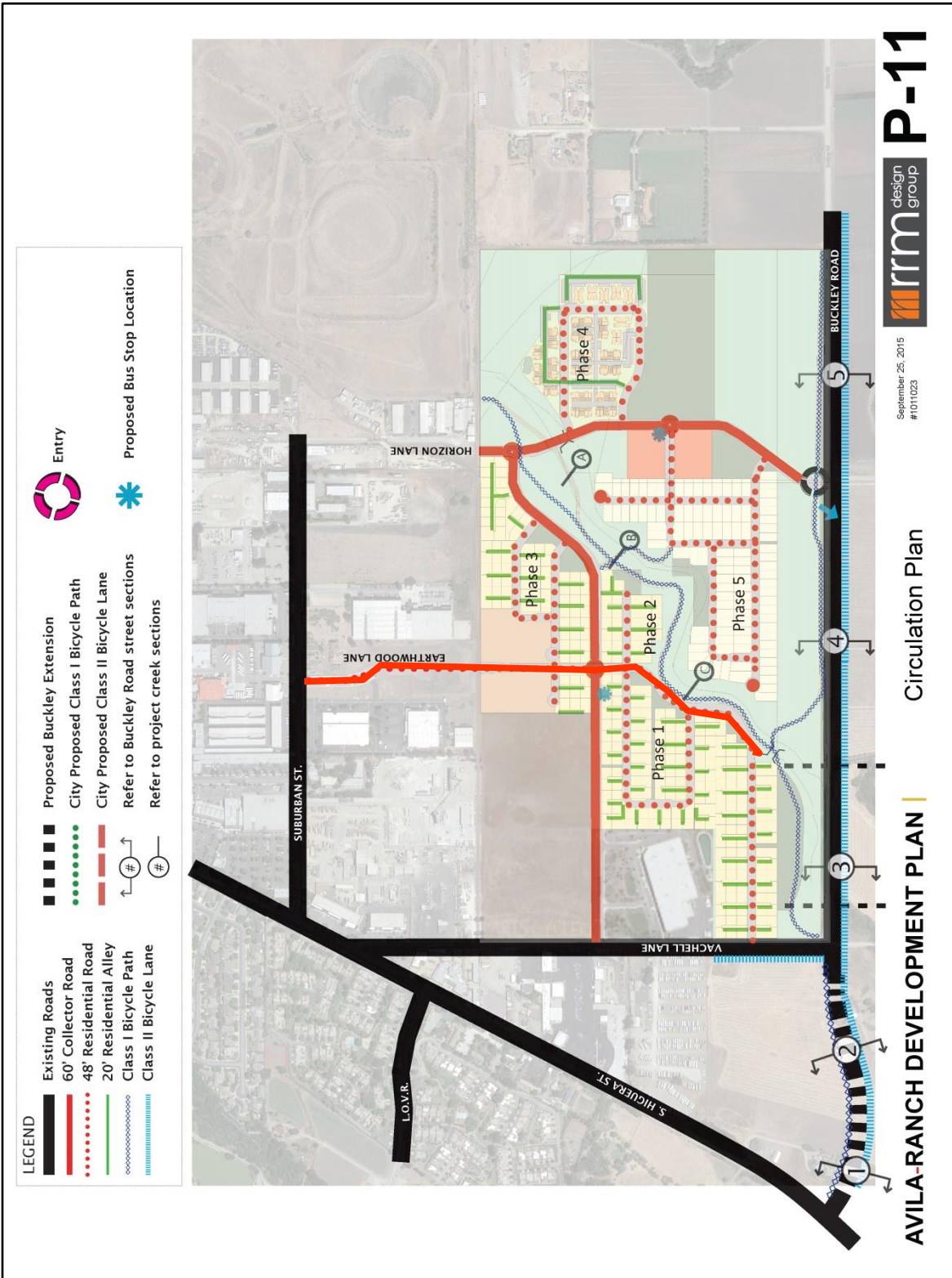


Figure 35 Circulation Plan

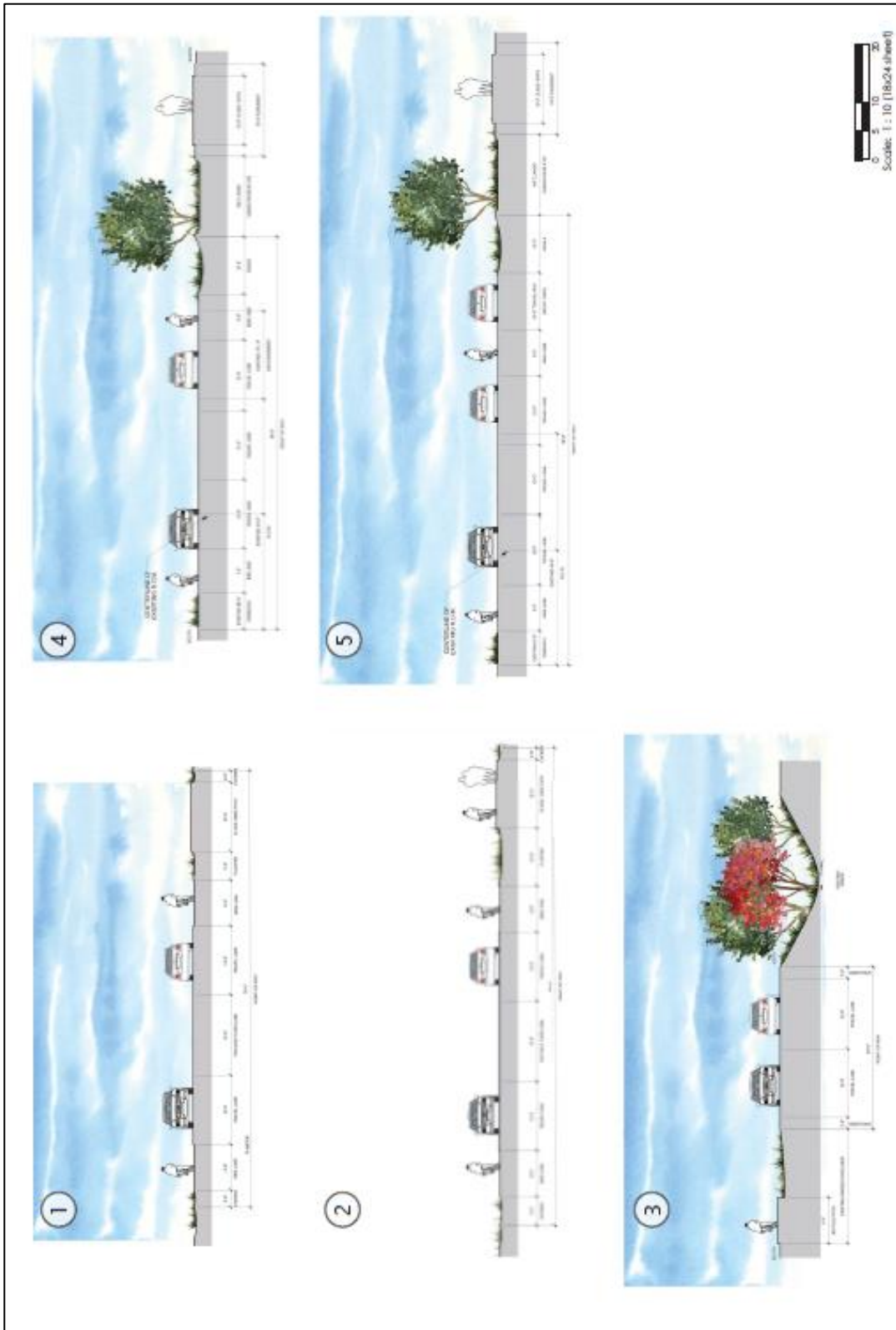


Figure 36 Buckley Road Sections

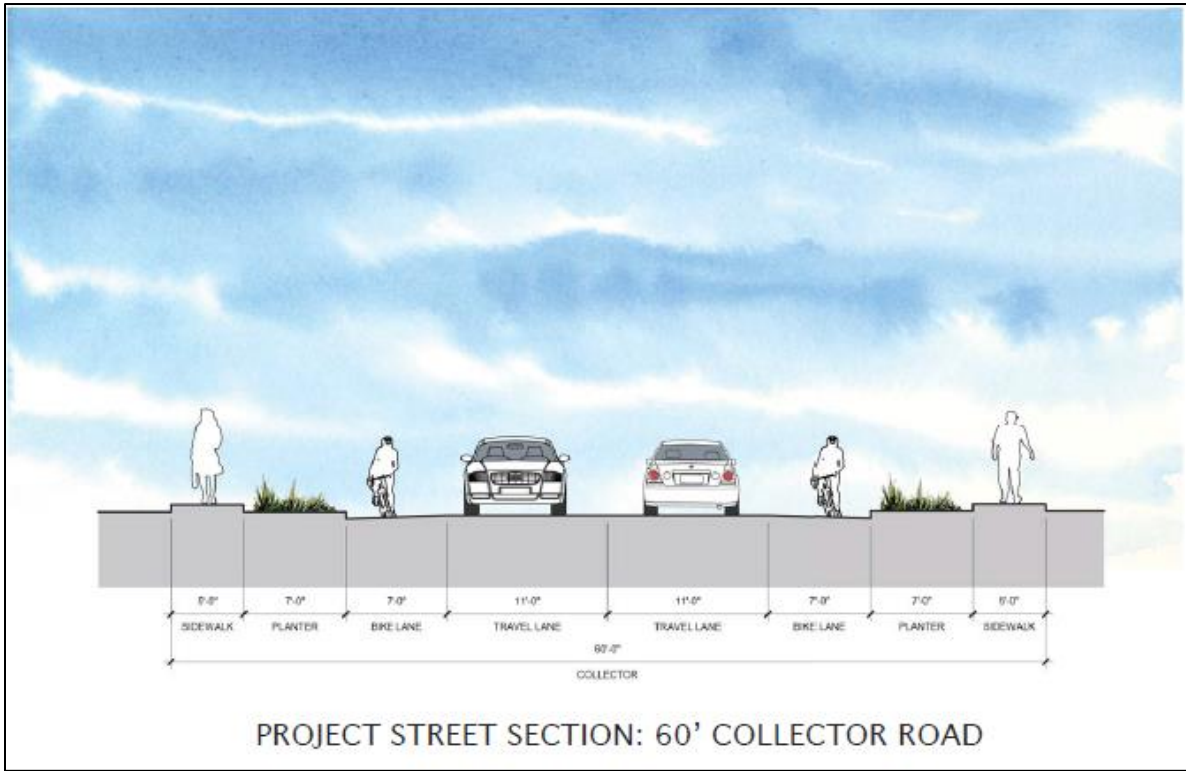


Figure 37 Proposed Project Street Sections

Infrastructure Framework

Domestic Water

Existing City water main facilities slated to serve the site consist of an 18 -inch main in S. Higuera Street and an existing 12 -inch main in Suburban, and new potable and recycled water mains in Earthwood. Providing adequate domestic and fire flows to the Avila Ranch project will require extension to the new lines in Earthwood and eventual looping of the system. Main lines within the project will be looped through the individual phases to provide required flows and redundancy. Figure 38 shows the proposed water system improvements.

Construction of a 10-inch main line within the Earthwood Lane Phase I Right of Way has been completed. This line is stubbed approximately one-third of the way into the Earthwood subdivision project, with plans for a Phase II extension of the road to the north property line of Avila Ranch.

The adjacent Dioptrics project is served by water originating from an existing private offsite well, and private water line which runs within Vachell Lane. The system, installed at that time, provided stubs for future water connection to a new main line in Vachell. The Avila Ranch project will provide connection to these laterals at the time a main line is extended within Vachell.

The project proposes a number of features that meet and exceed the current water conservation and management regulations from the City or State agencies. Development in the Avila Ranch area is to be designed so that the projected annual residential water consumption is 30 percent less than the current average residential per-person annual community water consumption. To meet this goal, the following performance standards are to be used: 1) turf shall not be permitted for individual yard landscaping. Landscape plans shall be developed which require lower water usage, and which require lower maintenance. Landscape plans shall reflect the local climate zones and local plant material; 2) turf may be used where it is associated with a common open space, parkways, sports field or other common area. Where feasible, these areas will be irrigated with recycled water supplies; 3) landscape and irrigation plans should use drip irrigation systems to the extent feasible. General broadcast irrigation is discouraged; and, 4) residential units will be pre-plumbed for onsite water recycling.

The site currently uses approximately 90-95 acre-feet of ground water per year from a local irrigation well. This is based on one fourth of the site being planted in irrigated crops each year at an application rate of 30 inches per crop, with the balance of the site either fallow or in dry farmed crops. The Water Supply Assessment prepared for the project found that the ten-year average per capita water use for the City was 114.4 gallons per capita per day (gpcd) from 2005-2014. The 2015 residential water use for the community is currently 59 gpcd. Total City current water use is 4,990 AF/year, a ten percent reduction from the previous year. The Avila Ranch water usage is estimated to be lower than current city average usage, with estimated residential water usage calculated to be 39 gallons per day per person per day. Avila Ranch's projected usage is 0.7% of total supply and 2% of available water supply.

Recycled Water

The City of San Luis Obispo continues to expand their recycled water system. New facilities to serve the Avila Ranch project will be extended from the existing line in Earthwood. Figure 38 shows the planned locations of the potable water and recycled water main lines. Approximately 82 percent of irrigation demand for the project site will be met with non-potable recycled water, a total of 59 acre feet of recycled water.

Sanitary Sewer

The Avila Ranch property, as with all properties within the Airport Area Specific Plan, lies downstream of the existing Sewage Treatment Plant, requiring a system of force mains and/or lift stations to transport flows to the gravity lines which feed the plant. As part of the Avila Ranch project, a pump station will be constructed near the intersection of Vachell and Buckley to move flows to the north. This force main will run through Earthwood with eventual disposition into a gravity main in Suburban or Short Street. The Avila Ranch project proposes to construct a system of gravity lines within the project to transport flows to the proposed pump station and construct a force main system to transport those flows back up through the site, across an adjacent parcel to Suburban Road and easterly in Suburban to a point where a gravity line can be constructed to extend northerly to tie to the existing main line in Tank Farm Road which feeds into the Tank Farm Lift Station. Figure 20 shows the planned sewer mains, lift station and force mains.

Adjacent future development at Venture Lane was planned to be served by septic systems when initially approved by the County and the existing Dioptrics project pumps from the existing building to a leach field on the north side of their property. Revisions to that system, and extension of sewer mains, to this area are not a part of proposed improvements associated with Avila Ranch.

Dry Utilities

PG&E will provide underground extensions from existing facilities, from overhead lines along the west side of Vachell, and along the south side of the Suburban properties to the north. Final requirements need to be confirmed with PG&E. Cable TV/Phone facilities exist along Vachell Lane and are planned to be extended to serve the site. Southern California Gas Company has an existing 16 -inch high-pressure main line which extends southerly in Vachell and easterly in Buckley. It is anticipated that service for the Avila Ranch project will originate from this 16 -inch line, and will include the installation of pressure reducing stations to be designed by SoCal Gas.

Storm water, Hydrology and LID Compliance

The project falls under the Low Impact Development requirements of the Regional Water Quality Control Board's Post Construction Requirements. A drainage study has been prepared to analyze the project's conformance with Water Board and City of SLO drainage requirements. Stormwater treatment

and retention is proposed for runoff from the new impervious areas associated with this project. Runoff from these areas will be directed to vegetated facilities that are intended to retain and infiltrate the runoff from events up to the 95th percentile 24-hour rainfall event. For larger events, these vegetated facilities will overflow into standpipes that connect to storm drain conveyance pipes that discharge to Tank Farm Creek.

The approach to stormwater management for the proposed Avila Ranch development is dependent on the planned remediation of the tank farm site being completed prior to the completion of the Avila Ranch development. These improvements are planned to be completed in the next 2-5 years according to Chevron representatives. However, considering the possibility of delays, Avila Ranch will enter into an agreement with Chevron to perform earthwork described in their remediation plan if that work is delayed to a point when it is necessary for development of the Avila Ranch project.

A portion of the upper Tank Farm Creek on the project site will be realigned to connect to a detention pond that is part of the tank farm site remediation. A new outlet structure from the pond will be required and the existing headwall structure that regulates outflow from that area will need to be decommissioned. In general, flow from adjacent properties will be collected and conveyed through the site with underground pipe. Figure 4 shows a conceptual layout of the re-aligned creek and conveyance pipe for offsite flow.

Drainage for the proposed development is described in the following sections.

Northwest Portion of Site

The portion of the site on the northwest side of Tank Farm Creek consists of Phases 1 through 3 and is comprised mostly of medium-density single-family residences (approx. 4,000 sf lots) with some high-density multi-family residences. Runoff from these areas will be directed to onsite vegetated treatment facilities to meet treatment and retention requirements. For storms larger than the required onsite retention design storm, the vegetated facilities will overflow into standpipes that connect to a network of storm drain conveyance pipes in the streets that discharge to Tank Farm Creek at various locations.

Runoff from the public sidewalks and streets is proposed to be conveyed by surface flow in the gutters and streets to vegetated treatment facilities located in the small onsite parks and along the creek bank. These facilities will overflow into standpipes that connect to the storm drain pipe networks that discharge to the creek or a detention pond. There is currently one detention pond planned for the site. This pond will be located at the southwest corner of the site and detain the runoff from the single-family residences and streets located in that portion of the site. This pond is adequate to handle the peak flow and storm drainage needs of Phases 1 through 3. Offsite runoff that enters the site from the north and west is proposed to be collected and conveyed through the project site with underground pipe.

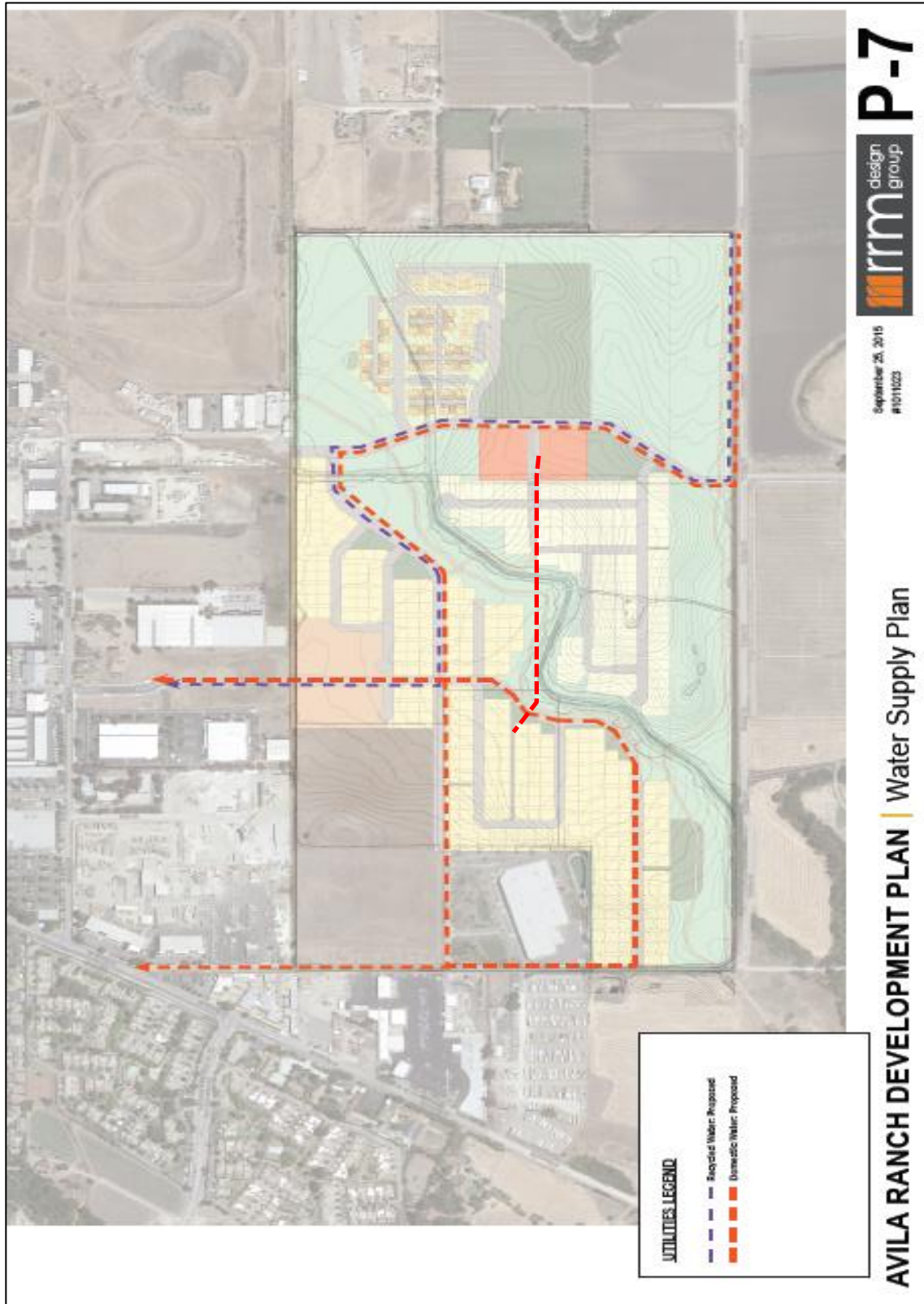


Figure 38 Water Supply Plan



Figure 39 Wastewater Plan

Southeast Portion of Site

The portion of the site on the southeast side of Tank Farm Creek includes phases 4 through 6 and is comprised of low-density single-family residences (approx. 5,000 sf lots), medium-high density multi-family residences, commercial development, and parks. Runoff from all of the impervious surfaces, including the public sidewalks and streets, is planned to be directed to vegetated treatment facilities located at the backs of the sidewalks to meet treatment and retention requirements. For storms larger than the required onsite retention design storm, the vegetated facilities will overflow into standpipes that connect to a network of storm drain conveyance pipes in the streets that discharge to Tank Farm Creek at various locations. Because of the peak flows associated with the site, development of this portion of the project is dependent on the installation of a portion (but not all) of the storm drainage improvements being installed as part of the Chevron Remediation project. These improvements are those located in the southeast portion of the Chevron site immediate north of the project site. They would be installed either by Chevron as part of their planned remediation efforts, or, if unexpectedly delayed, under contract with Avila Ranch LLC.

The project's design features have been developed to comply with Performance Requirements 1 through 4.

Performance Requirement 1 – Site Design and Runoff Reduction:

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

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

Performance Requirement 2 – Water Quality Treatment

The site will have an integrated system of small filtration ponds that will retain the 85th percentile 24-hour storm. Figure 23 shows the distribution of these areas and the bioswales for the project. It is estimated that approximately five percent of the surface area is required to comply with the retention requirement.

Performance Requirement 3 – Runoff Retention

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

Performance Requirement 4 – Peak Management

The onsite ponds and detention areas are designed to manage flows through the onsite ponds. The peak management strategy is to filter surface flows and to release these filtered flows into Tank Farm Creek Retain ahead of upstream flows. The ponds have a combined capacity of approximately 23 acre-feet, an amount adequate for retention of a 25-year storm, or detention for a 50-year storm.