APPENDIX R

Proposed Amendments to the Airport Area Specific Plan

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VISION STATEMENT & SUMMARY

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

VISION STATEMENT

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

RE-USE & REGENERATION

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

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

renovated or redeveloped to accommodate a new generation of industries.

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

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

VALUE ENHANCEMENT

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

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

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

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

SMART AND SUSTAINABLE GROWTH

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

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

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

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

PLAN SUMMARY

1.0 INTRODUCTION

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

2.0 THE PLANNING AREA

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

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

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

3.0 CONSERVATION AND RESOURCE MANAGEMENT

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

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

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

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

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

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

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

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

4.0 LAND USE

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

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

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

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

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

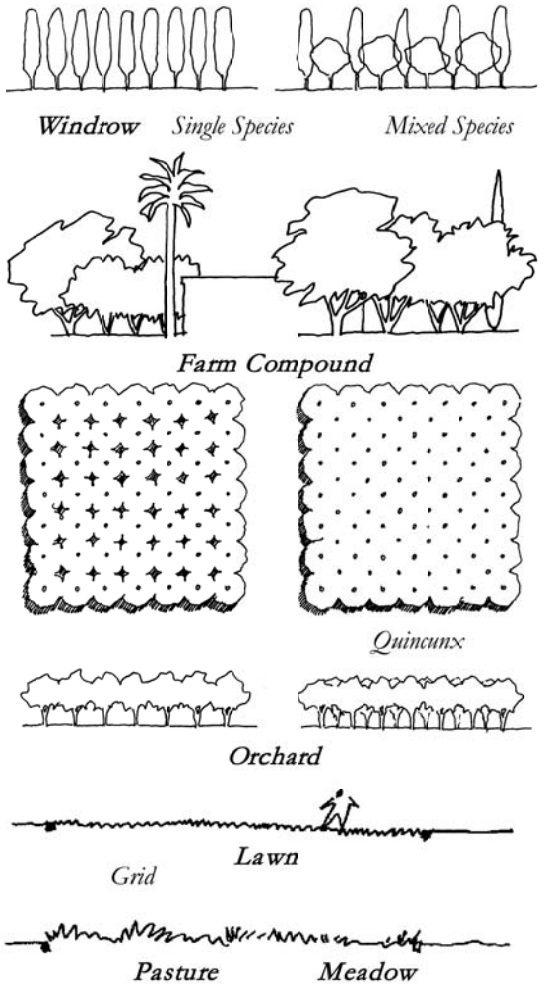
area's central location and its open character make it easily visible from surrounding properties and public roadways, and allow for views out to the surrounding landscape. The area is thus both a visual resource and amenity for the planning area as a whole.

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

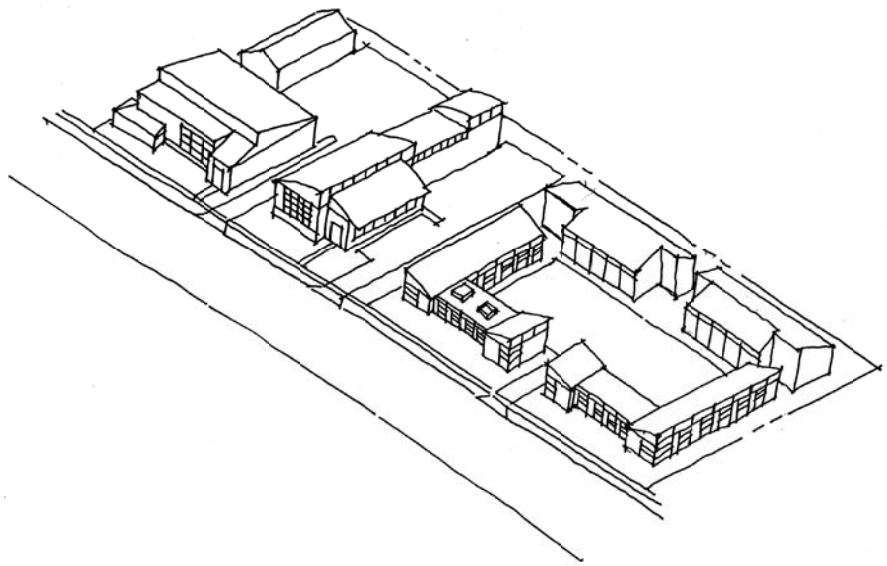
5.0 COMMUNITY DESIGN

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

Openness. From its location on the periphery of the City, the greater landscape of hills, valleys, cultivated fields and pastureland easily dominates the manmade elements such as industrial buildings, airport facilities, roadways, utility lines, and scattered homes. By reinforcing these features as dominant site design elements, the Airport Area can remain visually 'open', affording sweeping views of the scenic rural and agricultural open space and distinctive peaks and ridgelines that ring the area. Preserving this sense of openness should be pursued in all new Airport Area development. The land use plan preserves this sense of openness by designating most of the former tank farm site at the heart of the planning area for natural open space, and by preserving wide, naturally vegetated open space corridors along planning area creeks. This framework ties into the open space system of the Margarita Area and the South Street Hills, the citywide creek system, and the citywide greenbelt, resulting in an extensive open space framework that will allow new development to occur while still maintaining much of the setting's existing open quality.



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



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

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

Three key elements physically link the City and the Airport Area: 1) the South Higuera and Broad Street corridors, 2) the creeks that flow from the City through the area; and 3) the open space and hills that encompass the City. By enhancing these elements, the physical connections can be strengthened. By raising the design and development standards in the area to be more consistent with the rest of the City, the perceived connection (i.e., the sense of belonging) between the Airport Area to the rest of the City can also be enhanced. While the community design concept strives to enhance the connections between the planning area and the urban core of the City, it also attempts to preserve a positive relationship with the surrounding rural, agricultural landscape, including preservation of visual connections between the developed areas and rural open space areas.

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

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

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

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

6.0 CIRCULATION AND TRANSPORTATION

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

The transportation and circulation system in the Airport Area is intended to provide safe and convenient mobility and access for all modes of transportation. Thus, the plan connects streets, transit routes, bicycle and pedestrian facilities, and open space recreational areas without gaps or barriers. Despite the services/manufacturing and business park orientation of the land use plan, and the large geographic area of the Airport Area, the transportation system encourages the use of, and provides facilities for, alternatives to the single-occupant vehicle while recognizing the need to serve regional and citywide traffic and freight on its streets.

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

7.0 UTILITIES & SERVICES

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

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

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

8.0 FINANCING

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

9.0 IMPLEMENTATION

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

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1.0 INTRODUCTION

INTENT

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

LEGAL CONTEXT

AUTHORITY TO PREPARE

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

amended only if they are consistent with the jurisdiction's adopted general plan.
The authority to prepare and adopt specific plans and the requirements for its contents are set forth in the California Government Code, Sections 65450 through 65457. The law requires that a specific plan include text and diagrams specifying:

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

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

RELATIONSHIP TO GENERAL PLAN

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

ENVIRONMENTAL REVIEW

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

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

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

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

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

PLANNING CONTEXT

APPROACH TO PLANNING

The "Design With Nature" approach to planning pioneered by Wallace, Roberts & Todd, LLC. and Ian McHarg, one of the firm's founding partners, was the conceptual framework used to create this specific plan. The premise for this approach is that a systematic understanding of the environmental setting, including natural, cultural, social, and economic factors, is essential to the creation of truly sustainable human environments. Using this approach, planning is a cumulative process in which layers of information on individual factors are combined to create a more comprehensive and complex understanding of the whole. While the existing natural environment is the foundation for all subsequent decisions regarding uses and development potential, no layer works in isolation. Each layer informs and influences the other layers, resulting in a synthesis of natural and cultural patterns that is the basis for the plan.

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

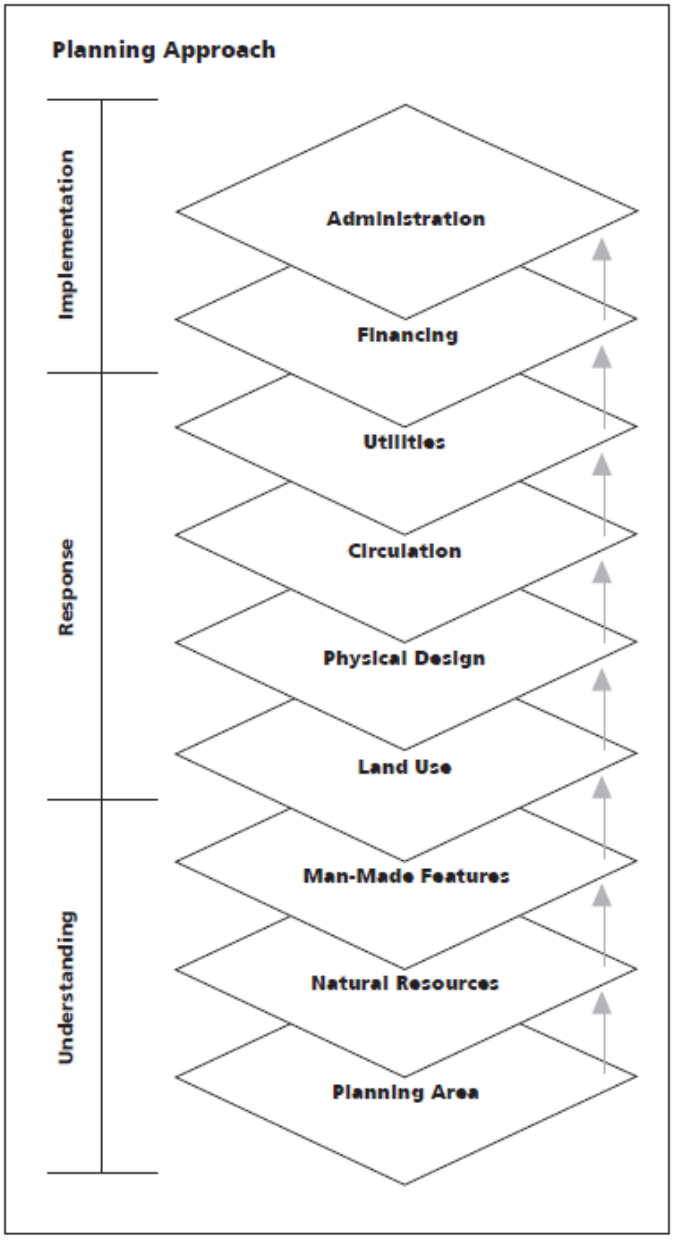
THE BACKGROUND TO THE PLAN

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

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

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

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



Each "layer" of understanding informs the planning response.

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

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

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

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

THE PLANNING PROCESS

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

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

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

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

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

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

Beginning in 2008, Chevron began working with the City and County of San Luis Obispo towards a plan to remediate and develop portions of their 332 acre property. The remediation portion of their project addresses soil and groundwater contamination identified as potential human health or ecological risks as agreed upon by the resources agencies (Fish & Wildlife, Regional Water Board, County Environmental Health, City Natural Resources) participating in the Surface Evaluation, Remediation, and Restoration Team (SERRT) process and reviewing the proposed remedial actions for the Project Site.

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

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

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

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

Constraints analysis identifies areas of environmental sensitivity.

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

ORGANIZATION OF THE SPECIFIC PLAN

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

Chapters in the Specific Plan include:

1.0 Introduction - establishes the broad purpose of the Specific Plan, describes the legislative authority under which specific plans exist, summarizes the general conditions and sequence of events leading up to the Plan's preparation, and outlines the organization of the Plan.

2.0 The Planning Area - describes the location and general character of the planning area, and identifies ownership patterns and key environmental factors that influence the Plan's form and policies.

3.0 Conservation and Resource Management - describes the planning area's natural and cultural resources, including vegetation, wildlife, hydrology, agriculture, historic features and open space resources, and associated policies, including those relating to resource protection and public use.

4.0 Land Use - identifies land use goals and policies, and describes the land use patterns and associated development concepts. This section includes the elements required for the Land Use Framework of the Specific Plan.

5.0 Community Design - sets forth design concepts, policies and objectives, and translates them into standards and guidelines for streets, yards, open space, grading, siting, landscaping, buildings and other physical features. This section includes the elements and issues required for the Design Framework of the specific plan, as required by General Plan policies.

6.0 Circulation and Transportation - describes the circulation network and identifies the components and design standards required to accommodate efficient access and movement of vehicles, pedestrians, and

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

7.0 Utilities - describes infrastructure improvements and costs necessary to provide adequate sewer, water, and storm drainage to proposed development in the area, and identifies service agency policies and plans. This section includes the items required for the Infrastructure / Public Facilities Framework specified in the General Plan.

8.0 Financing - identifies the major infrastructure costs associated with the Specific Plan, and identifies how these costs will be financed.

9.0 Implementation - describes policies, regulations and ordinances that must be adopted or amended to implement the plan, and identifies development approval procedures, capital improvements, financing programs, and development phasing recommendations.

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

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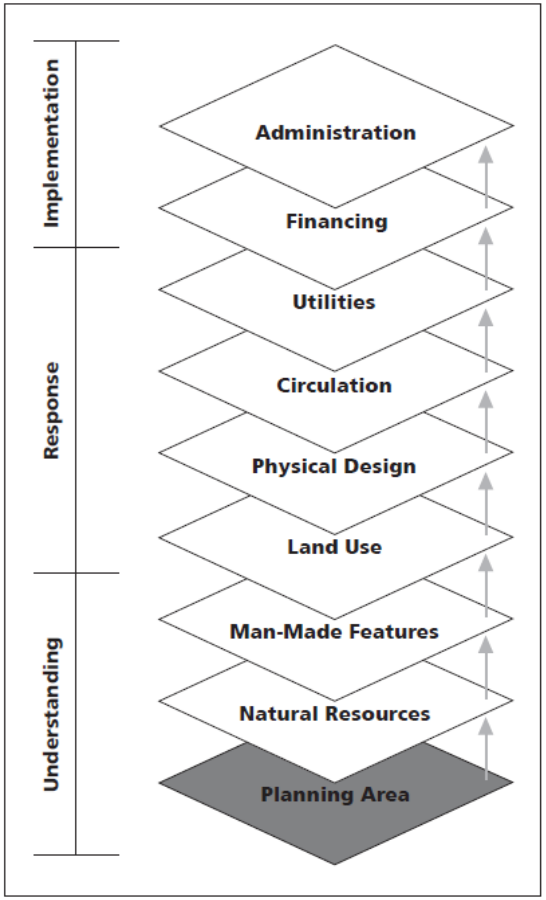
2.0 THE PLANNING AREA



Each 'layer' of understanding informs the planning response.

PROJECT LOCATION

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

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

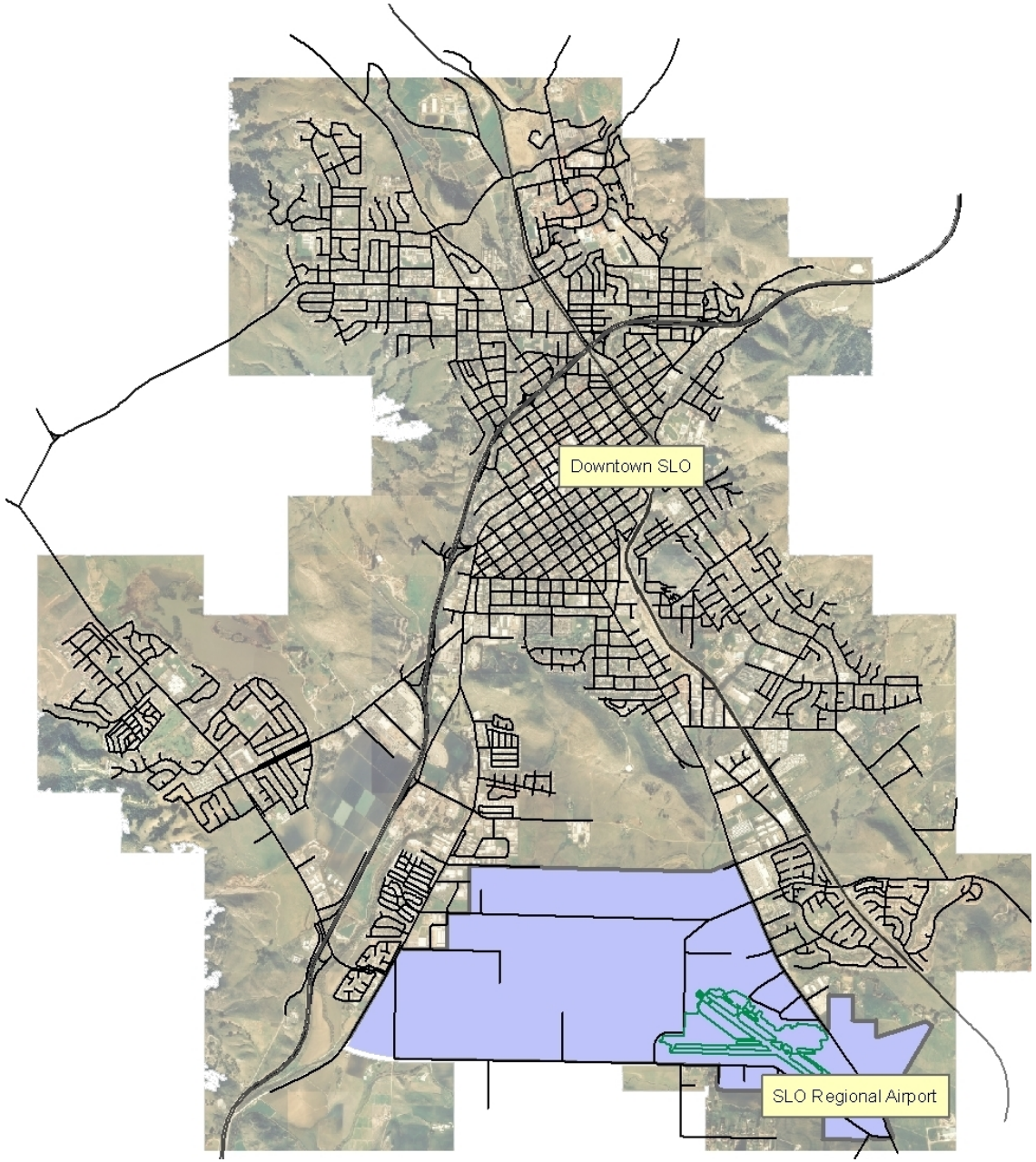


Figure 2-1 Project Location

PLANNING AREA CHARACTER

THE NATURAL SETTING

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

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

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

THE LAND USE SETTING

Development Patterns

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

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

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

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

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

Land Use Patterns

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

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

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

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

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

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

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

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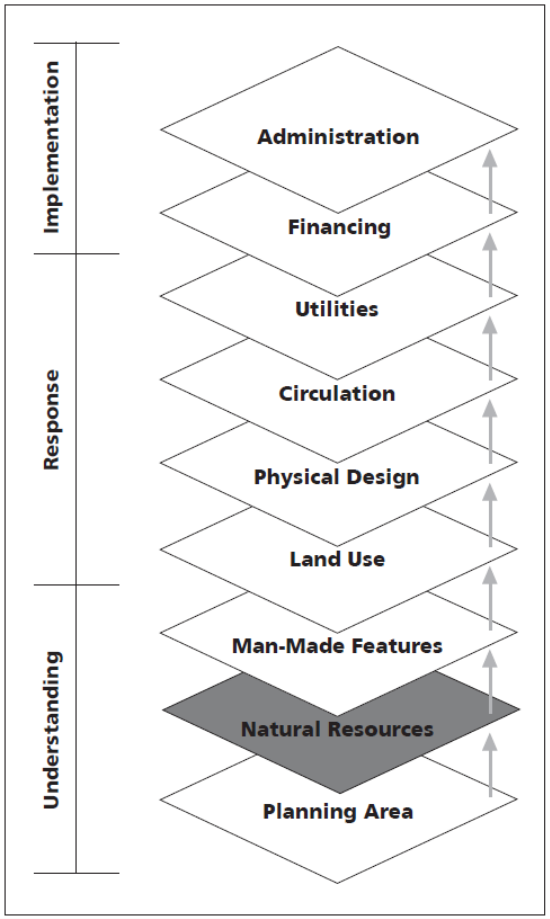
3.0 CONSERVATION & RESOURCE MANAGEMENT



Each 'layer' of understanding informs the planning response.

INTENT

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

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

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

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

CONSERVATION AND RESOURCE MANAGEMENT BACKGROUND

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

1926 Tank Farm Disaster

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

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

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

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

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

OPEN SPACE RESOURCES

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

CREEKS

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

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

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

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

East Branch of San Luis Obispo Creek

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

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

Acacia Creek

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

Orcutt Creek

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

Tank Farm Creek

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

WETLAND RESOURCES

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

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

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

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

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

NATIVE GRASSLANDS

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

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

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

RARE SPECIES HABITAT

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

Figure 3-1 Planning Area

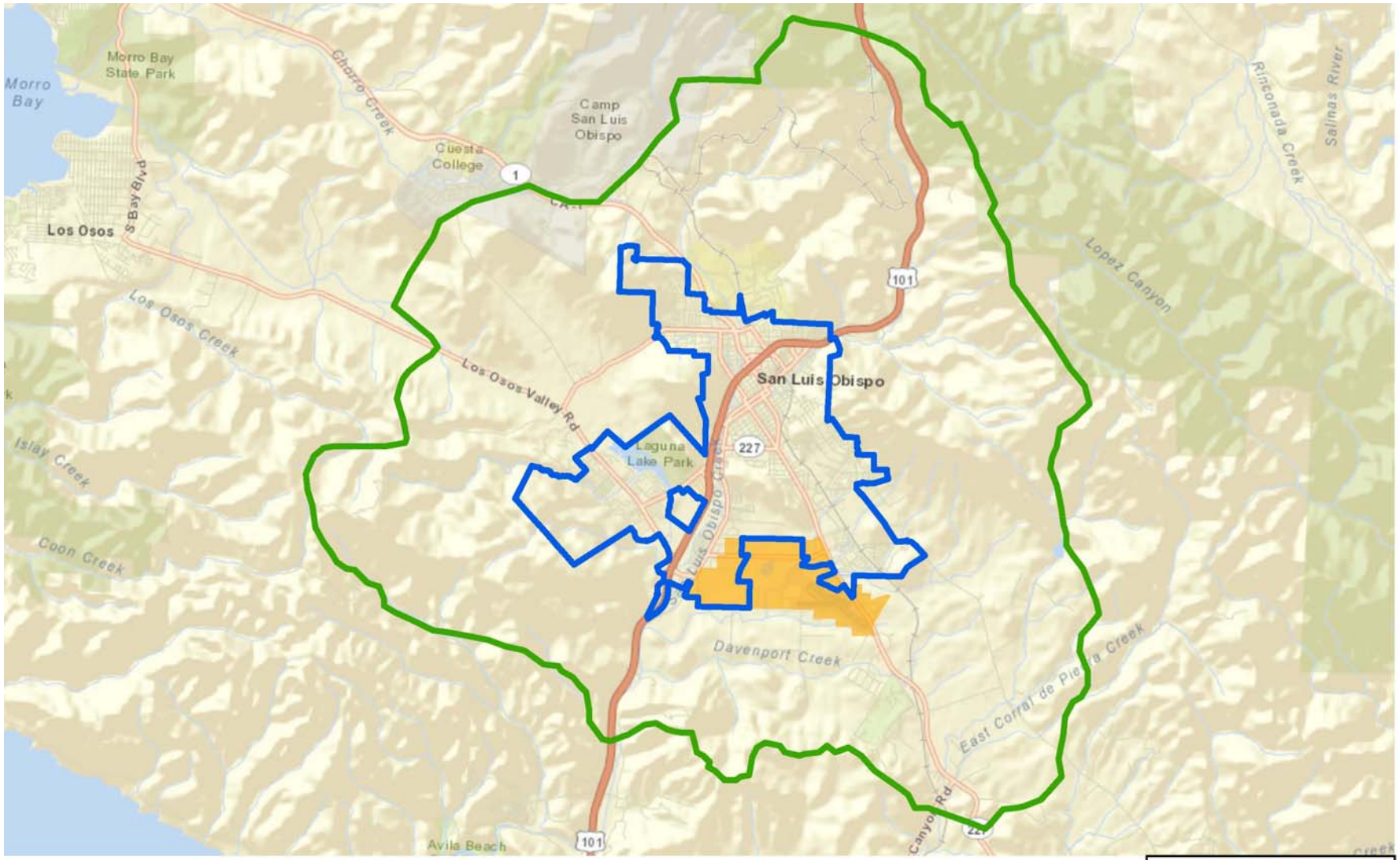


Figure 3-2 Greenbelt

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

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

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

The area's wetlands attract a variety of wildlife.

AGRICULTURAL OPEN SPACE AND THE CITY GREENBELT

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

Freshwater marsh north of Tank Farm Road.

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

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

SCENIC RESOURCES

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

ARCHAEOLOGICAL AND HISTORIC RESOURCES

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

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

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

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

HAZARDS RELATED TO OPEN SPACE LANDS

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

FLOODING

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

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

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

PETROLEUM CONTAMINATION

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

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

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

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

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

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

AIRCRAFT OPERATIONS

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

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

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

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

3.1 CONSERVATION AND RESOURCE MANAGEMENT GOALS

Goal 3.1.1: Open Space Resources

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

Goal 3.1.2: Habitat Quality

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

Goal 3.1.3: Airport Area Wetlands

Preserve and enhance Airport Area wetlands.

Goal 3.1.4: Native Grasslands

Preserve and enhance native grasslands in the Airport Area.

Goal 3.1.5: Rare, Endangered and Threatened Species

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

Goal 3.1.6: Greenbelt

Secure the greenbelt in the vicinity of the Airport Area.

Goal 3.1.7: Rural Character

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

Goal 3.1.8: Views
Preserve significant views of and view corridors to surrounding features that contribute to Airport Area's unique sense of place.

Goal 3.1.9: Archeological and Historical Resources
Protect archaeological and historic resources.

Goal 3.1.10: Exposure to Contamination

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

Goal 3.1.11: Surface Resources

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

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

3.2 CONSERVATION AND RESOURCE MANAGEMENT POLICIES

Policy 3.2.1: Riparian Vegetation

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

Policy 3.2.2: East Branch SLO Creek Riparian Corridor

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

Policy 3.2.3: Realignment of Orcutt Creek

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

Policy 3.2.4: Wetlands and Buffer Areas

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

Policy 3.2.5: Restoring Marginal or Degraded Wetlands

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

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

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

Policy 3.2.6: Expansion of Wetlands

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

Policy 3.2.7: Mitigation of Wetland Losses

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

Policy 3.2.8: Professional Direction of Wetland Work

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

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

Swales and bermed enclosures on Chevron property now capture floodwaters.

Policy 3.2.9: Design of Detention Areas

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

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

Policy 3.2.10: Recreational Use of Wetlands Complex

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

Policy 3.2.11: Impacts from Run-Off

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

Policy 3.2.13: Native Bunchgrass

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

Policy 3.2.14: Chevron Property Open Space Lands

Designate open space lands on the Chevron property as a permanent ecological preserve dedicated to the preservation and enhancement of the area's natural resources, and public environmental education.

Policy 3.2.15: Continuous Open Space Corridors

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

Policy 3.2.16: Continuous Wetlands

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

Policy 3.2.17: Interrupt Flow of Contaminants

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

Policy 3.2.18: Mitigate Loss of Agricultural and Open Space Land

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

Policy 3.2.19: Protection for On-Site Resources

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

Policy 3.2.20: Acquire Land South of Airport

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

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

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

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

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

Policy 3.2.21: Maintain Views of Open Space Resources

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

Policy 3.2.22: Archeological and Historic Resources

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

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

Policy 3.2.23: Designation of Contaminated Land

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

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

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

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

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

3.3 CONSERVATION AND RESOURCE MANAGEMENT PROGRAMS

Program 3.3.1: Management Programs Required

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

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

Program 3.3.2: Limited Access

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

Program 3.3.3: 50-Foot Wetland Setback

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

Program 3.3.4: Risk Assessment Program

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

Program 3.3.5: Establish Mitigation Bank

The City will work with The California Department of Fish and Wildlife, responsible Federal officials, and administration of the County Airport, to establish a "mitigation bank" within the Chevron property to serve the mitigation needs of the Airport and Margarita Areas, consistent with the operating needs of the County Airport.

Program 3.3.6: Public Access

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

Navigational aids mark the flight path over the Chevron property.

Program 3.3.7: Creek Restoration Standards

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

Program 3.3.8: Open Space Connections

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

Program 3.3.9: Wildlife Movement Corridors

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

Program 3.3.10: Wetland Connections

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

Program 3.3.11: City to Manage Open Space Lands

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

Program 3.3.12: Privately Owned Open Space

For any extensive open space lands that the City does not acquire, the City will pursue memoranda of understanding concerning management for wildlife habitat values, beyond the minimum requirements of regulatory agencies. The City will cooperate with property owner-driven requests for the establishment of financing methods such as Community Facilities Districts to address funding needs for ongoing open space and habitat maintenance within privately owned open space areas.

Program 3.3.13: Greenbelt Dedications

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

Program 3.3.14: Greenbelt In-Lieu Fee

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

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

Program 3.3.15: Urban Reserve Expansion

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

Program 3.3.16: Historical Resources

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

Program 3.3.17: Activities on Open Space Lands

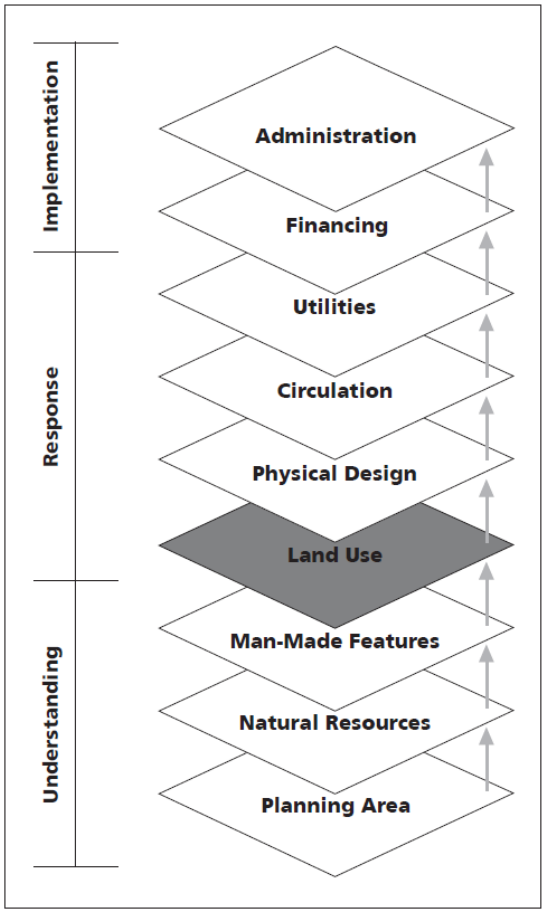
The City will work with appropriate regulatory agencies and with County Airport administrators to ensure that the location and nature of resource management activities on open space lands within the Airport Area remain compatible with airport operations. In accordance with the Conservation and Open Space Element of the General Plan, passive recreation activities are permitted in designated open space areas where appropriate and compatible with the primary purpose of natural resource protection.

Program 3.3.18: Expanding Wetlands

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

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

4.0 LAND USE



Each 'layer' of understanding informs the planning response.

INTENT

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

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

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

LAND USE BACKGROUND

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

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

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

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

The land use plan was developed to ensure compatibility with airport operations. Uses that have high concentrations of people or are sensitive to airport noise (e.g., low density residential, schools, hospitals, etc.) are not included in the planning area. The designated land uses (Figure 4-1) respond to the flight patterns and land use criteria associated with the airport safety areas in the San Luis Obispo County Regional Airport Land Use Plan (ALUP). Generally, the critical areas in line with the runways will be maintained as open space. Lower intensity warehousing, manufacturing, service and business park uses are designated for the less sensitive zones to the sides of the runways, and further out from the ends of the runways.

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

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

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

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

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

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

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

Through the LUCE Update process, an abundant supply of business park and other non-residential property within the City and its surroundings was identified, as well as a need to provide addition opportunities for housing, including affordable housing. The LUCE established special planning and development objectives for the Avila Ranch site that are to be addressed in the Avila Ranch subarea. The LUCE objectives are intended to ensure that the site is developed as primarily a residential neighborhood development with supporting neighborhood commercial, and recreation facilities, and provision of on-site and off-site open space/resource protection. Updates to this specific plan, and the Avila Ranch Development Plan, were prepared consistent with these planning and development objectives.

LAND USE PROGRAM

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

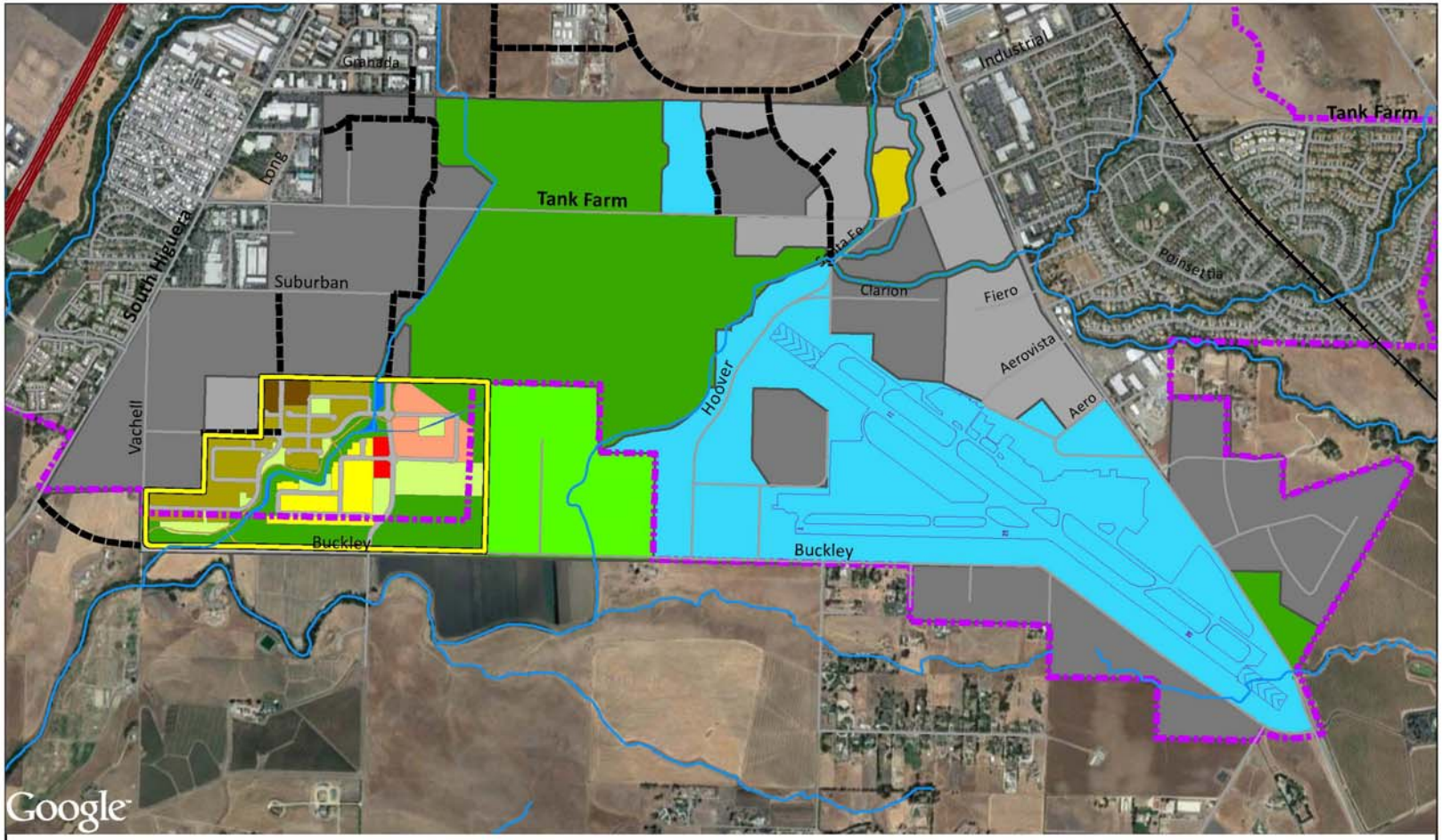
Table 4.1
San Luis Obispo Airport Area Specific Plan
LAND USE PROGRAM AND DEVELOPMENT CAPACITIES

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

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

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

In accordance with the LUCE objectives and the ALUP, residential development in the Airport Area will be comprised of a range of residential densities, from R-1 to R-4, and clustered to preserve open space, riparian resources, and to avoid sensitive wetlands, where possible.



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

Figure 4-1 Land Use Designations

0 0.5 1
Miles

September 2014

- Avila Ranch Area
- Proposed Roadway
- Urban Reserve Line
- Existing Roads
- Creeks
- Low Density Residential
- Medium Density Residential
- Medium - High Density Residential
- High Density Residential
- Commercial
- Public
- Business Park
- Services & Manufacturing
- Open Space
- Park
- Reservation Area

RELATIONSHIP TO THE GENERAL PLAN

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

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

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

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

HAZARDOUS MATERIALS

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

SPECIAL AREAS

McChesney Field – San Luis Obispo County Regional Airport

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

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

Former Tank Farm Site

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

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

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

Table 4.2
San Luis Obispo Airport Area Specific Plan
LAND USE CONSISTENCY

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

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

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

Avila Ranch Site

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

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

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

4.0 LAND USE FRAMEWORK

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

4.1 LAND USE GOALS

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

Goal 4.1.1: Urbanization and Resource Protection

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

Goal 4.1.2: Job Creation

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

Goal 4.1.3: Compact Urban Form

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

Goal 4.1.4: Existing Buildings

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

Goal 4.1.5: Employment Opportunities
Employment opportunities appropriate for area residents' desires and skills.

Goal 4.1.6: Land Use Compatibility

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

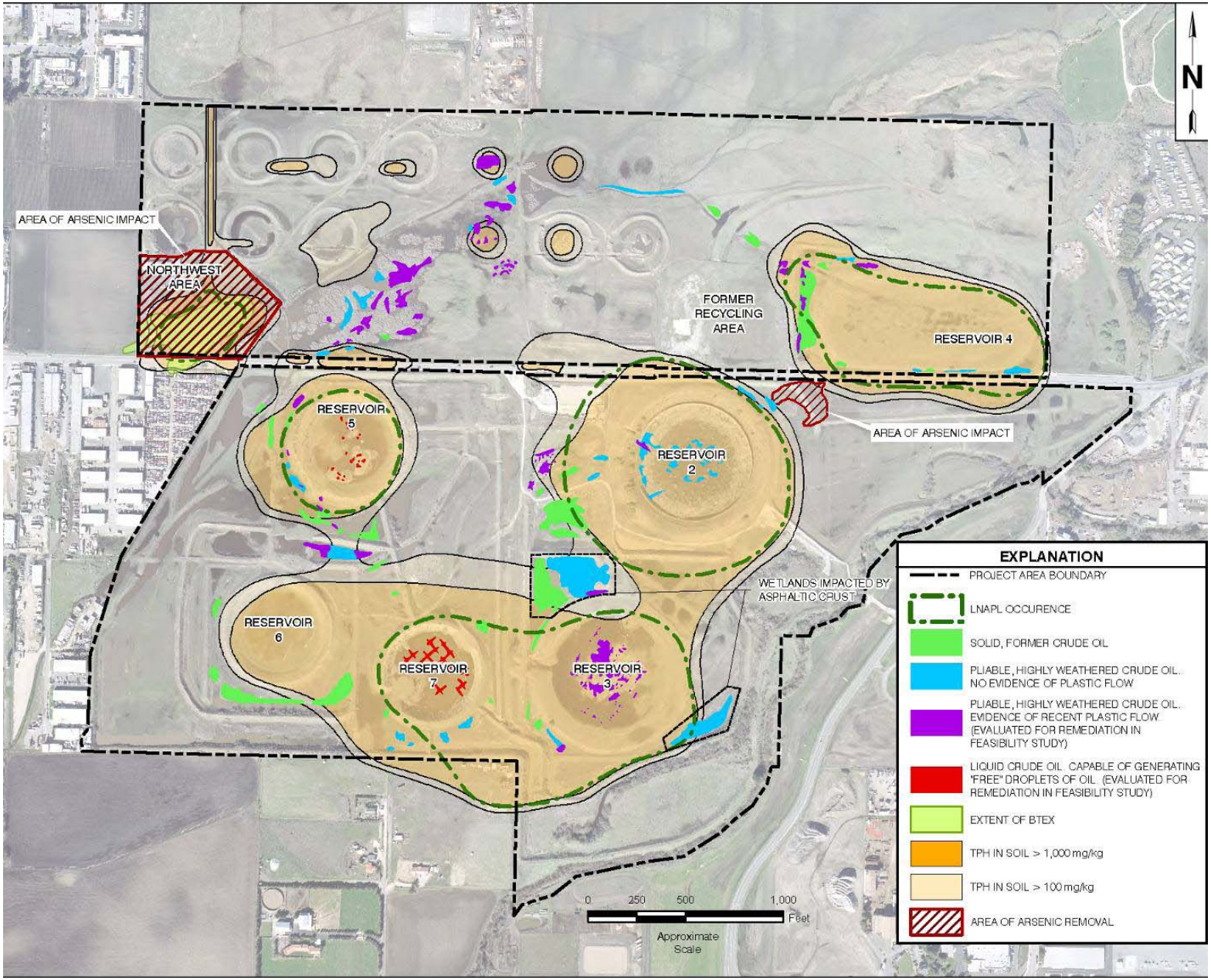


Figure 4-2 Areas of Soil Contamination on Unocal Property

Figure 4-3a Sensitive Biological Resources on Unocal Property

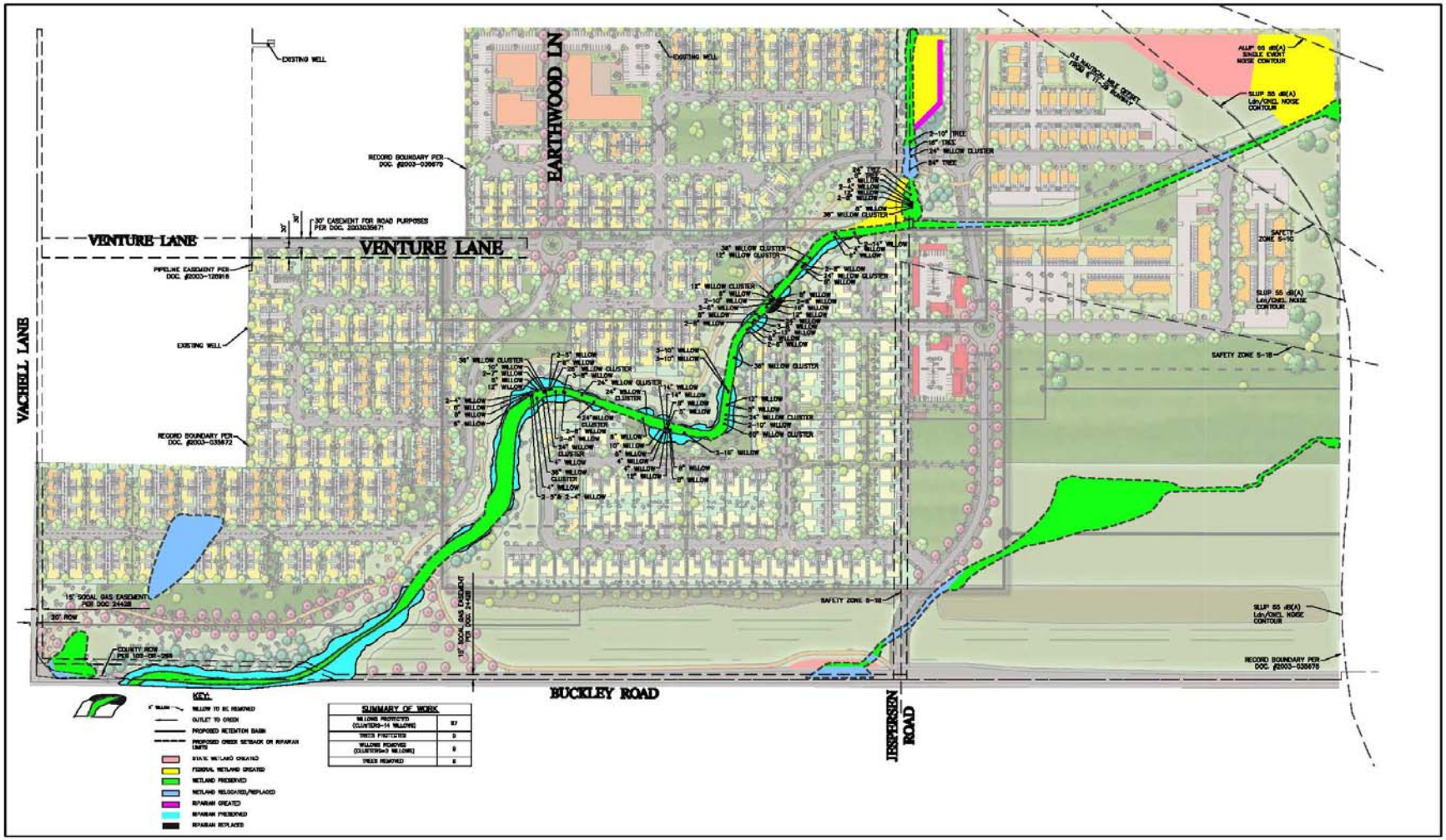


Figure 4-3b Sensitive Biological Resources in Avila Ranch Area

Goal 4.1.7: Sense of Place

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

Goal 4.1.8: Protect and Enhance Natural Features

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

Goal 4.1.9: Airport Operations

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

Goal 4.1.10: Balance of Conservation and Development

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

Goal 4.1.11: Agricultural Buffers

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

4.2 LAND USE DESIGNATIONS AND ZONING

The following sections describe the intent for each of the Specific Plan land use categories. Figure 4-1 establishes the land use designations for property within the Specific Plan area. Figure 4-4 establishes the zoning and Table 4.3 provides a list of uses and permit requirements, if any. The proposed land use designations and hierarchy reflect the diverse nature of the AASP area. The AASP area is comprised of four principal subareas: 1) Chevron property which includes a major additional planned development for Business Park uses, and the remediation of the Tank Farm property; 2) the Avila Ranch property which includes planned development of residential and neighborhood commercial uses; 3) other business park, service commercial and industrial properties; and, 4) the County Regional Airport. Specific subarea plans have been developed for the Chevron and Avila Ranch properties, and the policies, standards, guidelines and program associated with those properties represent the bulk of the AASP's development regulations.

4.2.1 Business Park

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

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

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

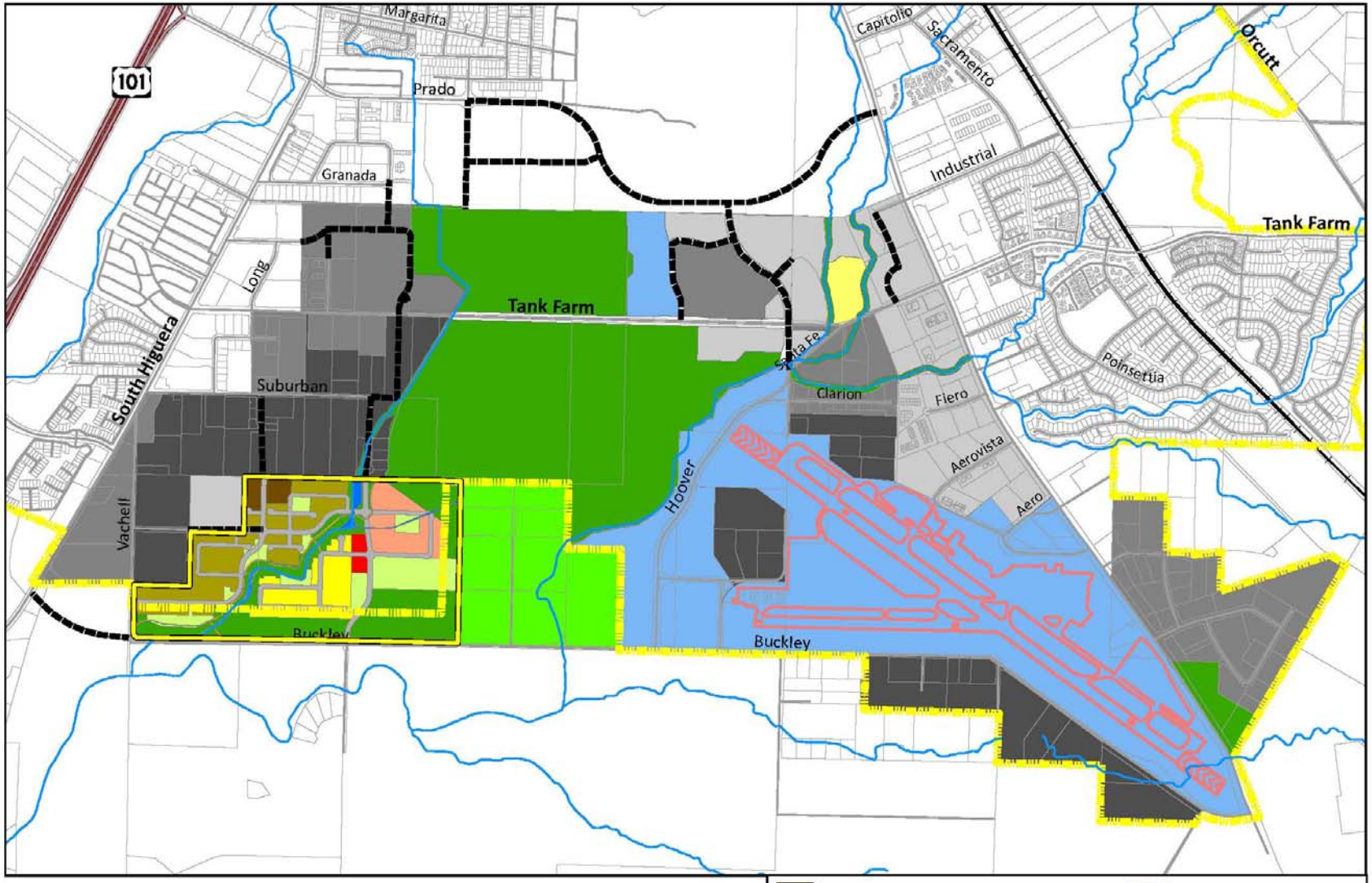


Figure 4-4 Zoning Designations

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

4.2.2 Service Commercial

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

4.2.3 Manufacturing

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

4.2.4 Public Facility

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

4.2.5 Low Density Residential (R-1)

The Low Density Residential designation is for new single family residential development in the Avila Ranch subarea. It is expected that there will be 100-110 Low Density Residential dwelling units on 12.8 acres including a range of lot sizes from 5,000 SF to 10,000 SF units with front garages and drive approaches. Maximum density would be up to seven units per net acres in conformance with the Avila Ranch Development plan and Chapter 17.26 of the SLO Zoning Code.

4.2.6 Medium Density Residential (R-2)

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

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

4.2.7 Medium High Density Residential (R-3)

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

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

4.2.8 High Density Residential (R-4)

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

4.2.9 Open Space

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

A. Planning area creeks: to protect and enhance habitat and recreational values;

B. Portions of the Chevron site: to provide for the creation of an ecological preserve and storm-water detention area, with controlled public access for non-intrusive recreation;

C. Portions of the Avila Ranch site: Provide an agricultural buffer along the Buckley Road frontage, associated with a Reservation Space in conformance with the ALUP; preservation of the Tank Farm Creek corridor as a linear park, bikeway and passive recreation area; and, preservation of open space to the eastern side of the project for a buffer to agricultural uses outside the URL and in conformity with the ALUP;

D. Airport clear zones: to limit uses in the most restrictive airport safety zones to the siting of navigational aids and related equipment, and limited agricultural uses (e.g., hay-cropping, pasturage, and cultivation);

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

4.2.10 Agriculture

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

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

4.2.11 Neighborhood Commercial

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

4.2.12 Affordable Housing

The City of San Luis Obispo has adopted an inclusionary housing program that requires all new development projects to include affordable housing units, dedicate real property for affordable housing, or pay an in-lieu fee to increase affordable housing opportunities Citywide. In residential annexation areas like the AASP Area, at least five percent of the new housing must be rented or sold at prices affordable to low income households. Another ten percent of the new housing must be available for moderate income households.

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

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

4.2.12.1 Avila Ranch Affordable Housing

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

4.2.12.2 Avila Ranch Inclusionary Housing

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

4.2.12.3 Land In Lieu of Housing Production

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

4.2.12.4 Affordable by Design

The Avila Ranch project will encourage housing types and designs to provide housing affordable to a range of incomes. As a performance objective, the R-2 small-lot single family portions of the site shall include at least one third of the dwelling units in sizes, configurations and features that will result in an initial sales price that is affordable to those with incomes equal to 121 percent to 160 percent of City Median Household Income. For the purposes of determining affordability, units which have sales prices that are 7.00 times the City Median Household Income shall be considered to be affordable to families in this income range.

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

A. Providing a range of dwelling unit sizes in each residential zone. R-2 units will range in size from approximately 1,350 square feet to 2,000 square feet, with an average size of approximately 1,675 square feet. R-3 units will range in size from 600 square feet to 1,500 square feet with an average of approximately 1,200 square feet.

B. Maintenance expenses, to the extent feasible, shall be included in a Community Facilities District to reduce the necessity for Homeowners Associations.

C. Landscaping shall be designed to reduce the monthly costs of maintenance.

D. Utilize passive and active solar energy strategies to reduce monthly energy costs.

4.3 LAND USE POLICIES

Policy 4.3.1: Support for Airport Service

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

Policy 4.3.2: Airport Master Plan

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

Policy 4.3.3: Airport Land Use Plan Consistency

Airport Area development must be consistent with the standards and requirements of the San Luis Obispo County Regional Airport Land Use Plan and/or Public Utilities Code Sections 21670-

21679.5. In determining the location of safety zones and the consistency of the land uses with the Airport Land Use Plan, the ALUP policies and the most recent Airport Land Use Commission determinations shall be used.

Policy 4.3.4: Airport Compatible Open Space

The City will work with property owners to implement and maintain Airport Compatible Open Space (ACOS) within the Airport Area, consistent with an approved ACOS plan, to insure ongoing compatibility between Specific Plan land uses and airport operations. After revision of the AASP, the ACOS shall be amended to include the open space on Avila Ranch and the Reservation Space.

Policy 4.3.5: Transit Service

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

Policy 4.3.6: Tank Farm Site

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

A. A detailed resource management plan to protect and enhance natural resources found on the Tank Farm Site, including sensitive species and their habitats (e.g., wetlands, riparian corridors, and native grasslands).

B. Conservation easements for the permanent protection of natural resources dedicated to an appropriate trustee agency such as the City, County, RWQCB or SLO Land Trust.

C. A detailed, site-specific plan for remediation of contaminated areas associated with developing areas designated for development and habitat restoration consistent with the Remedial Action Plan evaluated with the Chevron Tank Farm EIR (2013-2014).

D. An implementation plan that links development entitlements to completion of specific remediation and habitat-improvement actions.

E. A mechanism, such as an endowment, for implementing the long-term monitoring, enhancement and maintenance included in the plan.

Policy 4.3.7: Tank Farm Road Improvements

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

Policy 4.3.8: Approach and Climb-Out Paths

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

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

Policy 4.3.9: East Airport Area Clear Zones

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

Policy 4.3.10 Runway Protection Zones

No new development, roads or land uses shall be allowed within the Runway Protection Zone in accordance with the Federal Aviation Administration policies and the Advisory Circular 150/5300A-Change 1 unless the development or land use is specifically approved in coordination with the FAA.

Policy 4.3.11: Uses Not Listed

The Community Development Director is authorized to determine whether uses not listed in Table 4.3 are allowed or conditionally allowed, subject to the appeal procedures established in the Municipal Code. The interpretation procedure is not used as a substitute for the amendment procedure to add new types of uses to a zone.

Policy 4.3.12: Zoning Regulations

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

Table 4.3 – Allowed Uses

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

Land Use	Zoning District							
	PF	C-S	M	BP	R1	R2	R3	R4
AGRICULTURE								
Crop production	A	D	D					
Community gardens	D				D	D	D	D
INDUSTRY, MANUFACTURING & PROCESSING, WHOLESALING								
Bakery, wholesale	–	A	A	PC	–	–	–	–
Furniture and fixtures manufacturing, cabinet shop	–	D	A	–	–	–	–	–
Industrial research and development	–	PC	D	D	–	–	–	–
Laboratory - Medical, analytical, research, testing	–	A	A	A	–	–	–	–
Laundry, dry cleaning plant	–	A	A	–	–	–	–	–
Manufacturing - Heavy	–	–	PC	PC	–	–	–	–
Manufacturing - Light	–	D	A	A	–	–	–	–
Petroleum product storage and distribution	–	–	D	–	–	–	–	–
Photo and film processing lab	–	A	A	–	–	–	–	–
Printing and publishing	–	A	A	A	–	–	–	–
Recycling facilities - Collection and processing facility	–	–	D	–	–	–	–	–
Recycling facilities - Scrap and dismantling yard	–	–	D	–	–	–	–	–
Recycling facilities - Small collection facility	–	D	A	–	–	–	–	–
Storage - personal storage facility	–	A	A	–	–	–	–	–
Storage yard	–	D	A	–	–	–	–	–
Warehousing, indoor storage	–	A	A	PC	–	–	–	–
Wholesaling and distribution	–	A	A	PC	–	–	–	–

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

Land Use	Zoning District							
	PF	C-S	M	BP	R1	R2	R3	R4
LODGING								
Bed and breakfast inn	-	-	-	-	-	-	PC	PC
Homeless shelter	A	PC	PC	-	-	-	PC	PC
Hostel	-	-	-	-	-	-	PC	PC
Hotel, motel	-	-	-	PC	-	-	-	-
RECREATION, EDUCATION, & PUBLIC ASSEMBLY USES								
Bar/tavern		D	D					
Club, lodge, private meeting hall		D					D	D
Commercial recreation facility - Indoor	PC	D(12)	PC	D				
Commercial recreation facility – Outdoor	PC	PC						
Educational conferences							D	D
Fitness/health facility		A	A	D				
Golf course	PC							
Library, museum	PC							
Night club		D	D					
Park, playground	D				A	A	A	A
Public assembly facility	PC	PC						
Religious facility	D	D(7)	D(7)		PC	D	D	D
School - Boarding school, elementary, middle, secondary							PC	PC
School - College university campus	PC							
School - Elementary, middle, secondary	PC				PC	PC	D	D
School – Specialized education/training		A	A					
Special Event	D	D	D					
Sports and active recreation facility	PC	PC	PC					
Sports and entertainment assembly facility	PC		PC					

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

Land Use	Zoning District							
	PF	C-S	M	BP	R1	R2	R3	R4
Studio - Art, dance, martial arts, music, etc.	D	A						
Theater	PC(8)			D				
Theater - Drive-in		PC	PC					
RESIDENTIAL USES								
Boarding/rooming house, dormitory	-	-	-	-	-	-	PC	D
Caretaker quarters	A	A	A	D	A	A	A	A
Convents and monasteries	-	-	-	-	-	PC	A	A
Fraternity, sorority	-	-	-	-	-	-	PC	PC
High occupancy residential unit	-	-	-	-	D	D	-	-
Home occupation	-	H	H	-	H	H	H	H
Live/work units	-	A	A	-	-	-	-	-
Mixed-use project	-	PC	PC	-	-	-	-	-
Mobile home as temporary residence at building site	-	-	-	-	A	A	A	A
Mobile home park	-	-	-	-	A	A	A	A
Multi-family dwellings	-	-	-	-	-	A	A	A
Residential care facilities - 6 or fewer residents	-	-	-	-	A	A	A	A
Residential care facilities - 7 or more residents	-	-	-	-	A	A	A	A
Residential hospice facility	PC	-	-	-	-	PC	PC	D
Rest home	-	-	-	-	A	A	A	A
Single-family dwellings	-	-	-	-	A(2)	A	A	A
Secondary dwelling units	-	-	-	-	A	A	A	A
Work/live units	-	D	D	-	-	-	-	-

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

Land Use	Zoning District							
	PF	C-S	M	BP	R1	R2	R3	R4
RETAIL SALES								
Auto and vehicle sales and rental	_	A	PC	_	_	_	_	_
Auto parts sales, with installation	_	A	A	_	_	_	_	_
Auto parts sales, without installation	_	A	A	_	_	_	_	_
Bakery, retail	_	D	D	_	_	_	_	_
Building and landscape materials sales, indoor	_	A	A	_	_	_	_	_
Building and landscape materials sales, outdoor	_	A	A	_	_	_	_	_
Construction and heavy equipment sales and rentals	_	D	D	_	_	_	_	_
Convenience store	_	D	D	D	_	D	D	D
Extended hour retail	_	D	D	_	_	_	_	_
Farm supply and feed store	_	A	A	_	_	_	_	_
Fuel dealer (propane, etc.)	_	D	A	_	_	_	_	_
Furniture, furnishings, and appliance stores	_	A	_	_	_	_	_	_
Mobile home, RV, and boat sales	_	A	PC	_	_	_	_	_
Office-supporting retail, 2,000 sf or less	_	_	_	D	_	_	_	_
Office-supporting retail, More than 2,000 up to 5,000 sf	_	_	_	D	_	_	_	_
Produce stand	_	A	_	_	_	_	_	_
Restaurant	_	D	D	_	_	_	_	_
Restaurant with late hour alcohol service	_	D	D	_	_	_	_	_
Outdoor BBQ/Grill, accessory to restaurant	_	D	D	_	_	_	_	_
Service station (see also "vehicle services")	_	A	_	_	_	_	_	_
Warehouse stress – 45,000 sf or less gfa	_	D	_	_	_	_	_	_
Warehouse stores – more than 45,000 sf gfa	_	PC	_	_	_	_	_	_
Wine tasting room - off site	_	D	D	D	_	_	_	_

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

Land Use	Zoning District							
	PF	C-S	M	BP	R1	R2	R3	R4
SERVICES – BUSINESS, FINANCIAL & PROFESSIONAL								
ATMs	_	A	A	A	_	_	_	_
Banks and financial services	_	D(4)	D(4)	D	_	_	_	_
Business support services	_	A	A	A	_	_	_	_
Convalescent hospital	PC	_	_	_	_	_	_	_
Medical Service – Doctor Office	_	D(11)	_	D(11)	_	_	_	_
Medical Service – Clinic, laboratory, urgent care	_	D(11)	_	D(11)	_	_	_	_
Medical Service - Extended Care	PC	_	_	_	_	PC	PC	D
Medical Service - Hospital	PC	_	_	_	_	_	_	_
Office - Accessory	_	A	A	_	_	_	_	_
Office – Business and service	_	D(4)	D(4)	D	_	_	_	_
Office – Government	D	_	_	PC	_	_	_	_
Office – Processing	_	D(4)	D(4)	A	_	_	_	_
Office – Production and administrative	_	D(4)	D(4)	A	_	_	_	_
Office – Airport Related Services	A	A	A	A	_	_	_	_
Office – Professional	_	_	_	D	_	_	_	_
Photographer, photographic studio	_	A	_	_	_	_	_	_

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

Land Use	Zoning District							
	PF	C-S	M	BP	R1	R2	R3	R4
SERVICES - GENERAL								
Catering service		A	A					
Cemetery, mausoleum, columbarium	PC	PC	PC		PC	PC	PC	PC
Copying and Quick Printer Service		A	A	A				
Day care - Day care center (child/adult)	D(9)	D(9)	D(9)	D	D(9)	D(9)	D(9)	D(9)
Day care - Family day care home (small/large)					A	A	A	A
Equipment rental		A	A	D				
Food bank/packaged food distribution center		D	D					
Maintenance service, client site services		A	A	PC				
Mortuary, funeral home	D	D						
Personal services		A		D				
SERVICES – GENERAL								
Personal services - Restricted		D						
Public safety facilities	PC			PC				
Public utility facilities	PC	A	A					
Repair service - Equipment, large appliances, etc.		A	A	D				
Social service organization	D	D	D	D				
Vehicle services - Repair and maintenance - Major		A	A	D				
Vehicle services - Repair and maintenance - Minor		A	A	D				
Vehicle services - Carwash		D	D					
Veterinary clinic-hospital, boarding, large animal		D	D					
Veterinary clinic-hospital, boarding, small animal, indoor		A						
Veterinary clinic-hospital, boarding, small animal, outdoor		D						

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

Land Use	Zoning District							
	PF	C-S	M	BP	R1	R2	R3	R4
TRANSPORTATION & COMMUNICATIONS								
Airport	PC	PC	PC	D				
Ambulance, taxi, and/or limousine dispatch facility		A	D	D				
Antennas and telecommunications facilities	D	D	D	D				
Media Production - Broadcast studio		A	A	A				
Media Production - Backlots/outdoor facilities and soundstages		D	D	D				
Heliport		PC	PC					
Parking facility	PC(6)	D(6)	D(6)					
Parking facility - Multi-level	PC(6)	PC(6)	PC(6)					
Parking facility - Temporary	PC	D	D					
Railroad facilities		D	A					
Transit station or terminal	PC	D	A					
Transit stop		A	A					
Truck or freight terminal		A	A	D				
Water and wastewater treatment plants and services	PC			PC				

Numbered Notes to Table 4.3:

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

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

4.4 DEVELOPMENT INTENSITY STANDARDS

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

4.4.1 Parcel Dimensions

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

4.4.2 Building Intensity and Coverage

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

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

4.4.3 Employee and Customer Concentrations

Maximum concentrations for employees and customers are established in the interest of airport safety. Table 4.6 shows permitted concentrations of people by Aviation Safety Area, per the Airport Land Use Plan assuming a Detailed Area Plan, ACOS, and Cluster Development Zone.

4.4.4 Building Setback Standards

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

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

4.4.5 Parking Requirements

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

Table 4.4
San Luis Obispo Airport Area Specific Plan
PARCEL DIMENSIONS

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

Notes: (a) Guideline: The Business Park zone should include a range of parcel sizes above the minimum.
(b) Each parcel must have access from a public road, or an access easement from a public road acceptable to the City.
(c) Common Interest Subdivisions are permitted, subject to the requirements of the Subdivision Regulations.

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

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

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

Table 4.6
San Luis Obispo Airport Area Specific Plan
EMPLOYEE & CUSTOMER CONCENTRATIONS AND MAXIMUM DENSITY OF RESIDENTIAL DEVELOPMENT

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

*Additional density adjustments may be attained through the designation of Clustered Development Zones (CDZ). A CDZ may include any part or all of the area encompassed by an Airport Compatible Open Space Plan (ACOS), and the geographic extent of each CDZ will be determined and specified by the responsible local agency. In order to be approved by the ALUC, an Airport-Compatible Open Space Plan which proposes to establish one or more CDZs must provide for the establishment, protection, and maintenance in Perpetuity of the following percentages of each proposed CDZ as Reserve Space:
a. in Aviation Safety Area S-1c: 35% of the gross area of the CDZ
b. in Aviation Safety Area S-2: 25% of the gross area of the CDZ

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

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

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

Table 4.7
San Luis Obispo Airport Area Specific Plan
SETBACK STANDARDS

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

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

4.4.6 Building Height

The maximum building height standards for the Airport Area Specific Plan are provided in Table 4.9. Chapter 5 includes important guidelines for building design with respect to building height. Notwithstanding the height restrictions provided in Table 4.9, in no case are building heights permitted to create an "obstruction to air navigation" as defined in the SLO County Regional Airport Land Use Plan. The Avila Ranch Development Plan prescribes setback and development regulations that shall apply in the Avila Ranch Subarea.

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

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

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

*not to exceed 3 stories

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

4.4.7 Amenity Incentives

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

A. Child or elder care facilities

B. Bicycle or public transportation facilities, integrated with areawide systems, such as improved transit stops or bike paths

C. Wildlife habitat restoration (beyond what may be required)

D. Public plaza areas designed to allow use by the general public

E. Public art (beyond minimum City requirements)

F. Private recreational facilities (sports and volleyball courts)

G. Implementation of the drainage policies listed in Section 7.1 beyond that required by the Waterways Management Plan.

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

A. Up to 10% increase in floor area ratio (for example, from 0.6 to 0.66)

B. Up to 20% increase in height

C. Up to 20% reduction in required street setback

D. Up to 10% reduction in required parking

4.4.8 Property Condition

A. All land, structures, and improvements shall be maintained in a condition that does not detract from the health, safety, and appearance of the planning area. In particular, the following conditions are prohibited:

1. Dilapidated or vandalized buildings, parts of buildings, signs, outdoor walls, fences, or landscape features such as benches and fountains.
2. Accumulation of trash or debris.
3. Accumulation of scrap materials, except at a contractors' yard or bulk recycling facility approved and screened.
4. Dead landscape planting.
5. The proliferation of untended, weedy plants on the part of a site approved for development.

B. Vehicle and equipment storage shall be regulated so that it does not detract from appearance of the planning area. The following provisions shall apply to any motor vehicle, trailer, camper, camper shell, motorcycle, motor-home, boat, aircraft, or similar conveyance:

1. Off-street parking or storage shall be on a dust-free, all-weather surface.
2. Modifying, servicing, repairing, restoring, assembling, disassembling, or wrecking shall be conducted within an enclosed building, except where approved and screened as provided in this chapter
3. Parking, storing, or placing such a conveyance, or any part of such a conveyance, which is disabled, unregistered, or inoperative, shall be within an enclosed building, except where approved and screened.

4.5 DETAILED AREA PLAN FOR COMPATIBILITY WITH AIRPORT OPERATIONS

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

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

Policy 4.5.1 Cluster Development Zone

Development in the AASP shall meet the open space requirements of the ALUP, shall be maintained in a manner that qualifies the area as a Cluster Development Zone (CDZ), to the approval of the Airport Land Use Commission. AASP land use areas within the CDZ are shown in Table 4.10.

Policy 4.5.2 Airport Compatible Open Space

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

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

A. Policy 4.5.3 Noise Complaint Management

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

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

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

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

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

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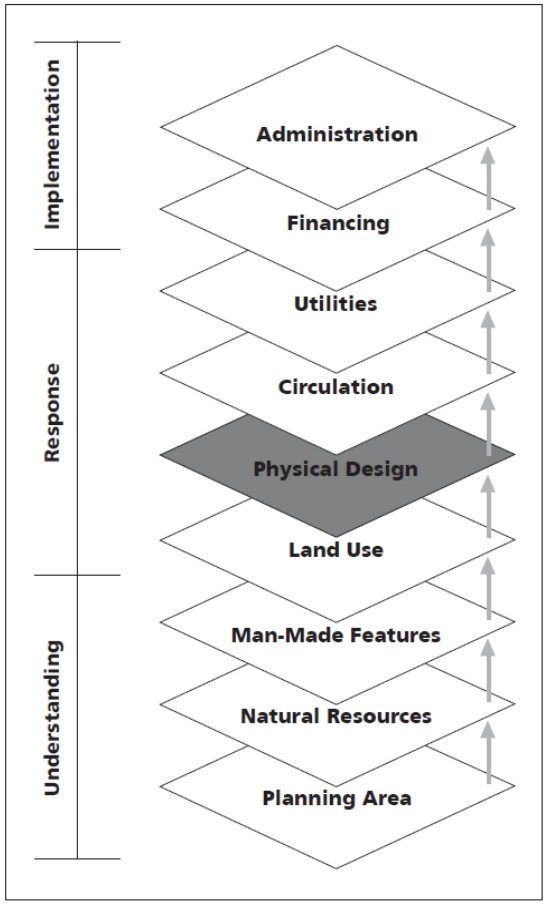
5.0 COMMUNITY DESIGN



Each 'layer' of understanding informs the planning response.

INTENT

SENSE OF PLACE

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

PHYSICAL IDENTITY

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

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

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

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

- Openness
- Connectivity
- Transition
- Ruralness
- Diversity

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

OPENNESS

Importance of Views

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

Open Space Framework

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

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

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

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

Open Space Framework Design Guidelines

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

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

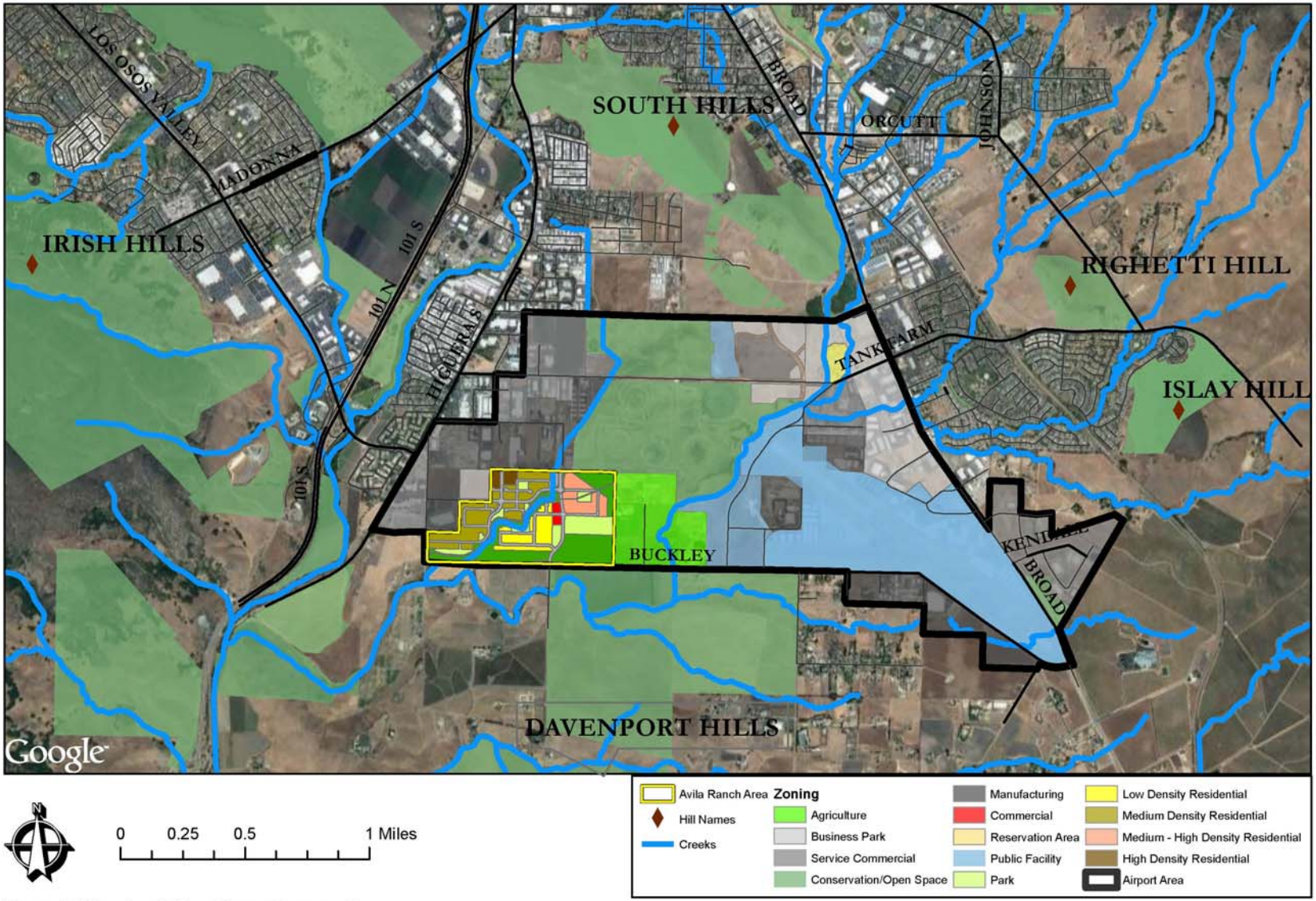


Figure 5-1 Creek and Open Space Framework

CONNECTIVITY

Planning Area Connections to City

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

The Specific Plan, through its land use plan, development standards and design guidelines, presents strategies to strengthen both the physical and perceptual connections. Three key elements physically link the City and the Airport Area:

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

Enhancing the Connections

By enhancing these elements, the physical connections can be strengthened. By raising the design and development standards in the area to be more consistent with the rest of the City, the perceived connection (i.e., the sense of belonging) between the Airport Area to the rest of the City can also be enhanced. While the community design concept strives to enhance the connections between the planning area and the urban core of the City, it also attempts to preserve a positive relationship with the surrounding rural, agricultural landscape. As discussed in the preceding discussion of "openness", the Plan calls for preservation of visual connections between the developed areas and rural open space areas.

Connectivity Design Guidelines

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

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

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

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

TRANSITION

Part of an Urban/Rural Continuum

From a community design standpoint, the annexation and development of the Airport Area is intended to provide a permanent and gradual transition from the urbanized core of the City to the surrounding rural countryside, and vice versa. The Airport Area is not just the outer ring of the urbanized area, but is conceived as part of a continuum between two increasingly dynamic activity centers: Downtown San Luis Obispo, on the one hand, and the Edna Valley wine region on the other. The Airport Area is not just the last part of town seen when heading south. It is also the gateway to the City from the Edna Valley. The role the planning area plays as a transition between urban and rural is key to conceiving the future development character of the area.

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

Enhancing the Transition

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

"Transition Design" Guidelines

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

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

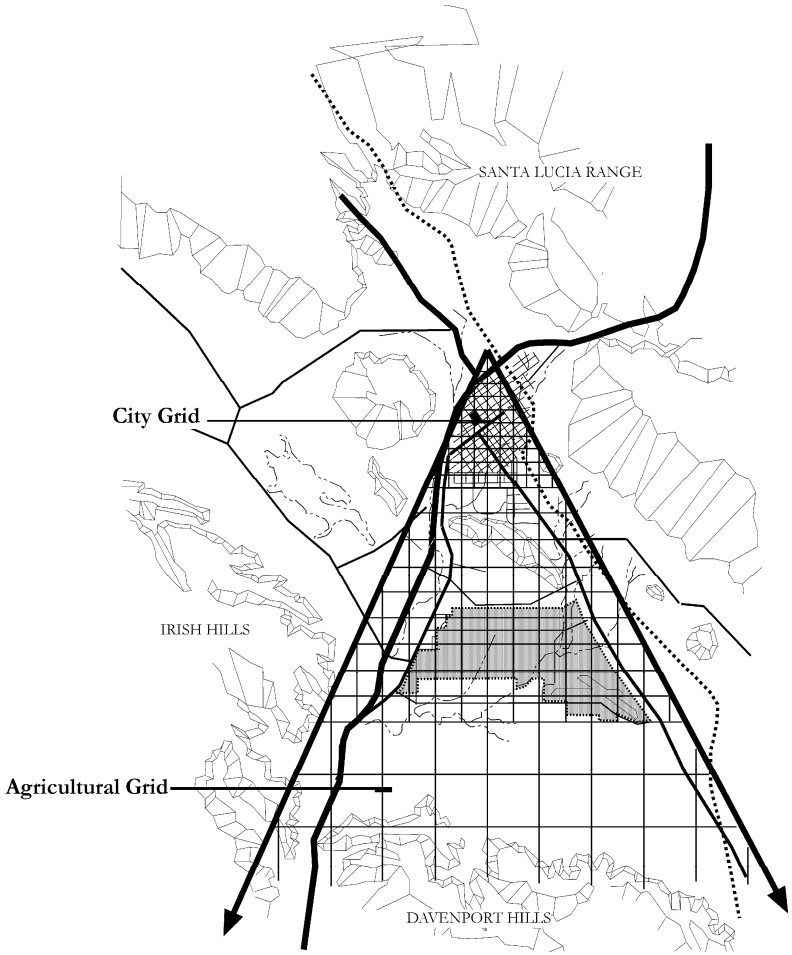


Figure 5-2 *The planning area (shaded) forms a critical link in the transition from San Luis Obispo's urban core to the rural open space south of the planning area. The expanding grid conceptually illustrates the change in scale and openness as one moves from town to country.*

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

RURALNESS

Responding to the Rural Agricultural Heritage

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

While development of the area will clearly reduce the planning area's rural, agricultural characteristics, there are a number of ways in which references can be made to this heritage through site planning, landscape design, and architecture. The intent is not to dictate agriculturally-themed or historicist architecture, but to encourage development that recognizes and references the area's rural, agricultural heritage as a significant cultural element that contributes to the special identity of the planning area.

"Ruralness" Design Guidelines

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

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

DIVERSITY

Concern for Quality, Rather than Style

The development character of San Luis Obispo is characterized by a pleasant diversity of styles that portray the community's growth over time. The Plan calls for this diversity to be continued in the development of the Airport Area. The repetitive quality or 'sameness' that seems to characterize development in many industrial and business park areas is to be avoided. Conversely,

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

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

an “anything goes” approach to architectural design should also be avoided. A specific framework is desirable. As in the rest of the community, the unifying element will be the concern for quality, rather than style. Incorporation of the preceding four community design principles in the design of new development should provide a sound foundation that allows for diversity in the design of individual developments without sacrificing quality.

Diversity should be obtained within a framework of cohesiveness. Architectural forms that respond to the area’s rural heritage, when incorporated into new structures and remodeled existing structures, will create a cohesive framework that will impart an image to the area as a whole. Diversity within this framework is encouraged.

“Diversity” Design Guidelines

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

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

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

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

GOALS, GUIDELINES AND STANDARDS

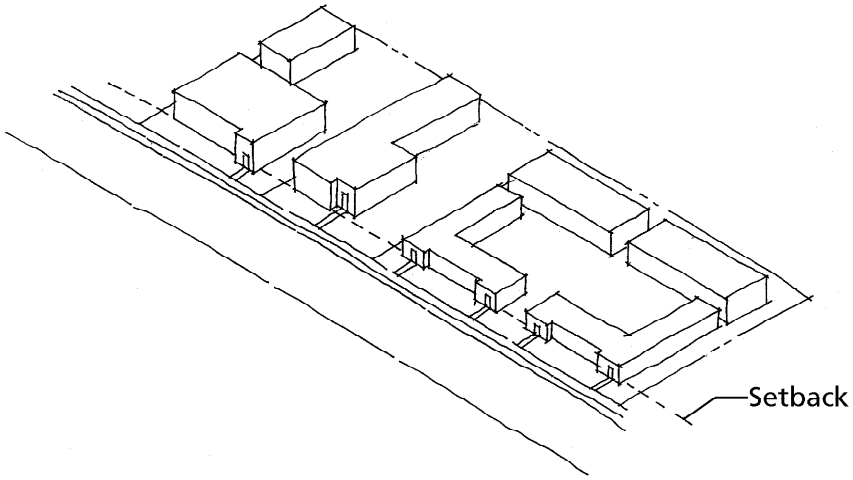
The guidelines and standards that follow are more specific interpretations of how the community design principles discussed above can be applied to site planning, architecture, landscape design and roadway design.

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

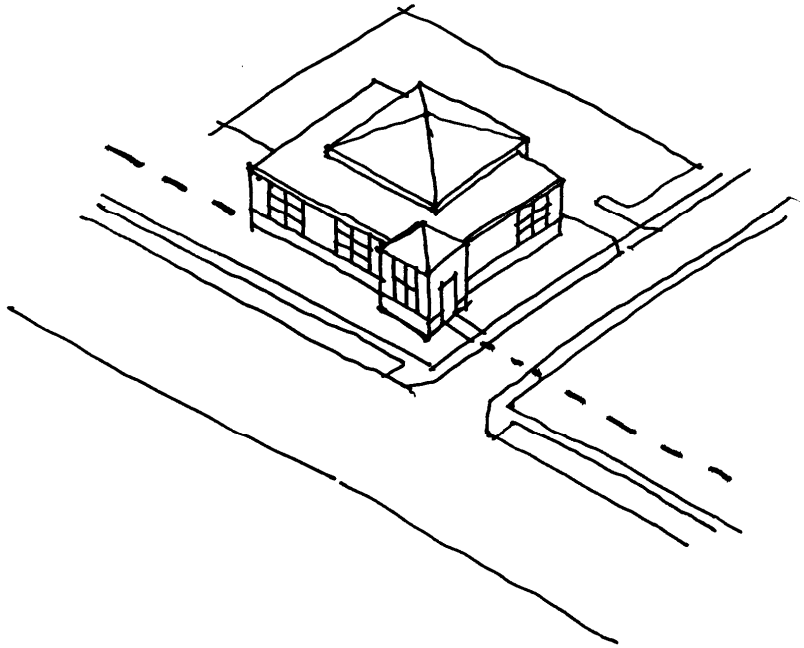
SITE PLANNING AND ORGANIZATION

Building Orientation and Setbacks

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



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



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

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

Guidelines

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

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

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

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

Standards

5.1.1 Principal buildings shall be oriented parallel to the street.

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

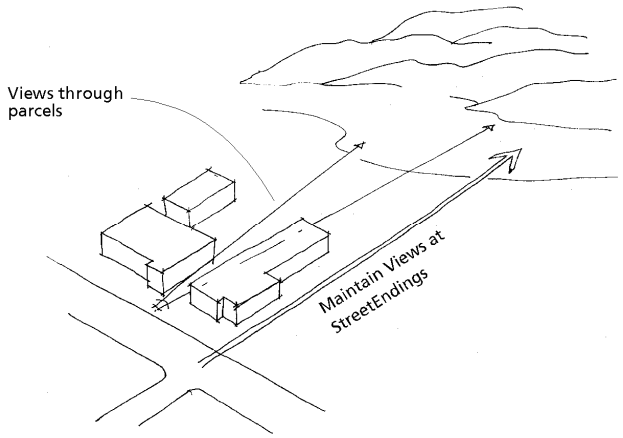
5.1.3 Direct pedestrian access shall be provided from the street serving the project to the main entrance.

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

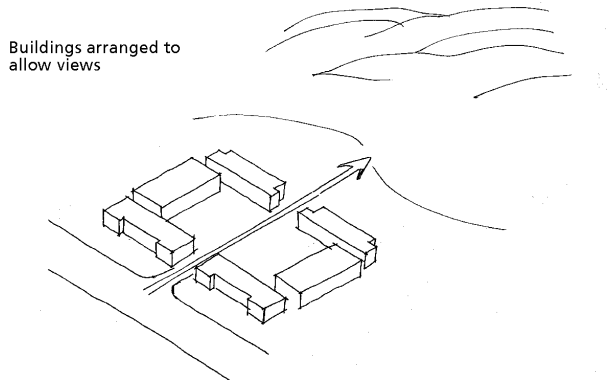
5.1.5 Residential structures along the Venture and Jesperson/Horizon Residential Collectors shall be oriented to the street with front doors and porches fronting on the street but such units shall have access from the side or rear and there shall be no direct individual driveway access.

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

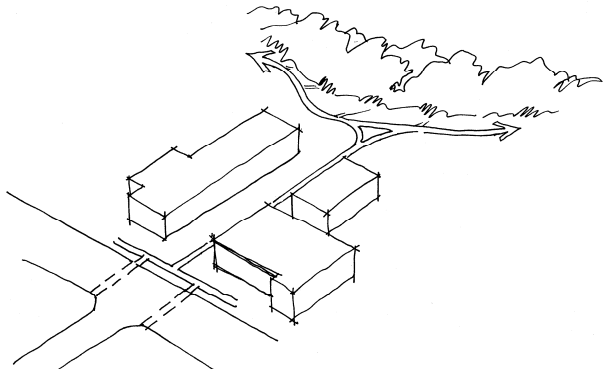
Airport Area development should be conceived as being built within a continuous and fully integrated open space framework that consists of a range of natural and man-made open space resources. These resources range from the creek corridors and natural resource areas that extend through the center of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



Buildings arranged to preserve views.



Mountain view corridors through development areas to open space areas.



Provide pedestrian and bicycle access to open space trail system.

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

Guidelines

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

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

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

Standards

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

Pedestrian Activity Areas

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

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

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

Guidelines

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

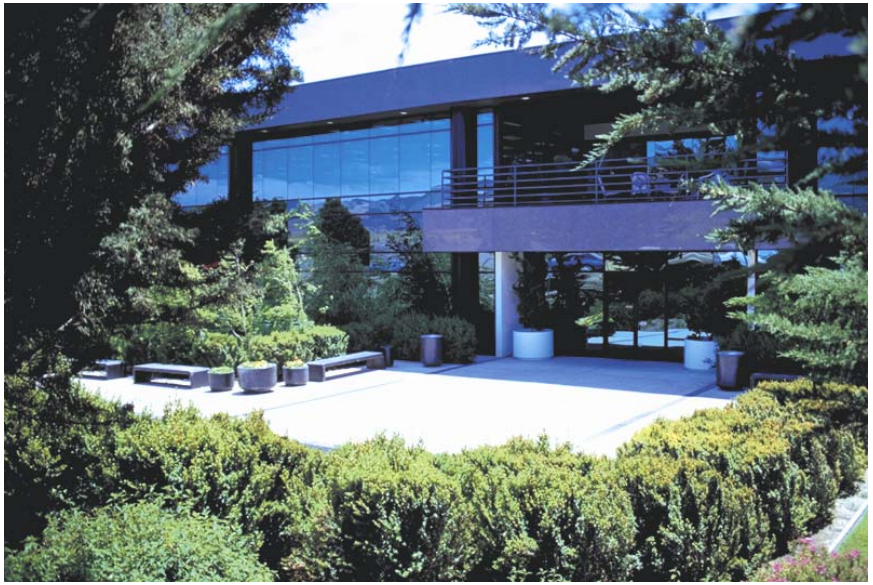
B. Attractive paving, plantings, and site furniture should be provided at entries and outdoor use areas.

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

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

Parking

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



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

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

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

Guidelines

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

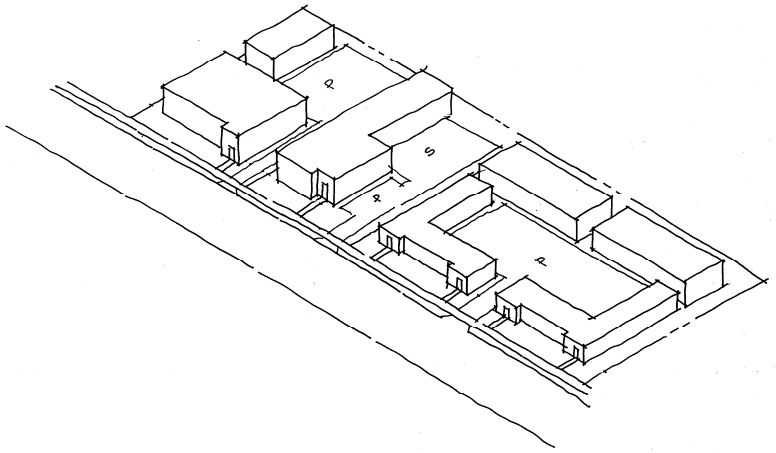
B. The number of parking area entrances and exits should be minimized to reduce vehicular conflicts at intersections. Parking lots with more than 100 spaces should have more than one street access.

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

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

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

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



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

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

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

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

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

Standards

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

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

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

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

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

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

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

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

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

New development should encourage safe and convenient pedestrian circulation.

Outdoor Use Areas

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

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

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

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

Guideline

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

Standard

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

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

Screening

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

Guidelines

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

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

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

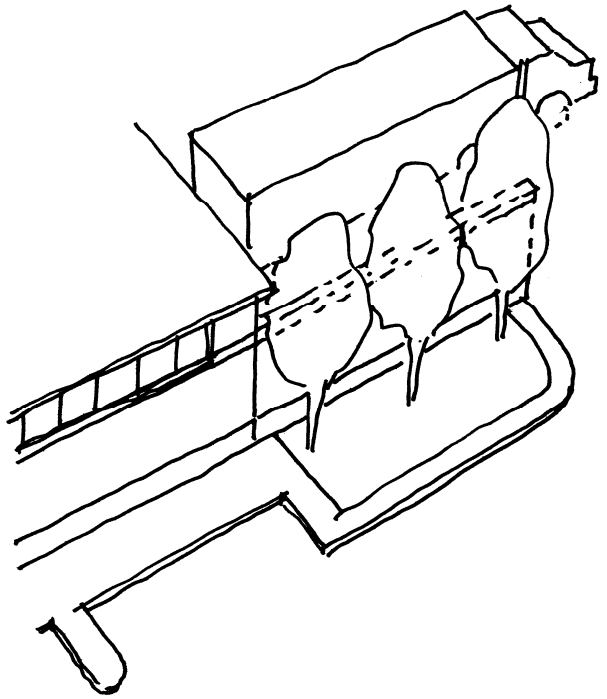
D. Transformers, refuse stations, irrigation back-flow prevention devices and controllers, and other utilities should be located outside the street frontage setback and screened with landscaping or architectural treatments.

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

Standards

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

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



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

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

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

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

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

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

PRESERVATION OF VIEWS AND SCENIC RESOURCES

Views From the Road

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

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

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

Guideline

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

Views from Development Sites

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

Guideline

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

Gateways

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

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

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

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

Guidelines

A. Gateways shall have the highest priority for:

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

Enforcement of property condition standards.

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

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

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

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

Figure 5.3 View Protection

Existing Condition

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

Development Scenario "A"

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

Development Scenario "B"

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

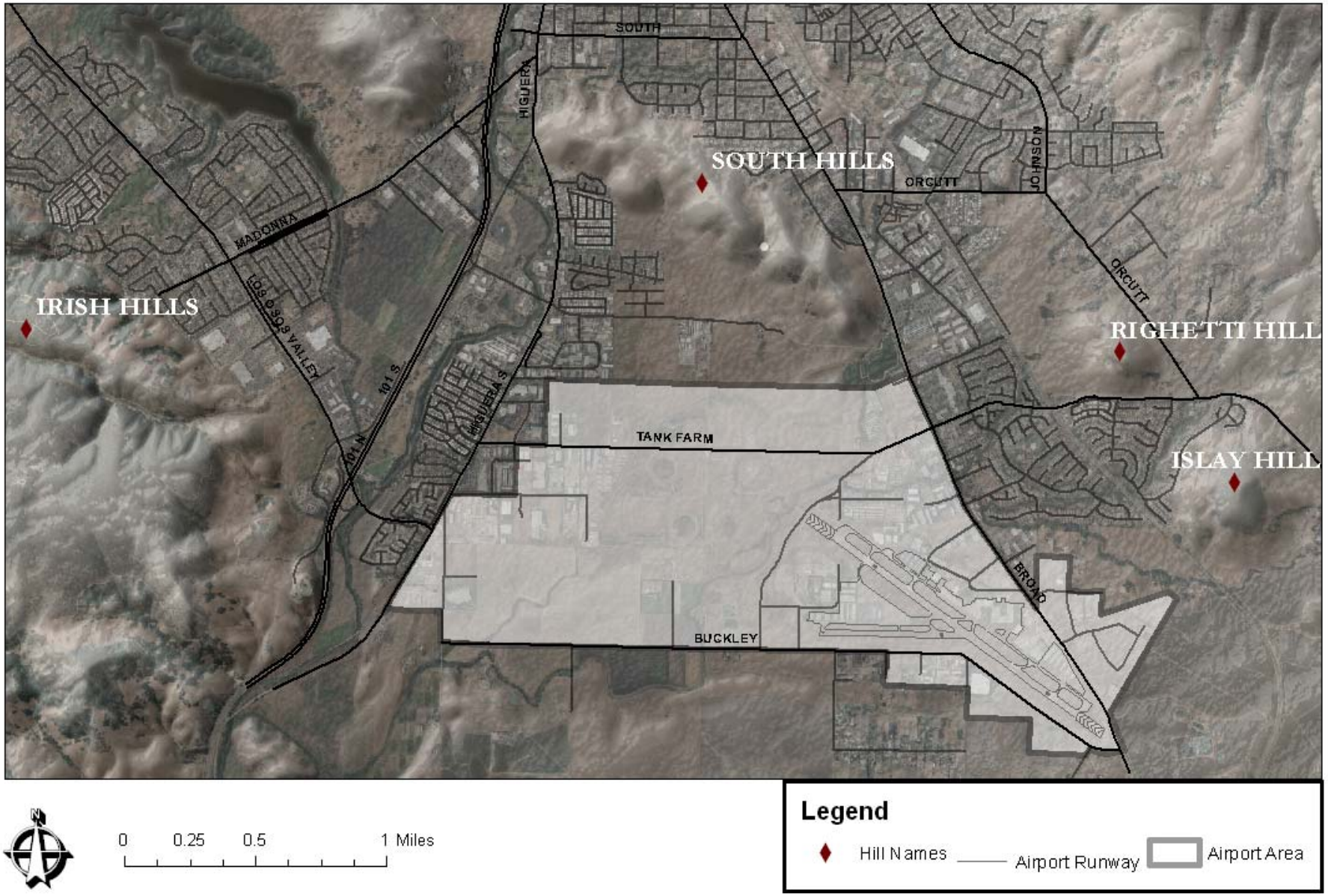


Figure 5.4 Gateways and Distant Scenic Resources

Architecture should be varied and avoid stock solutions.

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

ARCHITECTURE

Architectural Character

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

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

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

Guidelines

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

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

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

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

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

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

Scale and Massing

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

Guidelines

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

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

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

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

Standards

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

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

Building Heights

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

Guidelines

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

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

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

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

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

Standard

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

Architectural Façade and Treatment

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

Guidelines

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

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

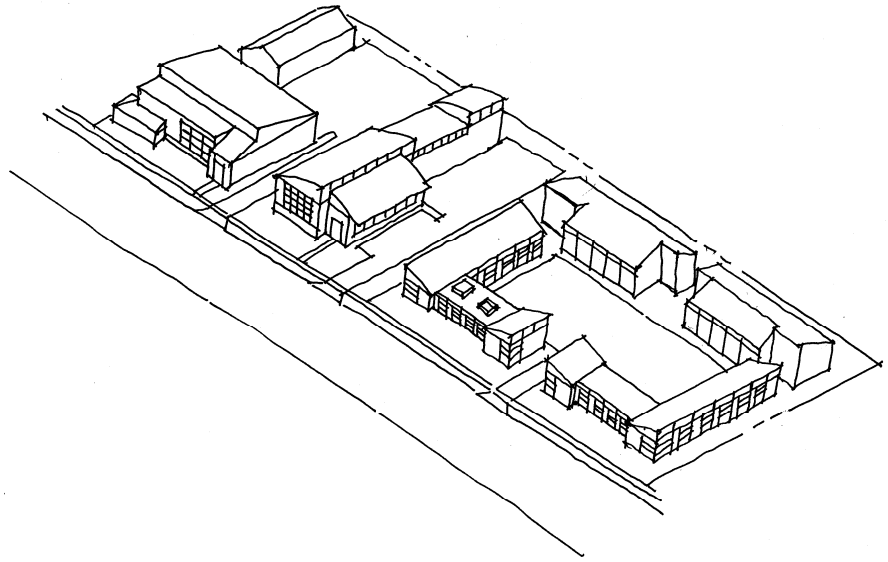
C. Rooftop equipment should be shielded to provide pleasant roof views from taller adjacent buildings or other elevated viewpoints such as open space areas and trails.

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

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

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

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



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

Guidelines

Exterior Materials

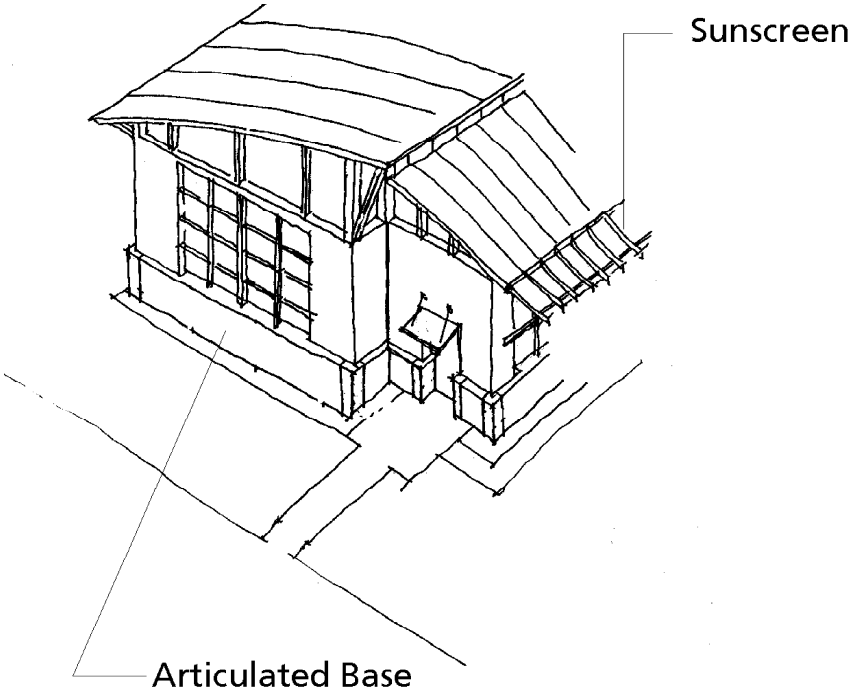
A. Within a given architectural design, the exterior appearance of a building should receive a consistent treatment of material and colors on all sides, although the proportion of materials may vary.

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

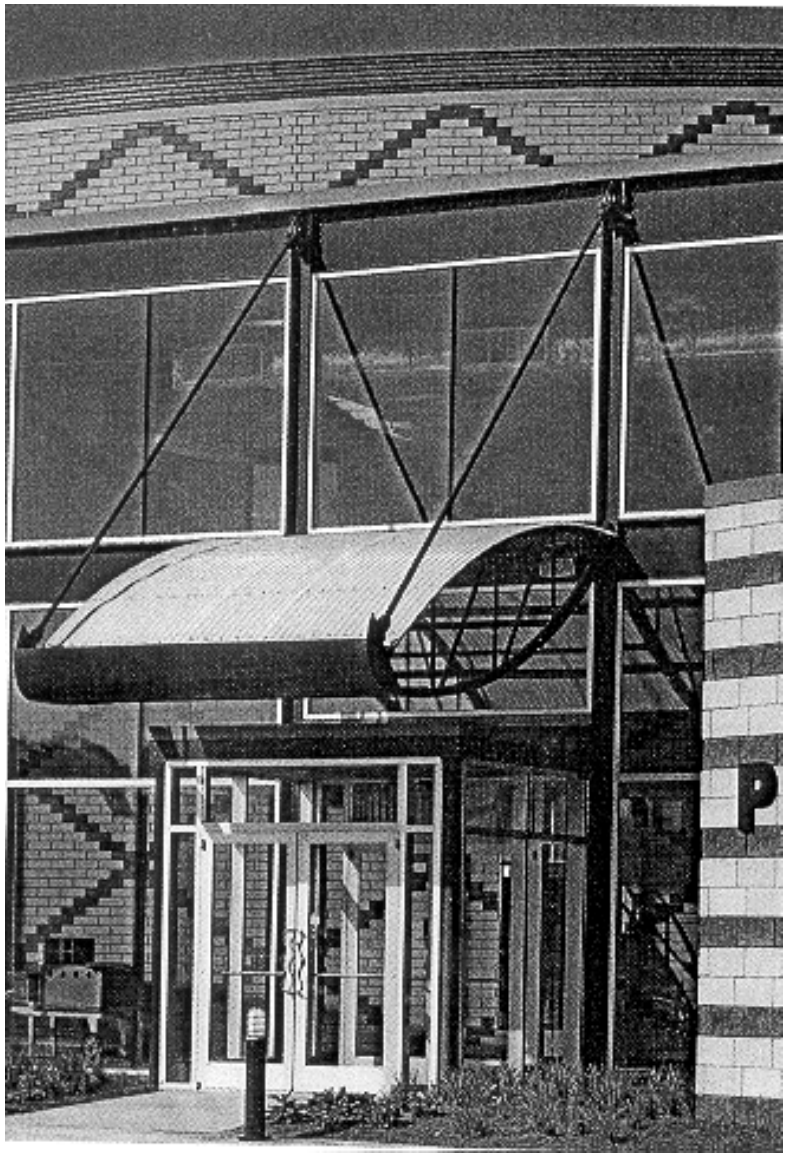
C. Reflective or shiny exterior finishes such as glazed roofing tiles, enameled metals, reflective glass, and glossy vinyl coatings are discouraged. When used, glass panels or windows that cover a large portion of the building facade should be clear or moderately reflective. Highly reflective mirror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

Color

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



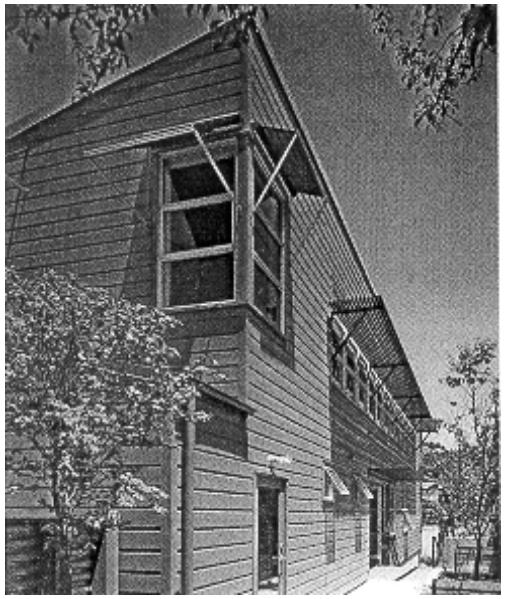
Vary wall and window surface planes to add interest and scale.

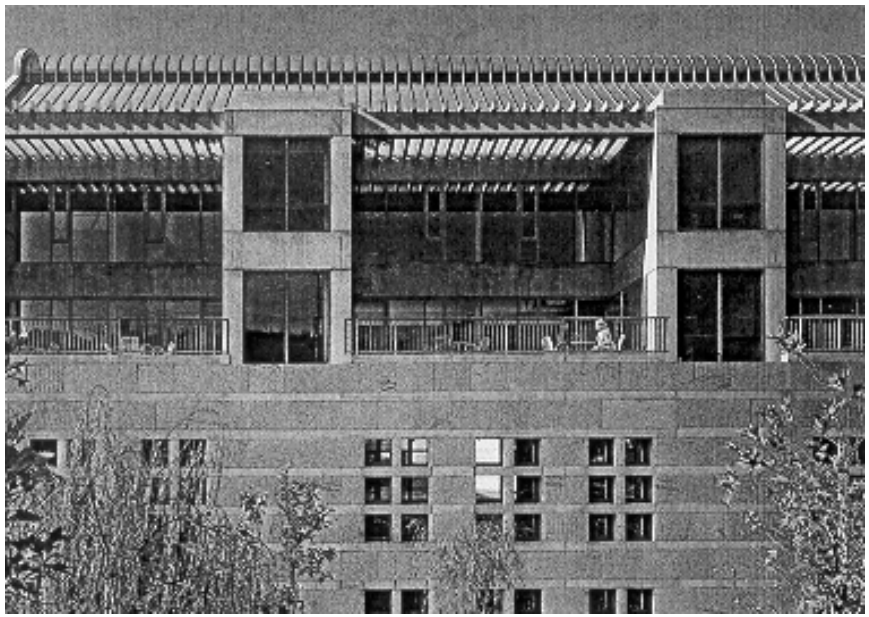


Architectural feature should be used to accentuate building entries.

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

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





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

LANDSCAPE

Planting Concept

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

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

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

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

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

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

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

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

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

Guidelines

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

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

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

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

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

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

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

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

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

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

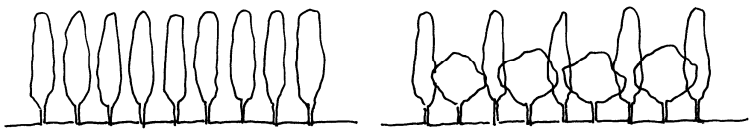
Buildings

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

Guidelines

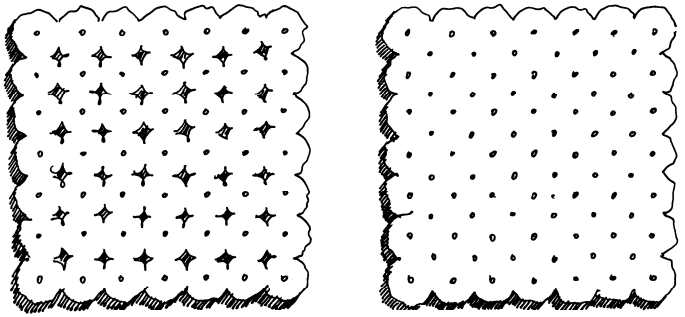
A. While the City is interested in having attractive landscaping used throughout the area, development in areas with high public visibility or that are developed for public use, should place additional emphasis on providing high quality landscaping.

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



Windrow *Single Species* *Mixed Species*

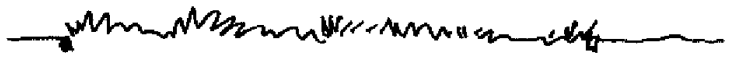
Farm Compound



Gria ***Quincunx***

Orchard

Lawn



Pasture ***Meadow***

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

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

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

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

Public Art

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

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

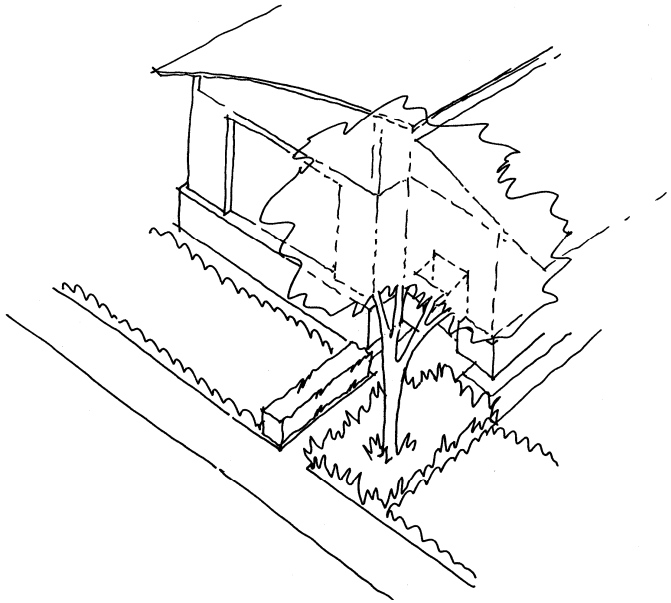
Guidelines

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

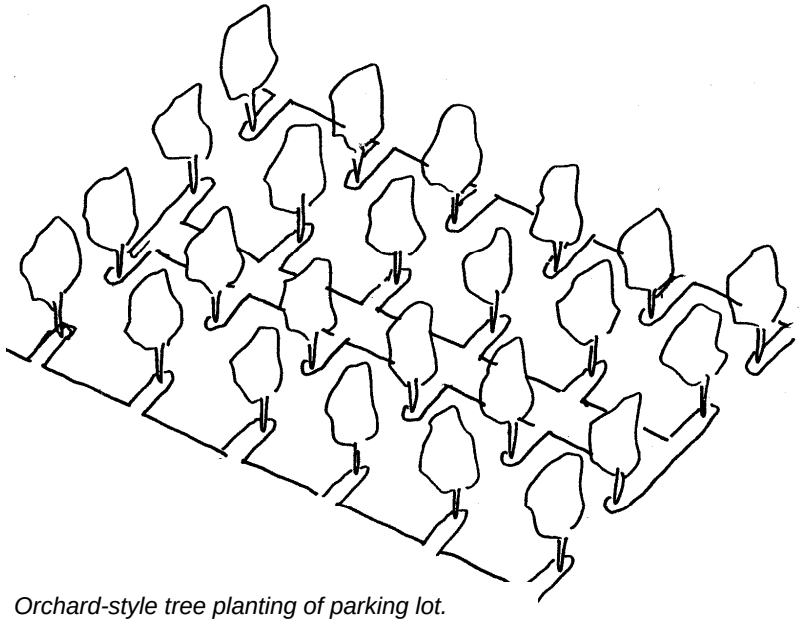
Standard

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

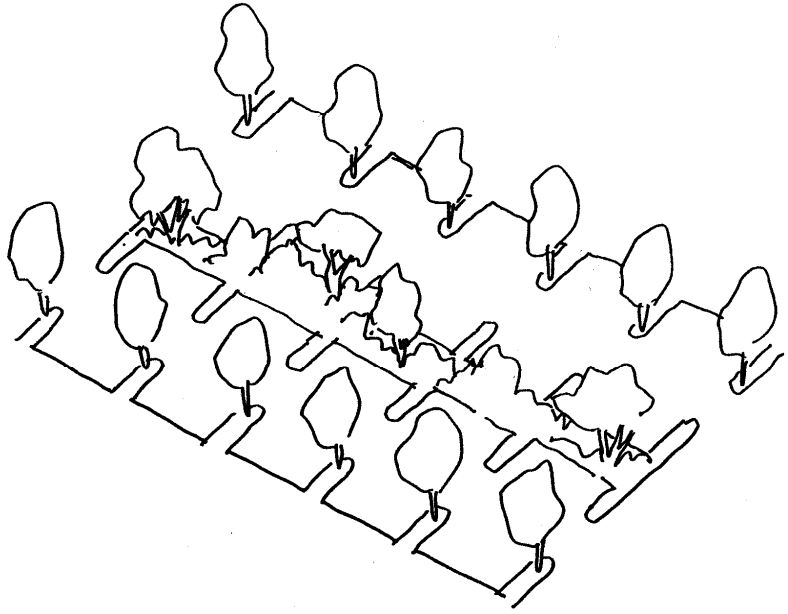
A formal allée of trees can enhance the sense of entry.



Landscaping should be used to identify and enhance building entries.



Orchard-style tree planting of parking lot.



Combination of orchard-style planting with informal landscape planting in

Signs

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

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

Guidelines

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

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

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

Standards

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

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

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

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

Lighting

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

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

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

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

Low profile, monument-type signs preferred.

Guidelines

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

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

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

Standards

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

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

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

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

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

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

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

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

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

Drainage

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

Drainage

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

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

Guidelines

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

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

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

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

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

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

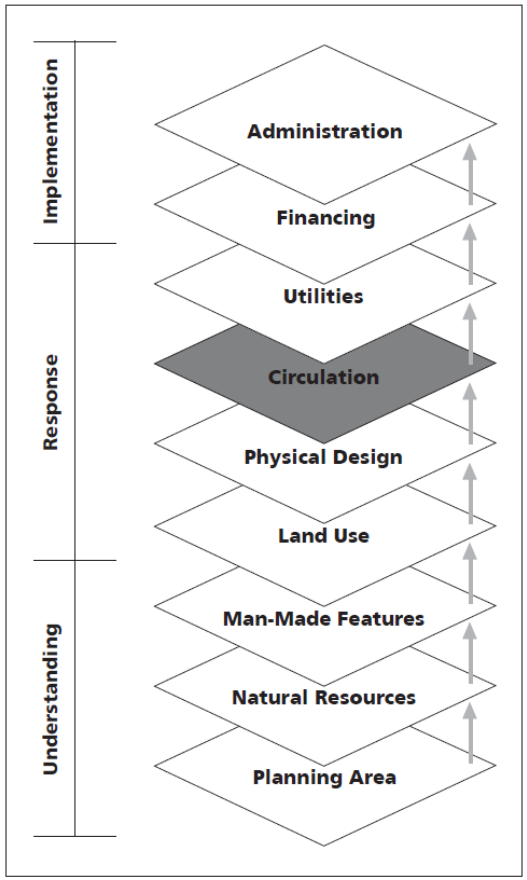
1. Performance Requirement 1 – Site Design and Runoff Reduction: Under this requirement there is to be limited disturbance to creeks and drainage features, avoidance of compaction to permeable soils, limited clearing and grading of vegetated areas, reduction in impervious surfaces, and other measures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

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

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

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

6.0 CIRCULATION & TRANSPORTATION



Each 'layer' of understanding informs the planning response.

INTENT

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

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

CIRCULATION BACKGROUND/SETTING

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

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

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

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

6.1 CIRCULATION AND TRANSPORTATION GOALS

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

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

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

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

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

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

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

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

Goal 6.1.1: Safely Accommodate Increased Traffic

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

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

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

Goal 6.1.2: Connectivity

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

Goals 6.1.3: Transit

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

Goal 6.1.4: Comprehensive Bikeway and Pedestrian System

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

Goal 6.1.5: Truck Routes

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

6.2 CIRCULATION AND TRANSPORTATION PLAN

6.2.1 CIRCULATION SYSTEM CLASSIFICATIONS

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

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

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

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

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

6.2.2 LOCAL STREETS AND ACCESS

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

6.2.3 PROPOSED IMPROVEMENTS

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

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

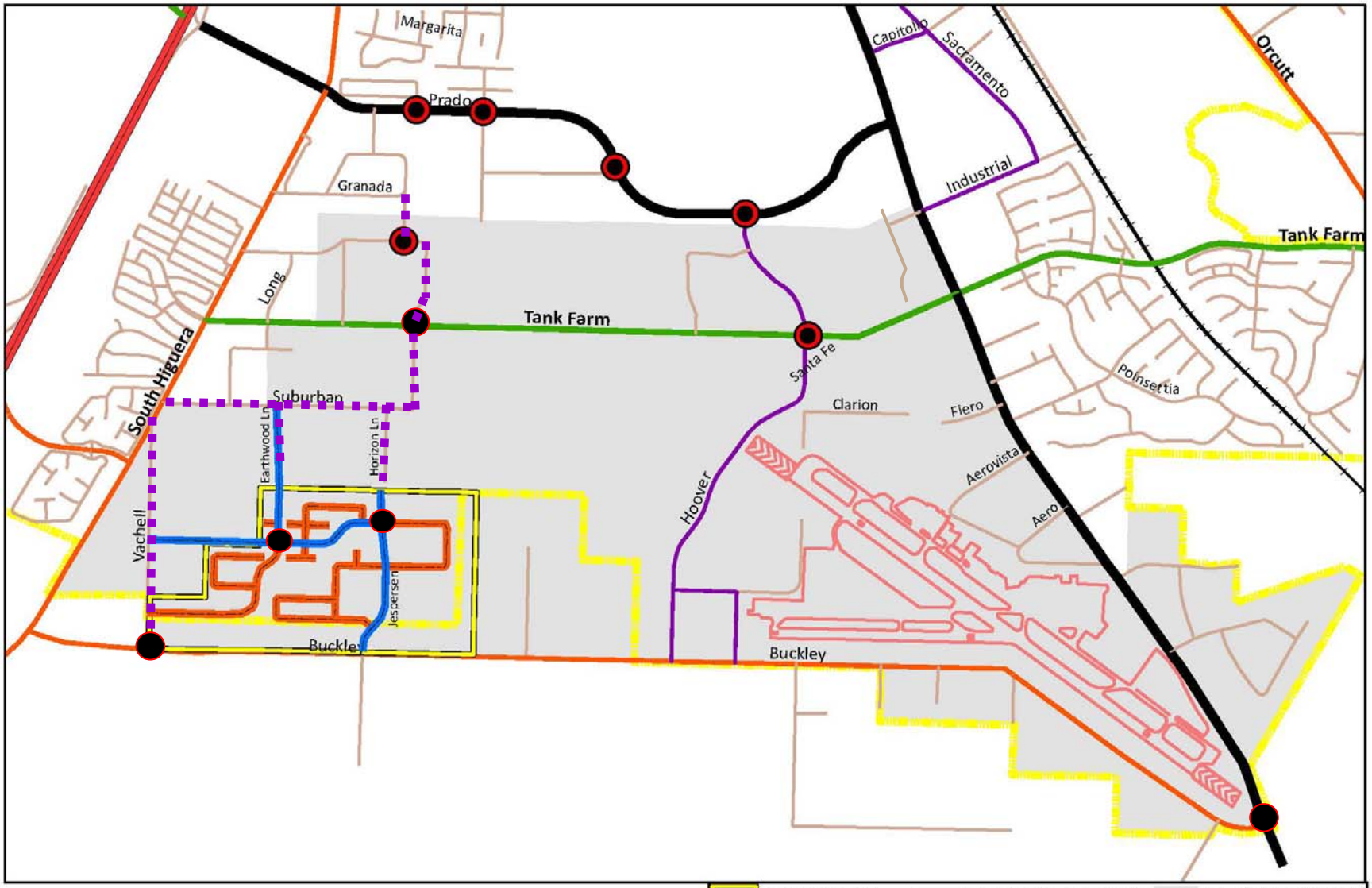


Figure 6-1 Circulation Network

6.2.4 PEDESTRIAN AND BICYCLE CIRCULATION

Consistent with the City's emphasis on accommodating alternative modes of travel, the Airport Area includes a pedestrian and bicycle circulation system that complements and augments the planning area's vehicular road system. The concept is to create a system of pedestrian and bicycle facilities that not only connect the planning area internally, but also contributes to the creation of an integrated regional multi-use trails system. This system will link the planning area to the major destination points in the unincorporated areas as well as other origin and destination points within the City. The emphasis in the design of the system is to enhance its use by minimizing conflicts with vehicular circulation as much as possible. The proposed pedestrian and bicycle circulation plan provides an extensive and continuous system that allows for the safe and efficient movement of pedestrians and bicyclists for both commute and recreational purposes consistent with the policies of the General Plan. The circulation system incorporates two levels of pedestrian and bicycle facilities: street-related and non-street-related.

Pedestrian circulation will be accommodated by:

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

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

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

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

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

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

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

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

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

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

Example of a Buffered Class 2 bike path

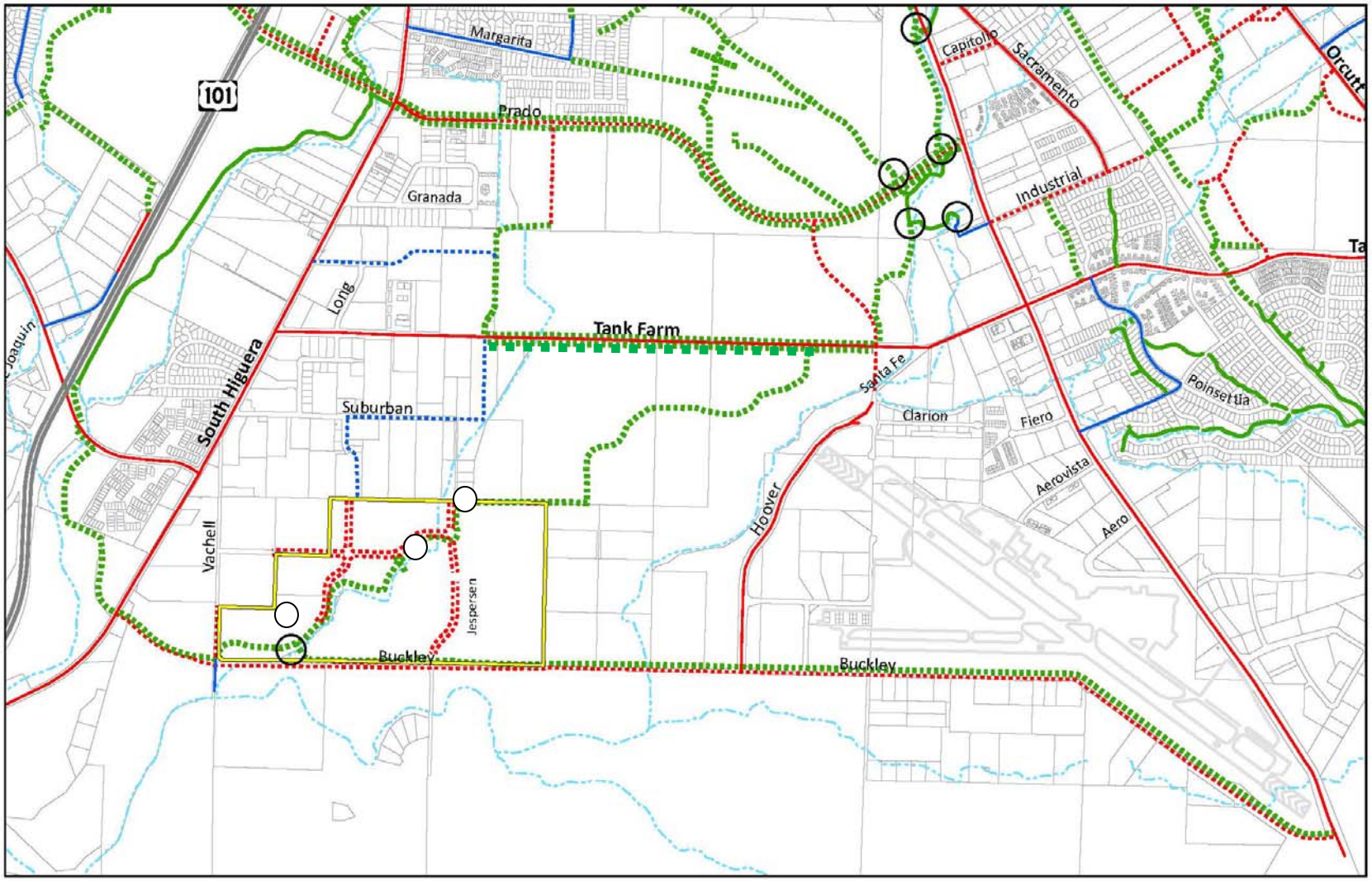


Figure 6-2 Bicycle Plan

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

Class I Paths

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

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

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

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

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

Class II Bicycle Lanes

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

6.2.5 Truck Transportation

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

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

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

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

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

6.2.6 Scenic Roadways

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

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

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

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

6.2.7 Transit Plan

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

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

6.2.8 Proposed Transit routes

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

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

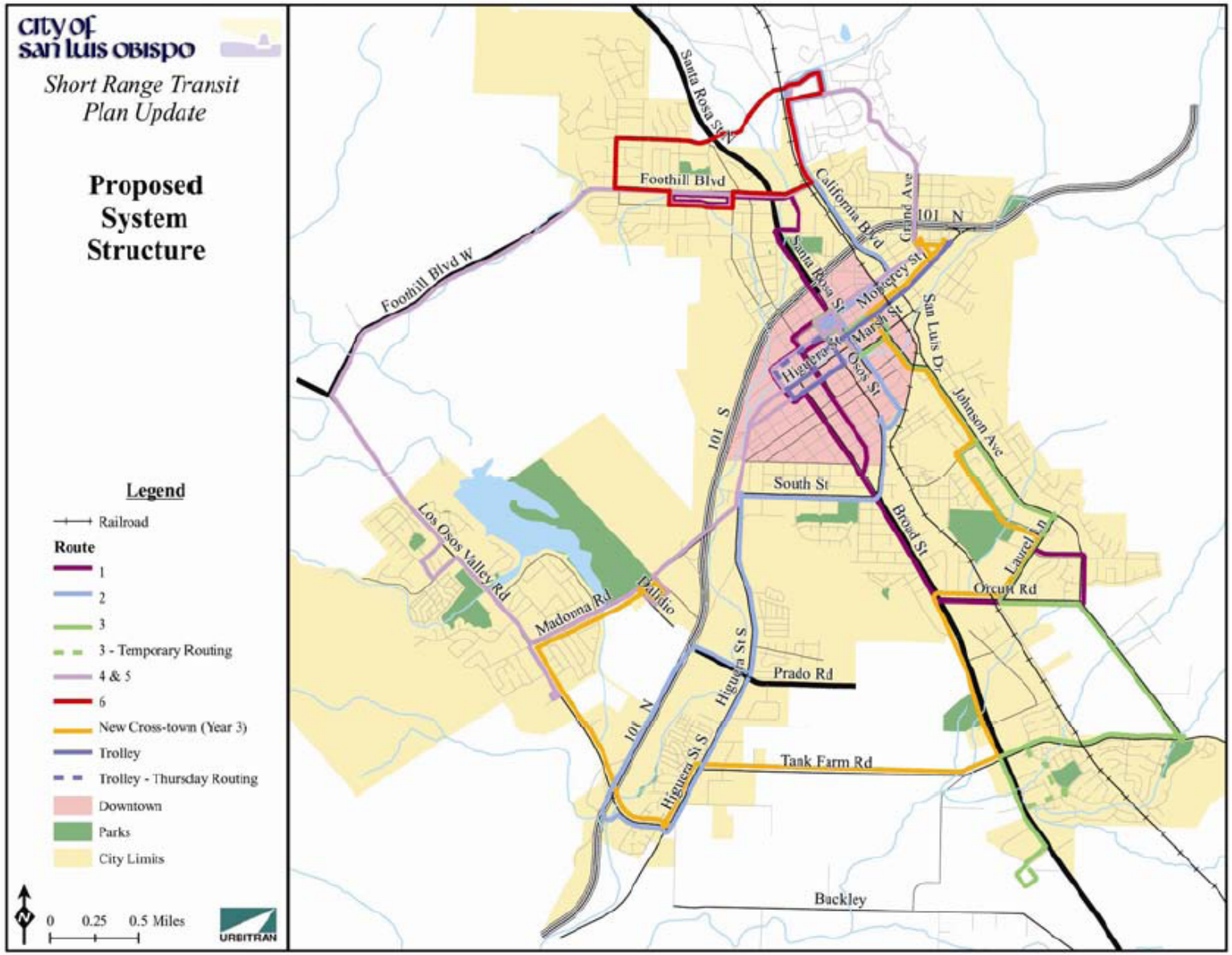


Figure 6-3 Potential Transit Routes

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

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

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

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

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

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

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

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

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

Service and Capital Requirements

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

6.3 CIRCULATION PLAN IMPLEMENTATION PROGRAMS

Program 6.3.1: Truck Routes

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

Program 6.3.2: Transit Plan

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

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

Program 6.3.3: Transit Capital Improvement Funding

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

Program 6.3.4: Joint Services

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

Program 6.3.5: Bicycle Transportation Plan

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

Program 6.3.6: Development Review Requirements

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

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

Program 6.3.7: Creek Setbacks

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

Program 6.3.8: Class I and Class II Bicycle Lanes

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

Program 6.3.9: Intersection Crossings

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

Program 6.3.10: Public Bikeway Construction

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

Program 6.3.11: Transit Facility Requirements

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

Program 6.3.12: Traffic Control Requirements

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

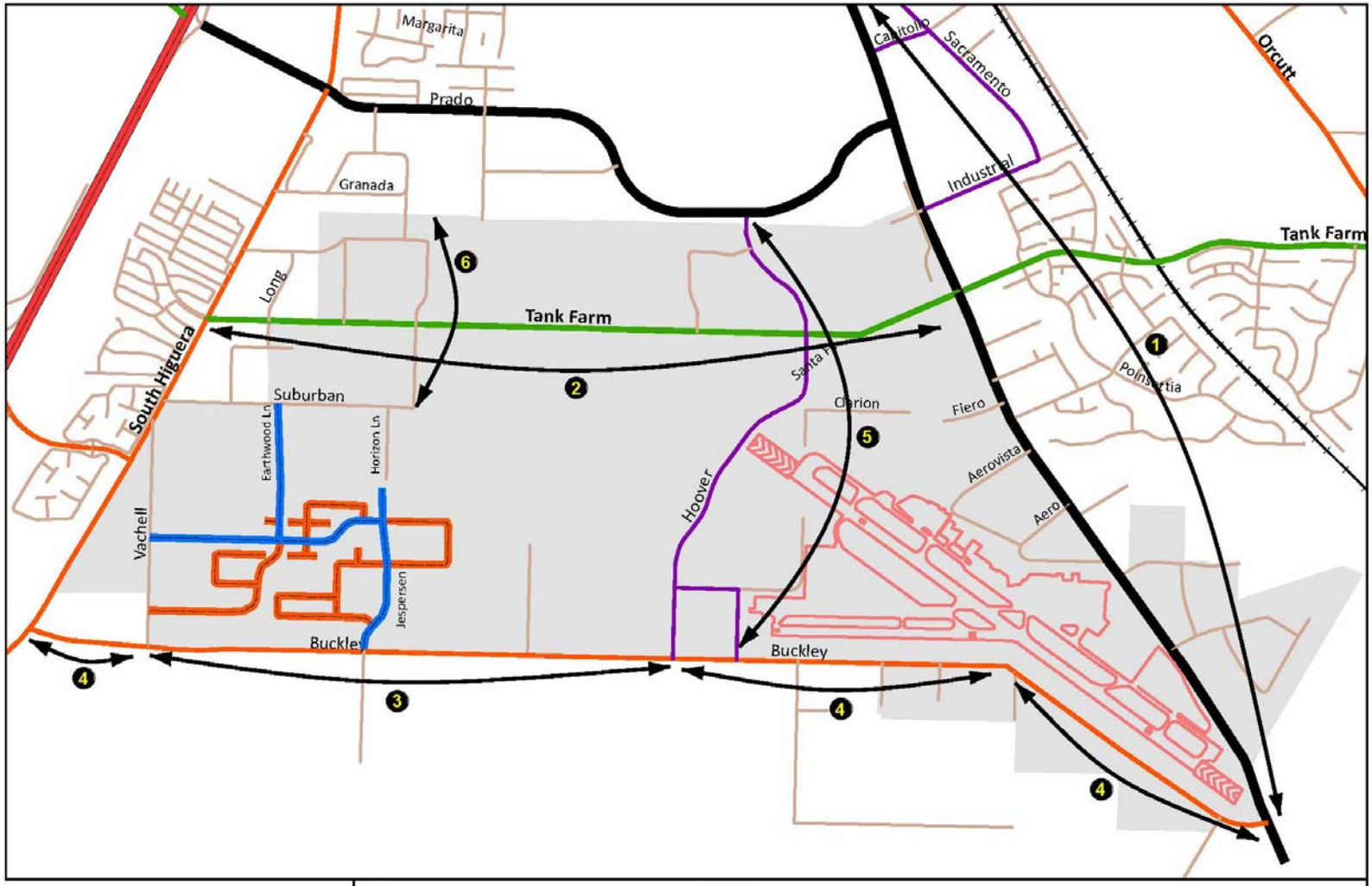


Figure 6-4 Key to Roadway Cross-Sections

0 0.25 0.5 Miles

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

Airport Area Boundary

Street Class

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

6.4 DESIGN GUIDELINES AND STANDARDS

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

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

6.4 ROADWAYS

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

Goal: 6.4.1 Regional Highways

Guidelines

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

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

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

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

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

Standards

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

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

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

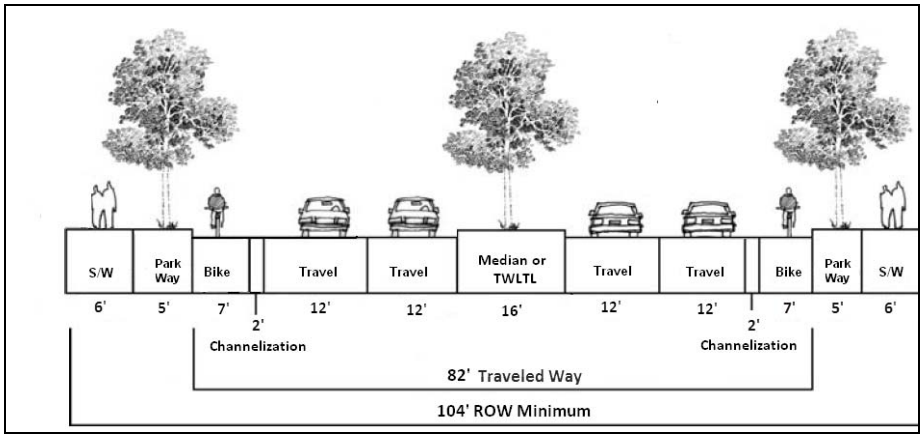


Figure 6-5 Regional Highway-Typical Broad Street Cross Section

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

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

6.4.2 Parkway Arterials

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

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

Guidelines

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

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

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

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

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

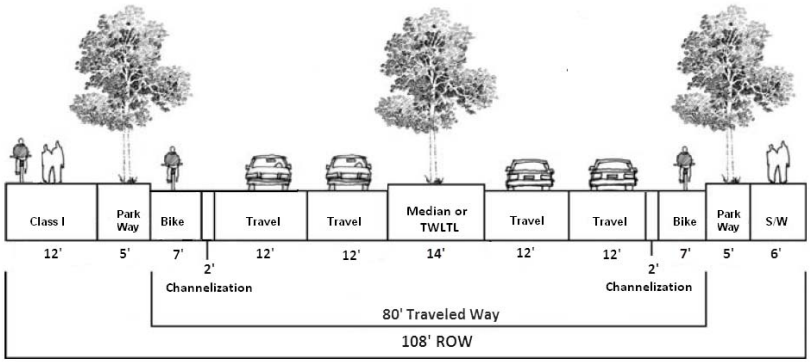


Figure 6-6 Parkway Arterial – Conceptual Typical Urban Tank Farm Road Cross-Section (4 lanes)

Standards

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

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

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

6.4.3 Arterials

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

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

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

Guidelines

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

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

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

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

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

B. Low maintenance native vegetation permitted and encouraged.

Standards

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

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

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

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

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

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

6.4.4 COMMERCIAL AND INDUSTRIAL COLLECTORS

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

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

Guidelines

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

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

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

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

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

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

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

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

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

Standards

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

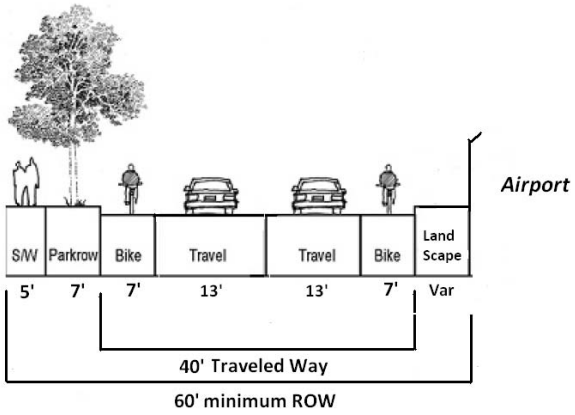
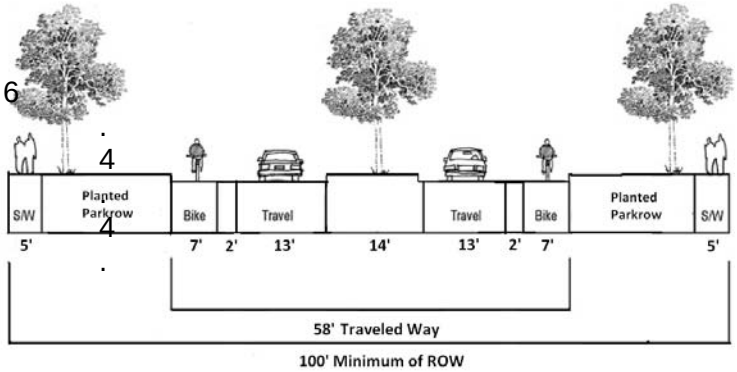


Figure 6-9 Ultimate Design- Santa Fe Hoover to Buckley

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

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



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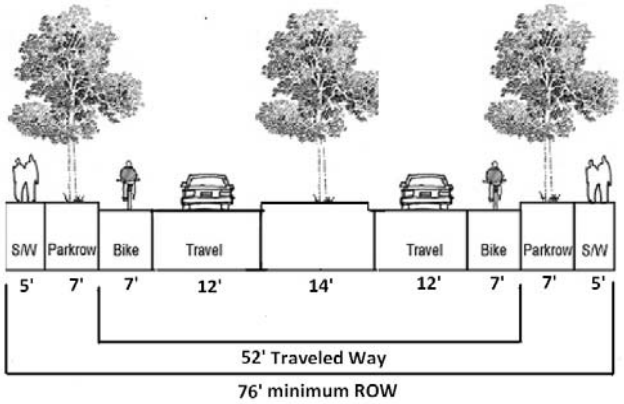


Figure 6-11 Ultimate Design - Santa Fe South of Tank Farm

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

6.4.5 Local Streets

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

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

Guidelines

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

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

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

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

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

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

Standard

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

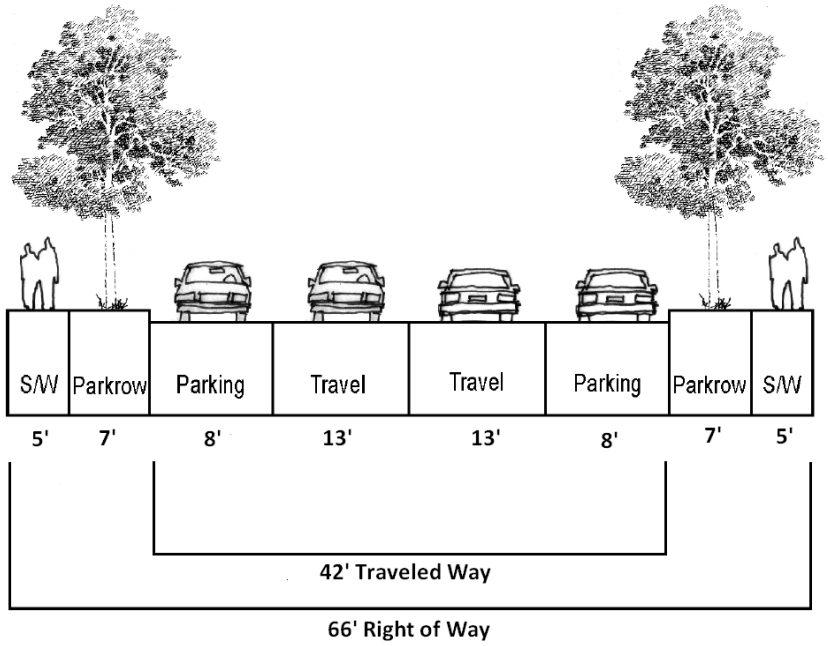


Figure 6-12 Typical Local Commercial/Industrial Cross-Section

6.4.7 Avila Ranch Residential Collectors and Local Streets

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

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

through the site between Buckley Road and Vachell Lane.

Guidelines

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

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

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

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

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

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

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

Standards

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

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

6.4.7 LANDSCAPED MEDIANS

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

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

Guidelines

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

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

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

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

6.4.8 INTERSECTIONS AND DRIVEWAYS

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

Driveway Design

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

Driveway Design Guidelines

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

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

C. Driveways should be consolidated wherever feasible.

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

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

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

Intersection Modifications

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

Intersection Modification Guidelines

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

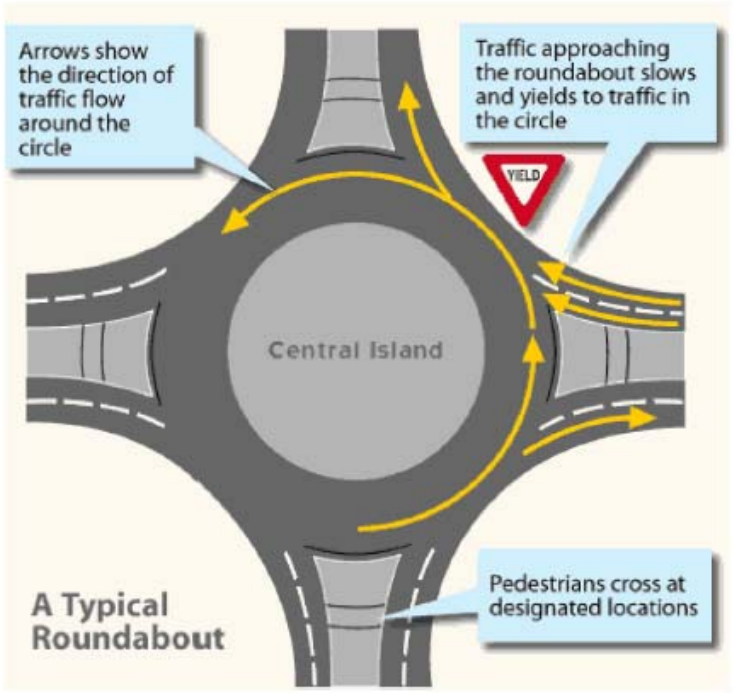
B. An intersection will warrant consistent with the City's traffic Impact Study guidelines, as required by the Circulation Element of the City or as part of adjacent property development.

Roundabouts

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

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

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



6.4.9 Pedestrian and Bicycle Facilities

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

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

Pedestrian-Friendly Streets

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

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

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

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

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

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

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

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

Standard

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

Bicycle Facilities

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

Bicycle Facilities Guidelines

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

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

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

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

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

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

Standard

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

6.4.10 TRANSPORTATION DEMAND MANAGEMENT

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

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

Guidelines

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

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

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

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

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

Standards

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

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

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

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

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

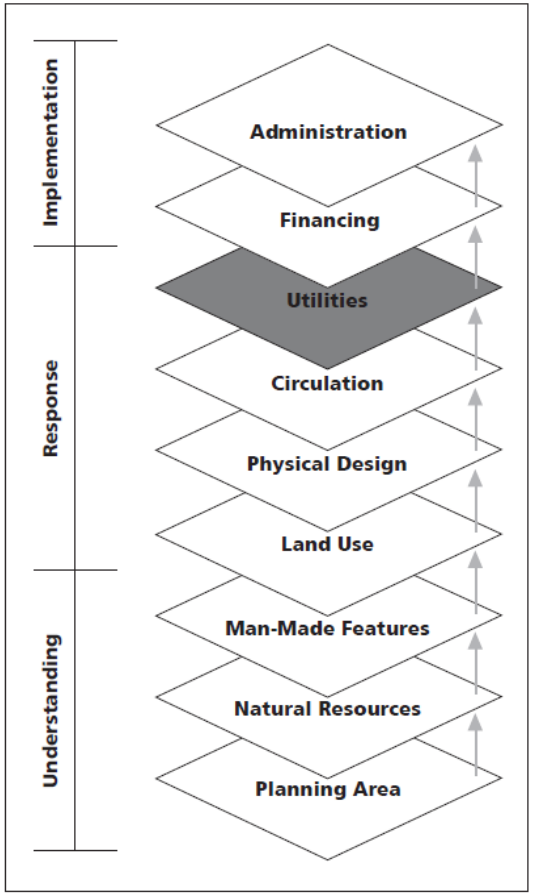
6.4.10.5 Avila Ranch shall develop a residential based trip reduction program that is administered through the City or homeowner's association to reduce vehicle trips and promote alternative travel.

6.4.11 Timing of Improvements

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

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

7.0 UTILITIES & SERVICES



Each 'layer' of understanding informs the planning response.

INTENT

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

7.1 DRAINAGE SYSTEM POLICIES

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

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

B. Provide a method for flood protection consistent with the City's Flood Damage Prevention Regulations.

C. Maximize the opportunity for environmental enhancement of stream corridors and stormwater detention and conveyance facilities.

D. Minimize capital expenditures.

E. Provide opportunities for multiple-use of storm drainage facilities.

DRAINAGE SYSTEM CONCEPTS

Initially, an area-wide drainage solution was envisioned for the Airport Area. This solution was referred to as the Storm Drain Master Plan and relied on significant creek channel modifications to keep storm flows within existing creek channels, modified natural channels, and in man-made by-pass channels. A regional detention basin south of Buckley Road was proposed to detain water and prevent downstream flooding. After this solution was developed, the City's Waterways Management Plan was approved, which includes a Drainage Design Manual with standards for on-site storm water detention. Once it became evident that the costs of the original Storm Drain Master Plan were prohibitive, the Storm Drain Master Plan was revised to allow for on-site detention of storm flows, consistent with the Drainage Design Manual.

DRAINAGE SYSTEM IMPROVEMENTS

New development projects and the incorporation of the Chevron Remediation and Development project will enhance the drainage capacity of the region while enhancing natural habitat. All projects in the region will:

A. Apply the requirements of the City's Floodplain Management Regulations to proposed development within the Airport Area.

B. Apply the requirements of the City's Waterways Management Plan, Drainage Design Manual, City's Stormwater Ordinance, and the Post Construction Stormwater Regulations (RWQCB) to proposed development within the Airport Area.

These proposed improvements, along with implementation of existing City-wide ordinances and requirements are expected to provide 100-year flood protection and provide for environmental enhancement of stream corridors. The analytical methods outlined in the Waterway Management Plan, Drainage Design Manual shall be used to assist in the future design of flood control improvements. The Waterway Management Plan is available through the Public Works Department and incorporated into this Specific Plan by reference.

DRAINAGE SYSTEM POLICIES

Policy 7.1.1: Encourage BMP's

The City will encourage Best Management Practices for drainage when reviewing all development proposals. The use of bio-swales for conveying storm water on-site through open channels is particularly encouraged for their efficacy and natural, aesthetic quality.

Policy 7.1.2: Creek Corridor Enhancement

As part of the development review process for sites that are crossed by one or more creek corridors, the City will require creek corridor enhancement consisting of:

- Removal of non-native vegetation.
- Removal of obstructions that impede storm flows and that are detrimental to aquatic species.

- Establish additional riparian vegetation.
- The City will consider a long-term funding mechanism for creek corridor maintenance such as a Community Facilities District.

Policy 7.1.3: Off-Site Improvements Permissible

When detention requirements cannot be fully met on-site, off-site improvements of creek corridors is permissible, consistent with the requirements of the City's Waterways Management Plan and Drainage Design Manual.

Policy 7.1.4: Porous Paving Encouraged

The use of porous paving to facilitate rainwater percolation is encouraged. As a condition of project approval, the City will require parking lots and paved outdoor storage areas, where practical, to use one or more of the following measures to reduce surface water runoff and aid in groundwater recharge: 1) porous paving; 2) ample landscaped areas that receive surface drainage and that are maintained to facilitate percolation; and, 3) drainage retention or detention basins with soils that facilitate percolation.

Policy 7.1.5: On-Site Detention Basins and Creek Corridors

Detention basins will be owned by the subdivider, a property owners' association, or a major nonresidential parcel owner, and will be maintained by an owners' association or a special district such as a Community Facilities District. Ownership and maintenance of minor waterways will be the same, with a City easement for open space and, where trails occur, public access.

Policy 7.1.6: Developer's Responsibility

Developers are responsible for drainage facilities serving their parcels, including needed facilities through adjoining properties. Where facilities serve more than one parcel, developers may form benefit districts or establish reimbursement agreements. When other facilities are financed with a district financing mechanism such as a Community Facilities District, the maintenance of on and offsite drainage facilities may be included in the functions of such a district.

Policy 7.1.7: Design Review

The design of detention and conveyance facilities will be subject to City approval as subdivisions are reviewed, and will be based on runoff studies and recommendations by qualified professional engineers.

Policy 7.1.8: Design of Detention Facilities

Detention facilities will be compatible with natural features and the desired neighborhood character. Shallow basins with curvilinear sides, adjacent to waterways, are acceptable, while steep-sided, rectangular basins are not. Use of detention areas for habitat protection and enhancement, or for appropriate recreation, is encouraged. Additional design guidelines for drainage are found in Section 5.21 of this Specific Plan.

Policy 7.1.9: National Pollution Discharge Elimination System

All drainage facilities must comply with National Pollutant Discharge Elimination System (NPDES) Phase II permit requirements. The City of San Luis Obispo has a set of standards for Post Construction runoff control that must be implemented by property owners as they develop.

Policy 7.1.10: Incentives

Exceptional implementation of drainage design policies makes a project eligible for development incentives as described in Section 4.4.7 of this Plan.

7.2 WATER

Development in the Airport Area can occur only if adequate water supply is available. Both the existing water supply and the City's

capacity to treat it are limited. While existing water is available, new sources will be needed before build-out of the Airport Area occurs. Increasing demand will stress the capacity of the existing sources to reliably deliver desired water quantities. Therefore, it is important that the City continue to pursue additional water sources to meet General Plan buildout demands. In addition, treatment for potential new surface water supplies will require conventional treatment, which could require that the raw water conduit capacity and conventional treatment capacity be increased to accommodate projected citywide growth.

If City water supplies are not supplemented in time to serve maximum buildout of a property in the Airport Area, on-site water supplies may be used. If on-site supplies are not sufficient to serve the maximum development of a property otherwise possible, the property should be developed to allow for subsequent buildout of the property when additional city supplies become available.

The Land Use and Circulation Element (LUCE) Update Environmental Impact Report identified a general plan buildout population of approximately 58,626, which would correspond to a water demand of 7,815 AFY. Buildout of the LUCE would increase the City's water use from 5,541 acre feet in 2012 to 7,815 acre feet in 2035, an increase of 2,274 AFY. The LUCE EIR concluded that the amount of water required to serve year 2035 buildout conditions would not exceed total water supplies available to the city (9,980 AFY).

A Water Supply Assessment (WSA) was prepared for the Avila Ranch Project in October 2016 and determined that the Avila Ranch Project would demand 189 AF/year of water at buildout using City water demand factors. The WSA concluded that a sufficient water supply is available to serve the project.

The Airport Area will be served by the existing Edna Saddle Pressure Zone. The primary water service to this pressure zone is from a 20-inch diameter transmission main that carries water from reservoirs located to the north of the city. The 4-million gallon Edna Saddle storage tank, which is located to the north of the Margarita and Airport areas, provides operational, emergency, and fire flow storage for the area. It also provides water to the airport via a metered service to its private water system.

Water will be delivered to the Airport Area through a grid of 12-inch diameter mains: three traversing east-west, which are generally connected at the Los Osos Valley Road, Tank Farm Road, and Prado Road alignments, and three north-south mains connecting to the existing 16- and 20-inch transmission mains to the north. The exact locations of these mains will likely change somewhat to follow future planned roadways, but their general configuration should remain similar to that shown in Figure 7-1. These grid mains are necessary to allow water transport within and across the area to supply fire flows. The interior distribution mains will be based on the final land use designation and related fire flow demands as determined by the Uniform Fire Code. These pipes will range between eight and ten inches, depending on fire flow demands and the looping configuration. Figure 7-1 shows the Water Distribution Plan for the AASP.

The City's water model was utilized to develop the conceptual backbone infrastructure plan included in Figure 7-1. Individual development projects shall demonstrate compliance with the City's Potable Water Distribution System Operations Master Plan and provide a detailed engineering assessment of the project's water demand and an assessment of the ability of the City's infrastructure system to handle the project in question. The scope of the study shall be to the approval of the Public Works Director and the Utilities Director.

Policy 7.2.2 Water Conservation

Development in the Avila Ranch area shall be designed so that the projected annual water consumption is 30 percent less than the average per-person annual community water consumption for residential units. To meet this goal, the following performance standards shall be used:

A. Turf shall not be permitted for individual yard landscaping. Landscape plans shall be developed which require lower

water usage, and which require lower maintenance. Landscape plans shall reflect the local climate zones and local plant material.

B. Turf may be used where it is associated with a common open space, parkways, sports field or other common area. Where feasible, these areas will be irrigated with recycled water supplies.

C. Landscape and irrigation plans should use drip irrigation systems to the extent feasible. General broadcast irrigation is discouraged.

7.3 WASTEWATER

The Airport Area is divided into two wastewater catchment areas. Wastewater generated in the southwest portion of the area will flow to the Calle Joaquin Lift Station, while the remainder flows to the Tank Farm Lift Station. An Airport Area Study (Brown and Caldwell, October 1, 2009) was prepared to provide a planning-level analysis of existing and future sewer infrastructure for conveyance of wastewater from the Airport Area of the City to the City's Water Resource Recovery Facility (WRRF). An additional study (AECOM, 2015) was prepared to evaluate costs associated with conveying wastewater via the Buckley Lift Station to three alternative connection points in the City's existing collection system. The City has identified a conceptual location for a new lift station which will be located near the intersection of Buckley Road and Vachell Lane. The new lift station will serve development within the Buckley catchment area, which includes the planned Avila Ranch development project. The proposed lift station is referred to as the Buckley Lift Station. New conveyance infrastructure will be required between the Buckley Lift Station, and any of the connection points in the existing system. Due to the existing site topography, it is anticipated that a lift station and force main will be required.

Wastewater from the southeastern portion of the Airport Area flows to Tank Farm Lift Station located 1 1/3 miles west of the intersection at Tank Farm Road and Broad Street via an 18-inch trunk line running westerly down Tank Farm Road. The lift station serves the entire southeastern portion of the City and eliminated the pervious Rockview and Tank Farm Lift stations. The Tank Farm Lift Station also serves a portion of the Margarita and entire Orcutt areas.

Backbone facilities to meet future wastewater generation to the Calle Joaquin Lift Station will require approximately 550 feet of new gravity sewer, replacement of the lift station and 2,300 feet of new force main. These improvements are expected to be completed in 2017. The Calle Joaquin Lift Station discharges to the Laguna Lift Station, which was replaced in 2013.

Increased flows from the Airport Area and other annexation areas will require the expansion of the City's Water Resource Recovery Facility (WRRF). When the City's flows approach design capacity, the City will expand advanced treatment facilities such as the cooling towers, filters, and disinfection processes. Figure 7-2 shows the Waste Water Collection Plan for the AASP.

Policy 7.2.1 Engineering Feasibility Study (Wastewater)

Before specific project review and approval of projects the project proponent will submit a detailed engineering assessment of the project's wastewater generation and an assessment of the ability of the City's infrastructure system to handle the project in question. The scope of the study shall be to the approval of the Public Works Director and the Utilities Director.

7.4 ENERGY

Electricity and natural gas distribution will be provided by the two state-regulated private utilities that serve the region, with facilities extended into the area as it develops. Although there are no area-wide plans for on-site wind, geothermal, solar or biomass energy production, development of such energy resources should be encouraged where feasible and consistent with the Conservation and Open Space Element. Energy efficiency and solar

opportunities will be fostered by state building standards, citywide solar exposure standards and development review procedures, and incentives and advice offered by the utility companies.

7.5 TELECOMMUNICATIONS

Local line-connected telephone and television services are provided by City-franchised private companies that will extend their facilities into the area as it develops. The expanding range of broadcast (including satellite) services will be available for the Airport Area to the extent they are available throughout the San Luis Obispo area.

7.6 FUTURE HIGH-SPEED DATA ACCESS

All new structures that will accommodate people shall have one 50-millimeter (two-inch) conduit connected with an underground system to facilitate future installation of a high-speed, high-capacity data supply system.

7.7 UNDERGROUNDING

Undergrounding overhead utilities is important to enhance the visual quality of the area and to establish a signature image for the Airport Area. Such enhancements will, in turn, contribute to higher property values, which will be important for financing proposed infrastructure improvements. All new development shall be served on-site with underground power, telephone, and cable communications lines. All new development shall be responsible for undergrounding of existing overhead utility lines along that development's frontage or constructing underground utility lines along new roadways concurrent with the construction of new roadways.

7.8 PHASING AND COORDINATION

Development of individual ownership areas may occur as components of the overall infrastructure phasing scheme. To ensure that later projects build upon systems that are properly located and sized when installed by earlier projects, extensions of streets and utility lines will need to be coordinated among owners, the City, and utility companies. The initial projects may need to provide interim utility solutions, if the permanent systems cannot be made available at the time of development. Such interim systems must be consistent with the planned permanent systems.

7.9 PUBLIC SAFETY

7.9.1 Fire Protection

The San Luis Obispo City Fire Department (SLOFD) provides emergency and non-emergency fire and protection services in the City. Emergency services include fire response, emergency medical response, hazardous materials response, and public assistance. Non-emergency services include fire and life safety inspections, building inspections, fire code investigations, arson investigations, and public education. Additionally, the SLOFD is a member of a countywide team that responds to hazardous materials incidents throughout the County.

As of January 2015 the SLOFD operates four fire stations and has a firefighter/ population ratio of approximately one (1) firefighter per 1000 residents. The Headquarters Fire Station (FS# No. 1) also houses the administrative offices, the Fire Prevention Bureau, maintenance shop and training facility, which are strategically located on the Broad Street corridor. The closest fire stations to the site are Fire Station #3, located at 1280 Laurel Lane and Fire Station #4, located in the area of Laguna Lake at 1395 Madonna Road CalFIRE Station No. 21, is located at 4671 Broad Street, adjacent to Runway 11-29 at the San Luis Obispo Regional Airport, provides for airport crash fire rescue services, as well as service to the surrounding unincorporated area. This station also provides emergency response services for a rather large rural area. The City currently maintains a mutual aid agreement with CalFIRE to allow this station to respond to matters within the airport area.

If the residential, commercial, industrial service, and open space uses proposed by the Airport Area and Margarita Area specific plans are added to the fire department's existing work load without also adding staff and/or facilities, there may be a significant reduction in existing service levels would result. The SLOFD Master Plan determined that the Department's fire suppression staffing level should be 16 personnel. Upon annexation, the Department's minimum staffing level may need to be increased. In addition, because of increased population and the increased potential hazards of the industrial area, the City may need to add additional inspectors to augment existing staff.

In 2013, the Chevron EIR evaluated development and annexation of the Chevron property and therefore evaluated the potential for fire department operational needs. The EIR concluded that most of the Airport area is not within the City's desired four-minute response time. However, this response time may be enhanced by the completion of circulation improvements including the completion of Prado Road, Santa Fe Road, and the widening of Tank Farm Road, connection of Avila Ranch to Suburban Road and Tank Farm Road by way of Earthwood Lane and/or Horizon Lane, and interim facilities in the Avila Ranch and/or Chevron are. Nevertheless a new fire station with adequate staffing will be required to serve the south San Luis Obispo area.

These mitigation measures are incorporated into the AASP as follows:

Policy 7.9.1: Adequate Fire Suppression Services and Facilities

The City shall provide adequate fire suppression services and facilities to the Airport Area, consistent with the Safety Element of the General Plan, by completing area transportation improvements, co-locating City fire services with existing CAL-Fire facilities located on Broad Street, and/or establishing a permanent facility within the Airport Area. Interim improvements may be provided at the Chevron and Avila Ranch development areas until permanent facilities are available. In order to ensure that the long-term public safety needs of the AASP and MASP are met, and to ensure the feasibility of those improvements, the City shall facilitate the initiation of a Community Facilities District (CFD) as part of the Avila Ranch project. The CFD, shall provide for the equitable assessment of the cost of construction and operation of public safety facilities. The CFD shall have annexation provisions so that additional benefitting properties may be added to it.

Policy 7.9.2: Fire Station Location and Site Dedication

The Fire Master Plan shall identify the optimum location for fire stations in the community. During the first phase of development of the Chevron Tank Farm site, property that is suitable for the development of a new fire station shall be deeded to the City, with the approval of the Fire Chief.

Policy 7.9.3: Interim Safety Improvements

Until a permanent facility is developed that enables the City to achieve its response time objectives, new development in the Airport Area may be required to finance other improvements that will contribute to alleviating current deficiencies, as identified in the San Luis Obispo Fire Department Master Plan (2009). This policy will be implemented on a case by case basis through conditions of approval when project specific fire and life safety impacts are identified. The Avila Ranch project is expected to provide an interim fire and/or emergency response substation at the intersection of Earthwood Lane and Venture Drive to mitigate temporary emergency response impacts, until a fifth fire station is constructed per the Fire Master Plan. Such facilities shall be designed and constructed to the satisfaction of the City Fire Chief.

7.9.2 Police Protection

The San Luis Obispo Police Department provides a variety of law enforcement and community services. As of 2015, the Department consists of 85.5 employees, 60 of whom are sworn police officers. This results in a ratio of about 1.3 officers-per-1000 residents. However, the City of San Luis Obispo is an employment center, so

the daytime population of the City's urban area increases by about 30,000 people per day over its resident population. Thus, the officers-per-resident ratio can be a misleading descriptor of service level.

The Department is divided into two police bureaus, with a Police Captain commanding each. The Operations Bureau includes Patrol Services, Traffic Safety, Downtown bike officers, homeless services through a Community Action Team, Special Enforcement Team, and Neighborhood Services. The majority of the Operations Bureau resources are devoted to patrol services and traffic safety. The Neighborhood Services Division frequently responds to conflicts that arise between nonresidential and residential land uses, or different types of land uses in close proximity to one another.

The Administration Bureau includes Administrative Services, Investigative Division, Communications Division, and the Records Unit. This bureau provides services essential to law enforcement in the City and the effective use of the Operations Bureau resources.

The City Police Department currently provides mutual aid responses to the Airport Area. Annexation and new development made possible by City services will increase the Department's workload. A small police substation/work area may be needed with urbanization of the area. Additionally, the City's adopted Safety element establishes response performance standards for "recurrent" types of emergencies. The Police Department has set a 30-percent available time objective for patrol response ("Available time" is the fraction of total time that a patrol unit is not previously assigned or otherwise unavailable for response to a new emergency call for service). The Department is currently at or below this 30-percent available objective much of the year. This annexation will drive the need for additional personnel and equipment to maintain this performance standard. The number of personnel will be determined at the time of annexation based on development and calls for service in the area.

7.10 PARKS AND RECREATION

The Parks and Recreation Element of the General Plan prescribes policies and development objectives for new development areas in the community. Policy 3.13.1 and Policy 5.02 state that new development areas shall have park areas at a rate of 10 acres of parkland per 1,000 residents, with five acres of that ratio dedicated as a neighborhood park. The remaining five acres required under the 10 acres per 1,000 residents standard may be located anywhere within the City's park system as deemed appropriate.

The park requirement is applicable to the Avila Ranch portion of the Specific Plan area. Based on a total buildout of 720 dwelling units, and the mix of residential uses and the associated household sizes in each, there are estimated to be 1,650 residents in the Avila Ranch area at buildout. This will generate a need for 16.5 acres of parkland, with at least 7.5 acres of that in a neighborhood park. All park area to meet those needs will be provided on the project site or through payment of in lieu fees.

Future Avila Ranch project area residents will also create a need for additional capacity in the City's community park facilities. Specific facilities or fees in lieu thereof will be provided to address this added impact at a rate of one acre per thousand persons..

Policy 7.10.1 Avila Ranch Park Development

A. Parks will be provided at a rate of ten acres per 1,000 residents in the following manner:

- A 9.8 acre neighborhood park in the eastern portion of the Avila Ranch project site adjacent to the Town Center, with frontage on the residential collector. Planned activities in the park include ballfields, basketball, open space, picnicking, passive recreation, and other uses consistent with the City's Parks and Recreation Element.
- Mini parks shall be provided in each phase of the Avila Ranch development. These mini parks will range in

size from one half acre to 2.5 acres and include passive recreation areas, and small game areas such as basketball, or other areas appropriate to the size of the park. Recreational and bike trails shall be constructed sequentially with each phase so that the Tank Farm Creek trail will be completed by Phase 3 of the Avila Ranch development.

Avila Ranch residential developments will contribute an amount equal to 1 acre per thousand population for community wide facilities. While not required by the Parks and Recreation Element, these special facilities (e.g., Sinsheimer Park, Mission Plaza, Santa Rosa Park, Laguna Park, Damon-Garcia Sports Complex), serve the entire community (including new residential areas in the AASP) and the residential units shall contribute towards expanding their capacity, or addressing unmet community wide park and recreation facility needs (such as those identified in Policy 3.12 of the Parks and Recreation Element).

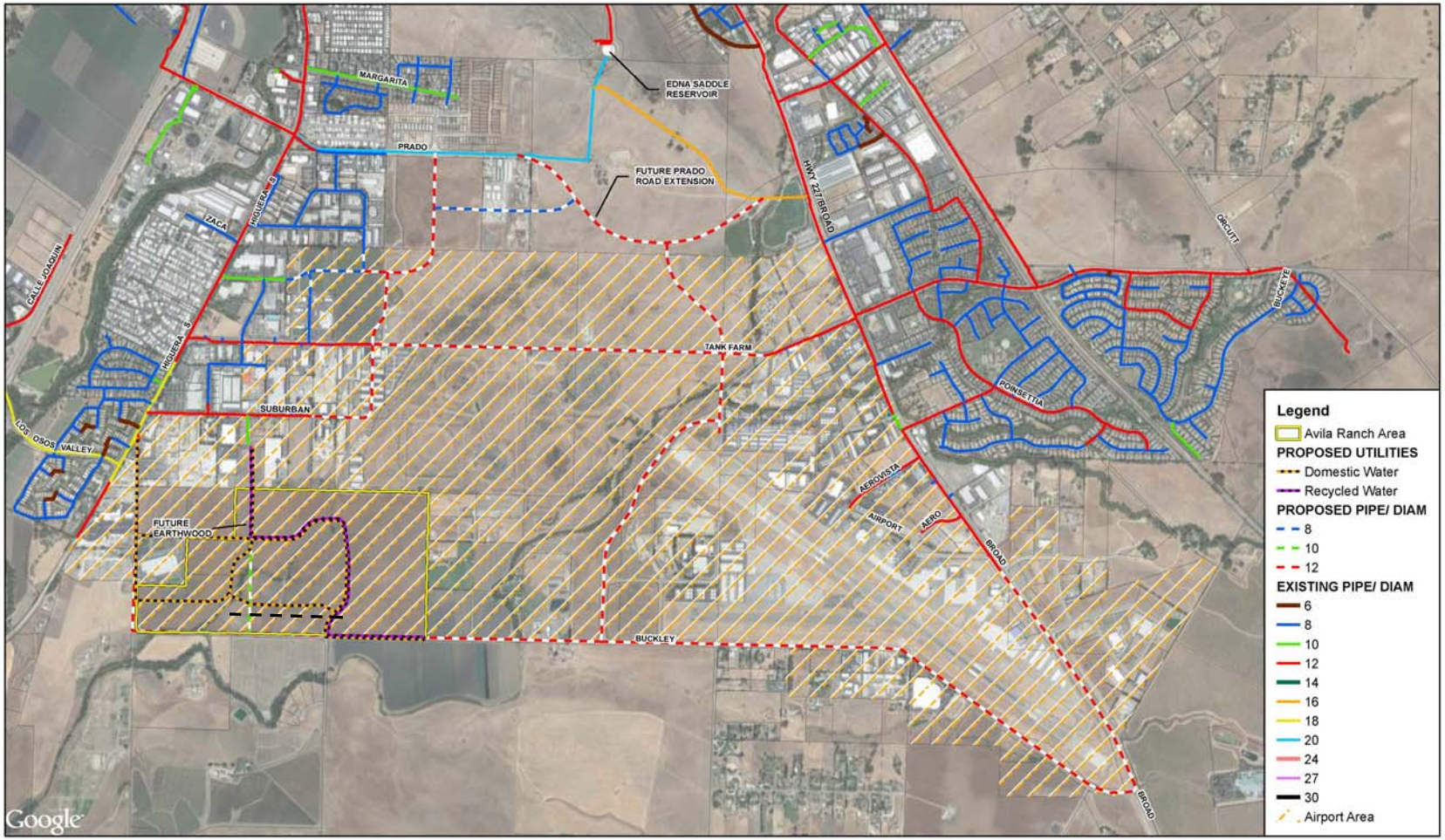


Figure 7-1 Water Distribution System

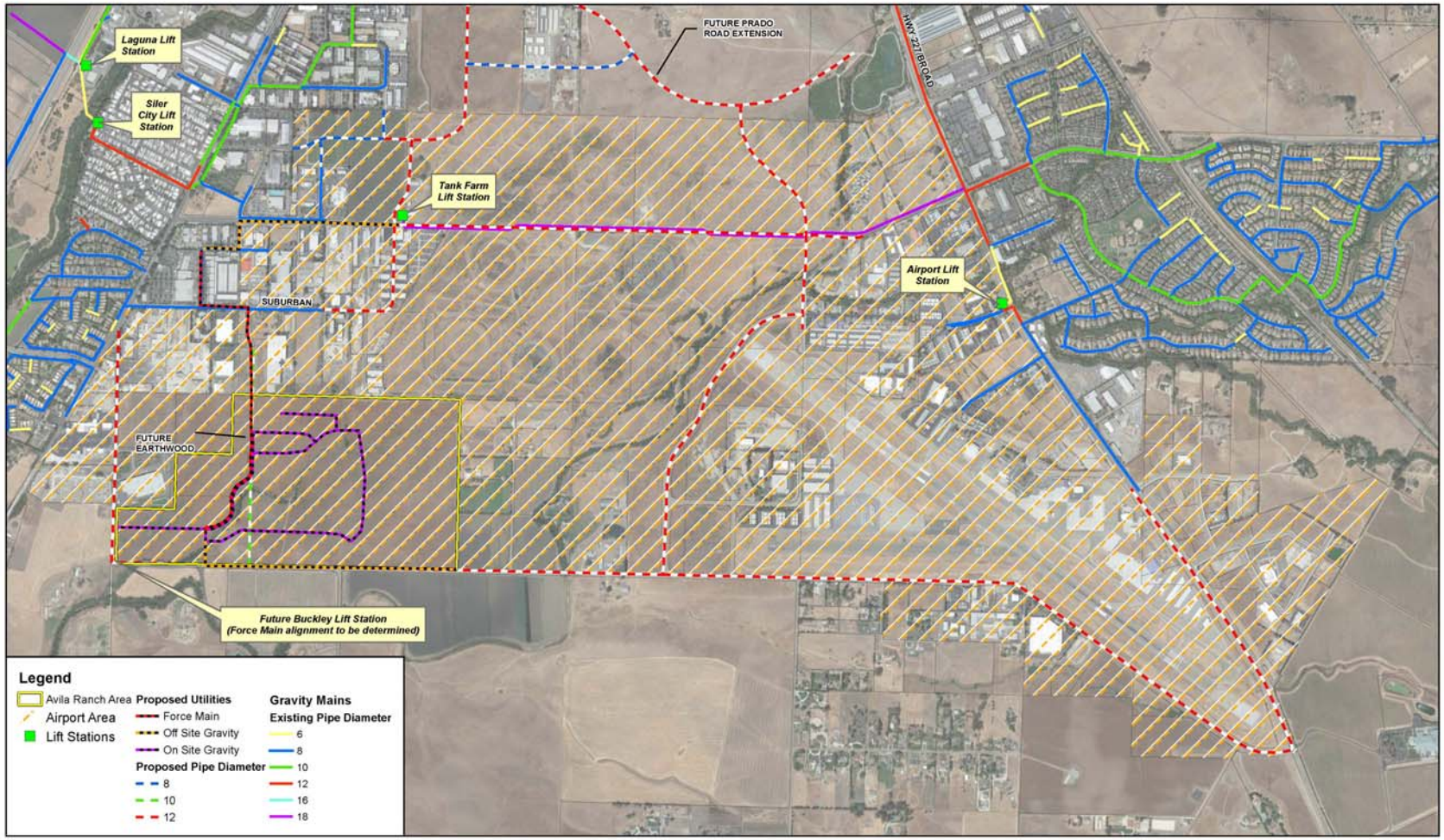


Figure 7-2 Waste Water Collection System

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