



## East Airport Commerce Park – Senn/Glick –

### Annexation Plan for Services

January 2020

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#### **1. Law Enforcement**

The San Luis Obispo Police Department provides a variety of law enforcement and community services and will serve the East Airport Commerce Park-Senn/Glick (“EACP-S/G” or “East Airport”) annexation area. Police services are based at the City’s main police station at 1042 Walnut Street at the intersection of Santa Rosa (Highway 1) and Highway 101. As of 2018, the Department consists of 85.5 full-time employees, 60 of which are sworn police officers. This results in a ratio of about 1.4 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 consists of a Patrol Services Division, a Traffic Safety Unit, and a Situation Oriented Response Team, and Neighborhood Services. The majority of the Operations Bureau resources are devoted to patrol services and traffic safety. The Administrative Services Bureau consists of Administrative Services Division, Investigative Division, Communications Division, Records Unit, and Information Services Unit. This bureau provides services essential to law enforcement in the City and the effective use of the Operations Bureau resources. According to the Safety Element of the City’s General Plan, the Department has a 30% available-time objective for patrol officers. Available time is the portion of time that a patrol unit is not already on call or otherwise unavailable to respond to a new emergency call for service.

The level of service in the annexed territory is the same as in the rest of the city. The Airport Area Specific Plan indicates that the proposed annexation will drive the need for additional personnel and equipment to maintain the current level of service and meet the available-time objective for patrol response. The Specific Plan also indicates the potential need for a police substation/work area with urbanization of the area.

Resources are allocated to the Police Department through the City's 2-year budget and financial plan process. Requests for additional resources are weighed against other potential uses of the City's general fund. The City expected that service demands and revenues both would increase upon annexation of the Airport Area. Increased service demands will continue approximately in proportion to the amount of new development in the area at a gradual pace over several years.

The level of service provided to the EACP-S/G Annexation Area will be the same as provided to the rest of the Specific Plan Area.

## **2. Fire Protection (Including Paramedic and Ambulance)**

The City of San Luis Obispo Fire Department (SLOFD) provides emergency and non-emergency fire protection services in the City with support from CALFIRE through mutual aid agreements. Emergency services include fire response, emergency medical response, advanced life support ("paramedic") emergency medical response, hazardous materials response, technical rescue response and public assistance. Non-emergency services include fire and life safety inspections, building inspections, building plan checks, 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.

The Fire Department currently operates 4 fire stations and has 54 full-time employees with 42 firefighters resulting in a firefighter/population ratio of approximately 1 firefighter per 1,000 residents. Headquarters (Fire Station #1) is located on the corner of Broad Street and South Street, Fire Station #3 is located at 1280 Laurel Lane, and Fire Station #4 is located at the corner of Madonna and Los Osos Valley Road. County Fire Station #21, which is located on the runway, provides for airport crash fire rescue services. 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.

According to the City of San Luis Obispo's General Plan Safety Element, sufficient Fire Department resources should be deployed to facilitate a travel time of emergency response apparatus to all City emergencies requiring the use of lights and siren of 4 minutes or less, 95 percent of the time. In 2016, the City Council directed staff to adopt the more recognized standard of a travel time of 4 Minutes or less 90 percent of the time.

The proximity of these stations to the Airport Area provide for emergency response times of 4 minutes or less. All SLOFD engine companies (first responders during an emergency call) include at least one paramedic

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 the majority of the Airport area is not within the City's desired 4- 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. Even with these improvements planned for the future, the EIR concluded mitigation is necessary to achieve the City's policy objectives for response time (Safety Element Policy 10.3).

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.

Policy 7.9.2: Fire Station Location and Site Dedication

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, to 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 proposed annexation was anticipated by the Airport Area Specific Plan. The Specific Plan indicates that development of the plan will drive the need for additional personnel, including firefighters and inspectors, to maintain the current level of service.

Resources are allocated to the Fire Department through the City's 2-year budget and financial plan process. Requests for additional resources are weighed against other potential uses of the City's general fund. The City expects that service demands and revenues both will increase upon annexation. Increased service demands will continue approximately in proportion to the amount of new development in the area at a gradual pace over several years.

The level of service provided to the Fiero Lane/Clarion Court Annexation Area will be the same as provided to the rest of the Specific Plan Area.

### **3. Parks and Recreation**

The proposed annexation area is nearly built out, with about 75% of the property developed with commercial and industrial businesses. No additional development is proposed at this time, but future buildout will follow City standards for parks and recreation contributions as appropriate. The area does not include parkland because no residential neighborhoods are proposed.

### **4. Public Facilities Maintenance**

The City will maintain public facilities in the annexation area for which it accepts title and maintenance responsibility, including public streets and appropriate utility infrastructure. As described in detail in Exhibit "E" of the Pre-Annexation Agreement (PAA) for the EACP-S/G Annexation, public infrastructure to be accepted by the City will include water, recycled water and wastewater system improvements, and street paving and right-of-way improvements including signage, striping and stormwater drainage improvements in said streets. Private improvements described in the PAA shall be maintained by private property owners and/or an Association of owners organized for such responsibilities.

Improvements to the infrastructure systems noted in the PAA that are to be completed by the private property owners within the annexation area will be completed under a SCIP (Statewide Community Infrastructure Program) financing district established under the terms of the PAA. The Pre-Annexation Agreement also describes the timing of inspections and completion of needed system improvements subject to City review and approval of construction plans for this work.

### **5. Streets Maintenance and Improvements**

The proposed annexation boundaries have been created in consideration of the City's ability to maintain public infrastructure within the annexation area. The City's Pavement Management Plan was originally adopted in 1998 and provides the framework for the City's maintenance program. The heart of the program is computer software that analyzes the conditions of various street segments via special algorithms and then makes maintenance recommendations according to the available budget. The City has purchased MicroPaver, a program originally written by the Army Corps of Engineers to maintain military bases. This program is made available to the public via the American Public Works Department and the University of Illinois. It is continually updated and maintained by the Corps and is in use throughout the United States and worldwide.

Within the annexation area, existing public streets will be upgraded to City standards by the applicant and accepted by the City for maintenance upon completion of the upgrades. Maintenance of existing streets within the annexed territory will be accomplished by incorporating the streets into the pavement management program. Funds are also being contributed by the owners that have previously developed their properties subject to the City's Traffic Impact Fee programs. These provide contributions to be used for future city-wide roads maintenance and improvements commensurate with existing uses.

## **6. Public Transit**

Currently the nearest bus route (Route 3) is located about 1,500 feet north of the annexation area and the City's Transportation Division is in the process of expanding said route in this portion of the community. The potential for new or expanded bus routes will be evaluated in accordance with the potential routes identified in future specific development plans as applications are submitted to the City. New development is responsible for providing transit facilities, such as turnouts, shelters and in some cases, smart signs that indicate how soon the next bus will arrive.

## **7. Solid Waste and Recycling**

The City of San Luis Obispo contracts with San Luis Garbage Company for garbage, green waste and recycling services. San Luis Garbage disposes of solid waste at the Cold Canyon Landfill, which is a regional facility. San Luis Garbage also serves commercial and residential properties within the City's urban reserve and no change in service is expected for annexed properties.

The City also runs a construction and demolition debris recycling program (Municipal Code Chapter 8.05). The goal of the program is to divert the bulk of the materials generated from projects within the City of San Luis Obispo from the landfill and thus, extend the landfill's lifespan. Construction and demolition debris materials represent a significant percentage of the City's solid waste stream, with current estimates at 25 percent of the total tonnage. The program helps the City meet State-mandated requirements for solid waste reduction.

The level of service provided to the annexation territory will be the same as that provided to the remainder of the City.

## **8. Municipal Services, Development Review and Code Enforcement**

The City of San Luis Obispo will provide for municipal services within the annexed territory such as elections, public notices, development review, building permits and inspections, subdivision review, permitting and inspecting public improvements, and code enforcement.

San Luis Obispo City government will provide for development review of all new development projects in accordance with the Airport Area Specific Plan and will coordinate with the County of San Luis Obispo with respect to on-going construction projects and active construction permits. Code enforcement activities are provided by full-time staff in the Community Development Department, in coordination with the Police Department and the City Attorney's Office.

Government services are based at City Hall, 990 Palm Street, San Luis Obispo.

## **9. Traffic and Circulation**

The City of San Luis Obispo operates and maintains a comprehensive multi-modal transportation network. The City's General Plan Circulation Element describes how the City plans to provide for the transportation of people and materials within San Luis Obispo with connections

to county areas and beyond. While the Land Use Element describes the City's desired character and size, the Circulation Element describes how transportation will be provided in the community envisioned by the Land Use Element. The vision of San Luis Obispo described by the Land Use Element is influenced by the layout and capacity of streets and the location of other transportation facilities described in the Circulation Element. Transportation facilities and programs influence the character of neighborhoods, the location of specific land uses, and the overall form of the city.

The Airport Area Specific Plan (AASP) takes planning for traffic and circulation systems to a greater level of detail by defining localized area circulation patterns and promoting connectivity to existing City street networks. The AASP promotes integrating these multi-modal facilities: pedestrian paths, bicycle, transit, into the existing and planned circulation systems of the area.

For the most part, previous work on the Land Use and Circulation Element updates (LUCE) and more recent implementation of these plans under the City-wide Traffic Improvement Fee program have identified ongoing maintenance and new capital projects to be accomplished in the City. The AASP and the subject annexation area have been included in those plans and fees and will be addressing their prerequisite contributions to City fee programs as part of the Pre-Annexation Agreement.

## 10. Water and Wastewater

According to water metering records from the Fiero Lane Water Company (FLWC), 2017 water use for the EACP-S/G annexation area was 636,836 cubic feet or about 14.62 acre feet per year for both indoor domestic use and outdoor landscape use.

**Table 1 – 2017 Water Use and Projected Build-out Water Use**

<b>2017 Water Use</b>	<b>Domestic (cu ft/yr)</b>	<b>Irrigation (cu ft/yr)</b>	<b>Total (cu ft/yr)</b>	<b>Total (acre ft/yr)</b>
East Airport Commerce Park-Senn/Glick	218,134	418,702	636,836	14.62
<b>2017 Water Use Totals</b>				
<b>Buildout Water Use</b>	<b>Domestic (cu ft/yr)</b>	<b>Irrigation (cu ft/yr)</b>	<b>Total (cu ft/yr)</b>	<b>Total (acre ft/yr)</b>
East Airport Commerce Park-Senn/Glick	392,400	710,700	1,103,100	25.33
<b>Buildout Water Use Totals</b>				

The People's Self-Help Housing site that is part of this annexation (recently added within the EACP) is vacant land at this time, but has been entitled for up to 23,665 SF of development by the County. PSHH is currently undergoing building plan processing with the County and is expected to pull permits before annexation is completed.

Projected water use at buildout of the annexation area as detailed in Table 1 shows a total water demand projected at just under 31 acre feet annually. The possibility of reducing this demand by use of recycled water and on-site wells for irrigation purposes is included with the annexation.

The Airport Area Specific Plan and the City’s General Plan anticipated the water demand to serve this annexation and adequate water supplies are available to serve the build out of the City’s General Plan.

The annexation area is in the City’s *Water Reuse Master Plan* area and will be served with recycled water for landscape irrigation in the future when the recycled water distribution system is extended south on Broad Street. This will dramatically reduce potable water demands for the area. The Pre-Annexation Agreement (PAA) anticipates the possibility of using on-site water wells for irrigation purposes on an interim basis, reducing potable City water demands as well.

Wastewater generation for the presently developed annexation area (2017), including 365,491 square feet of developed area, is approximately 4,470 gallons per day. Connection to the City’s wastewater system is proposed to be located at Broad Street near the project frontage, and would be conveyed by gravity into the City’s collection system.

**Table 2 – 2017 Wastewater Generation and Projected Build-out Wastewater Demand**

<b>2017 Wastewater Generated</b>	<b>Domestic Water Use (cu ft/yr)</b>	<b>Total (gallons per day)</b>
East Airport Commerce Park-Senn/Glick	218,134	4,470
<b>2017 Wastewater Totals</b>	<b>218,134</b>	<b>4,470</b>
<b>Buildout Wastewater Demand</b>	<b>Domestic Water Use (cu ft/yr)</b>	<b>Total (gallons per day)</b>
East Airport Commerce Park-Senn/Glick	392,400	8,043
<b>Buildout Wastewater Totals</b>		

All parcels within the proposed annexation area are served by the Fiero Lane Water Company (west side of Broad Street at Fiero Lane/Clarion Court). At the time of annexation and completion of the wastewater system improvements noted herein and in the PAA, those properties will be connected to the City’s wastewater system.

In 2015, average flow to the City’s Water Resource Recovery Facility was 3.5 million gallons per day (mgd). Design capacity of the WRRF is 5.1 mgd and the planned upgrade to the facility will increase its capacity to 5.4 mgd (projected to be completed in 2020). Adequate capacity is available at the facility to serve the proposed annexation.

## **11. Storm Drainage**

On-site flooding and the potential for increased downstream flooding have restricted development potential in the Airport area. When considering how to address storm drainage in the area, a number of objectives are identified in the Airport Area Specific Plan. These include:

- Use the City's Drainage Design Manual and Waterways Management Plan as the basis for all detention requirements in the Specific Plan area.
- Provide a method for flood protection consistent with the City's Flood Damage Prevention Regulations.
- Maximize the opportunity for environmental enhancement of stream corridors and stormwater detention and conveyance facilities.
- Minimize capital expenditures.
- Provide opportunities for multiple-use of storm drainage facilities.

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 bypass 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.

The following proposed improvements and development requirements comprise the revised Storm Drain Master Plan for the Airport Area, and also improve the upstream situation in the Margarita Area:

1. Remove and replace existing Acacia Creek Bridge at Tank Farm Road with a standard Caltrans 2-span concrete slab bridge.
2. Remove and replace existing East Branch San Luis Obispo Creek Bridge at Santa Fe Road with a standard Caltrans 2-span concrete slab bridge.
3. Remove and replace the existing Tank Farm Creek culvert facilities at Tank Farm Road with a standard Caltrans 2-span concrete slab bridge.
4. Apply the requirements of the City's Floodplain Management Regulations to proposed development within the Airport Area.
5. Apply the requirements of the City's Waterways Management Plan, Drainage Design Manual 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 will be used to assist in the future design of flood control improvements.

## **12. Affordable Housing**

The proposed annexation area is currently developed with commercial structures/existing commercial uses and no new development is proposed as part of this application. Affordable housing would be required if new development is proposed in the future. Per the City's Inclusionary Housing Requirement (Zoning Regulations Chapter 17.91), any new commercial projects that include over 2,500 square feet of floor area must provide affordable housing or pay in-lieu fees. The requirement is two affordable dwelling units per acre of land, or payment of an in-lieu fee equal to 5% of building valuation. The City uses the fees collected for affordable housing projects that meet eligibility criteria as specified by Council resolution.