

**CITY OF SAN LUIS OBISPO
PLANNING COMMISSION AGENDA REPORT**

ITEM #1

FROM: Kim Murry, Deputy Director *KM*

MEETING DATE: May 28, 2008

Prepared By: Michael Codron, Associate Planner (781-7175)

FILE NUMBER: SP 209-98

PROJECT ADDRESS: Orcutt Area – 231 acres of land in the southeastern portion of San Luis Obispo, bounded by Tank Farm Road, Orcutt Road and the Union Pacific Railroad.

SUBJECT: Review of Chapter Four through Chapter Seven of the Orcutt Area Specific Plan (OASP), Public Hearing Draft.

SUMMARY RECOMMENDATION

Receive public comment and provide direction to staff on changes to be incorporated into Chapter Four through Chapter Seven of the draft OASP.

BACKGROUND

Situation/Previous Review

On May 14, 2008, the Planning Commission completed its review of Chapter One through Chapter Three of the draft OASP. Draft minutes from the meeting are attached to the Commission's agenda packet. This agenda report provides an overview and recommendations regarding changes to Chapter Four through Chapter Seven of the OASP.

Advisory Body Review

Architectural Review Commission

On May 5, 2008, the Architectural Review Commission (ARC) met to discuss Chapter Four, Community Design of the draft OASP (see Attachment 1, ARC minutes). The ARC heard a presentation from staff and took public testimony. After discussion, the ARC made the following recommendations by consensus:

1. Discussion should be added into Section 4.1 to reference the City's existing Hillside Design Guidelines and to emphasize respect for existing contours in the design of new residential buildings.
2. Discussion should be added into Section 4.2 that the design of the Community Commercial Center should not replicate downtown, but should key off of themes used in the surrounding residential neighborhood and reflect the design and materials of the site's agrarian context.
3. Section 4.4 should indicate that pedestrian scale lighting is appropriate for the Community Commercial Center, but the design should be different than the City's Downtown lighting standard.

4. Section 4.6 should be amended to include language that public art should be integrated into the Orcutt Area, as opposed to only being allowed in designated locations.

The ARC's recommendations are being forwarded to the Planning Commission for consideration. No other changes are recommended to Chapter Four.

Staff Recommendation #1: Accept the ARC's recommended changes to Chapter Four.

Bicycle Advisory Committee

The Bicycle Advisory Committee (BAC) met on March 27, 2008, to discuss the draft OASP. The BAC's review focused on consistency with the City's award-winning Bicycle Transportation Plan. During the meeting, the BAC reaffirmed comments they had made during their review of a previous draft of the OASP on March 22, 2007, and made several additional recommendations. Attachment 2 includes a list of BAC directed changes to the draft OASP, and Attachment 3 includes the minutes from the March 27, 2008, BAC meeting which highlights the additional direction provided.

The BAC recommendations from their most recent review of the draft OASP are summarized below for clarity:

1. After some discussion regarding the need for an east-west ped/bike connection across the railroad, the BAC approved a motion to keep a grade-separated crossing in place, consistent with the Bicycle Transportation Plan. The Bicycle Transportation Plan is not specific to the type of grade-separated crossing, for instance, an underpass would be acceptable if it were feasible. Conclusions made after preliminary review of an underpass determined that there were major obstacles, including existing utilities in the Railroad right-of-way, the depth and length of the tunnel under the tracks and drainage issues.
2. Property owners have expressed concerns about the cost of the pedestrian and bicycle bridge over the railroad at Industrial Way. The BAC approved a motion in support of cost sharing so that the Orcutt Area would not be responsible for 100% of the cost, projected to be \$3.85 million. Other funding sources could include City-wide Transportation Impact Fees and/or future grant funding. The Planning Commission will make a recommendation to the City Council regarding the Orcutt Area's obligation for the bridge after reviewing the Public Facilities Financing Plan at the June 11th meeting.
3. The Committee approved a motion in support of researching alternative locations for the ped/bike railroad crossing. Staff is not aware of any other locations that would be more feasible than the proposed Industrial Way location. The two locations discussed included the site of a creek culvert under the railroad just south of Industrial Way or a connection in the location of the Ricardo Court or Capitolio Way cul-de-sacs. These locations would not provide the same benefit to residents of the Orcutt Area in terms of improving access to Marigold Center and the Broad Street corridor. In addition, these connections would involve the purchase of easements or condemnation of private property, which could significantly increase the cost of the project.

4. The BAC discussed the east-west Class 1 bike path at length. This path follows the creek from the western edge of the Orcutt Area east to Orcutt Road. The Bicycle Transportation Plan and the draft OASP show different alignments for the bike path. The Bicycle Transportation Plan shows the alignment following the creek all the way up to Orcutt Road. The draft OASP (see Figure 5.1, Attachment 4) shows the path bisecting the Muick/Taylor property in a north/south alignment before turning east to connect with Orcutt Road. In order to avoid confusion, the BAC recommended that the draft OASP show the bike path consistent with the Bicycle Transportation Plan, but include a goal that the final alignment of the path should be determined at the time of future subdivision of the property, and that the path should not intersect Orcutt Road at a mid-block location.

The property owner expressed concern because there is not enough room between the creek and the existing primary residence for the path to be sited in a manner consistent with the Bicycle Transportation Plan. Because there is no intersection in this location, staff does not expect that the path will ultimately follow the creek up to Orcutt Road, thus impacting the existing residence. As a result, staff believes the alignment shown in the current draft OASP, although conceptual and subject to future subdivision review, is a better approach.

5. The BAC recommended a new alignment for the Class 1 bike path between "C" Street and the neighborhood park. The path should follow an alignment along the back of the school site and shared park/school facility so that it intersects "C" Street along a strait-away, as opposed to on a curve as is now shown on Figure 5.1.
6. The BAC recommended eliminating the Class II bike lane designation (Figure 5.1) from the traffic circle, because traffic circles do not accommodate bike lanes.

Staff Recommendation #2: Accept the BAC recommendations listed under numbers one, five and six above, and direct staff to make changes to Chapter 5, as recommended by the BAC on March 22, 2007, and shown in Attachment 2. The applicant supports the direction provided by the BAC, as indicated in Attachment 5.

EVALUATION

Chapter Five, Circulation, includes goals, policies, programs and standards relating to arterial streets, collector streets, local streets, public transportation and bicycle and pedestrian pathways.

Chapter Six, Public Utilities, addresses water supply, wastewater facilities, stormwater facilities, energy and telecommunications.

Chapter Seven, Public Safety, provides an overview of education, fire protection, law enforcement, health, public areas maintenance, transportation (street maintenance), and solid waste and recycling services that are provided by public agencies.

The following sections include staff recommended changes for these chapters.

Chapter 5 Recommended Changes

Staff Recommendation #3: Page 5-1, Section 5.1, 1st paragraph. ~~Based upon preliminary traffic studies only, a minor increase in volumes on Orcutt Road is expected.~~ Based on the traffic study prepared for the Program EIR, development of the Orcutt Area is expected to add 628 Average Daily Trips (ADT) to Orcutt Road between Johnson and Tank Farm at buildout.

Staff Recommendation #4: Page 5-1, Section 5.1, 2nd paragraph. ~~Based on a preliminary traffic study prepared by the City, traffic volumes are expected to increase a moderate amount on Tank Farm Road as a result of the new development.~~ Based on the traffic study prepared for the Program EIR, traffic volumes are expected to increase by 2,378 ADT on Tank Farm Road at buildout as a result of the new development.

Staff Recommendation #5: Page 5-2, Policy 5.1.e. Delete the final two sentences of this policy as follows: ~~For those improvements that are project specific, applicants for projects within the Specific Plan area shall pay fees, prepare, and submit necessary plan specifications for improvements in compliance with City standards. Projects funded by the TIF program include Orcutt Road widening between Broad Street and Laurel Lane, a grade separated crossing at the UPRR just west of Laurel Lane, Broad and South Street intersection, Broad Street and Tank Farm Road intersection, Orcutt Road and Johnson Avenue intersection and Orcutt Road and Tank Farm Road intersection.~~

Staff Recommendation #6: Figures 5.2A, 5.2B: These figures need to be amended so that the bike path shown on the right-hand side of the diagram is located on the opposite side of the 8' parking lane, as it is correctly shown on the left-hand side of the diagram.

Staff Recommendation #7: Figure 5.6: This figure references Figure 3.1 as it relates to the street section for the mixed-use area at the "A"/"B" Street intersection. The reference to Figure 3.1 should be eliminated because the figure does not provide any detailed information on the street section in this area. A new figure should be added into Chapter 5 to provide guidance on the street section in the mixed-use area.

Staff Recommendation #8: Page 5-13; Program 5.3.1: "E" Street should have Class III bike lanes. The addition of Class II bike lanes onto this local street would require the street to be unnecessarily wide.

Staff Recommendation #9: Page 5-16; Policy 5.5.8: This policy should be numbered 5.5h.

Staff Recommendation #10: Page 5-16; Program 5.5.3: The last sentence of this policy should be deleted. The draft OASP includes a bridge over the railroad tracks at Industrial Way that would also be used by bicyclists and pedestrians to access Broad Street and Marigold Center.

Staff Recommendation #11: Page 5-16; Section 5.6: This section should be modified to include policy support for reduced width streets, where acceptable to the Fire Marshall and Public Works Director, to insure that the density of development anticipated in the specific plan can be achieved. Modifications to City standards could be approved on a case by case basis during the subdivision review process to exceptions for reduced width streets. Street width can be reduced by removing on-street parking, using Class III instead of Class II bike lanes, using

alleys to access on-site parking, reducing sidewalk and parkway widths and by creating private streets.

Chapter 6 Recommended Changes

Attachment 6 includes a legislative draft version of Chapter 6 text that was prepared by City Utilities Department staff. The revised text updates some key water demand figures and clarifies the acceptable uses of well water and recycled water. Attachment 7 includes the Water Supply Assessment for the Orcutt Area, which also serves as Appendix H of the Draft EIR. This additional information is provided as background in case the Commission has questions relative to water supply. The assessment concludes that the City has sufficient water resources to serve build-out of the Orcutt Area.

Staff Recommendation #12: Accept the changes proposed by the Utilities Department to Chapter 6 of the Orcutt Area Specific Plan (Attachment 6). These changes include an update to water supply information for the Orcutt Area, and a discussion of the City's plan to upgrade and increase capacity at the wastewater treatment plant.

Chapter 7 Recommended Changes

Staff Recommendation #13: Page 7-1; Section 7.2: The last sentence should be deleted because the City Fire Department manages engine company resources City-wide to insure safe and effective emergency services. No different standard or service would be provided to the Orcutt Area, so there should be no specific direction in the draft OASP regarding the size of engine companies.

Staff Recommendation #14: Page 7-1; Policy 7.2.1, last sentence: The Safety Element defines defensible space as "accessible space free of highly combustible vegetation and materials." (~~Policy S 2.2 D, General Plan Digest Numbering~~) (Safety Element Policy 3.1).

Property Owner Requests

As the Planning Commission considers Chapter 5 of the draft OASP, there are two property owner requests that require consideration. The first is contained in a letter submitted on 5-21-08 from Andrew Merriam requesting that the ped/bike grade-separated railroad crossing at Industrial Way be eliminated (Attachment 8). The second is a request to consider a modification to the Circulation Plan to provide a looped road at "E" Street instead of a cul-de-sac, per the exhibits displayed for the Planning Commission during the May 14, 2008, public hearing (Attachment 9).

Industrial Way Bike/Ped Bridge

The property owners have expressed five concerns relative to the proposed Industrial Way bridge. These concerns can be characterized as follows: (1) Tank Farm Road and Orcutt Road provide an adequate east/west connection between the Orcutt Area and Broad Street corridor, (2) there is little demand for a bicycle pedestrian crossing at this location, (3) the overpass will not be a recreational route, minimizing its utility, (4) Tank Farm Road would be a safer alternative, and (5) the overpass will detract from neighborhood aesthetics. The overarching argument,

however, is related to the cost of the bridge. At an estimated \$3.85 million, the bridge would cost over \$4,000 per residential unit, on average.

Staff's analysis of the issue indicates that the bridge is an important connection that would improve mobility of City residents both to and from the Orcutt Area. Residents of the Orcutt Area would have improved access to the Marigold Center and to the Broad Street corridor, including the Damon-Garcia Sports Fields. Residents along the Broad Street corridor, where mixed-use development is increasing, would also have improved access to the neighborhood park and school site in the Orcutt Area if the bridge is constructed.

Land Use Element Policy 2.1.4 says that all areas of the City should have a street and sidewalk pattern that promotes neighborhood and community cohesiveness and that there should be paths connecting neighborhoods with each other. The City had long envisioned a street network connection to the Orcutt Area at Industrial Way. During the discussions of the Prado Road alignment, however, the General Plan was amended to eliminate a street connection in this area. The City's Bicycle Transportation Plan has always shown a bike path connection at this location and when the Circulation Element was amended to eliminate the street network connection, the Plan was amended to show the grade separated crossing. The Bicycle Transportation Plan also says that the Orcutt Area is responsible for 100% of the cost of this connection.

City staff and the Bicycle Advisory Committee do believe that the cost burden of the bridge to future residents in the Orcutt Area can be mitigated by securing grant funding for a portion of the cost, and by possibly allocating city-wide Transportation Impact Fee funds to the project. The Planning Commission will be provided with more details about how this will be accomplished on June 11th, during the discussion of the Public Facilities Financing Plan.

Staff Recommendation #15: Discuss the property owner's concerns regarding the Industrial Way grade separated railroad crossing, but maintain the connection that is currently shown in the draft OASP. Direct staff to consider ways to reduce the direct cost to residential development in the Orcutt Area resulting from the construction of this public facility, and report back to the Commission on June 11, 2008.

"E" Street Connection

Attachment 9 includes an exhibit that was displayed for the Commission during the May 14th meeting. Staff supports the proposed "E" Street looped-road alignment as a conceptual approach for providing access to the low-density residential area at this location. The current draft OASP does not show a road connection to a portion of this residential land along Orcutt Road. Staff believes that a looped road connection that provides a single point of connection at Orcutt Road would be preferable to multiple driveways or shared driveways at this location.

Staff Recommendation #16: Direct staff to include a new program in the draft OASP, Section 5.3, to allow for a looped road configuration at "E" Street, subject to a more detailed evaluation of the proposed street network and intersection locations during the Subdivision Review process.

ALTERNATIVES

1. The Planning Commission should continue consideration of Chapters Four through Seven if there is not sufficient time to cover all of the material in one meeting.

2. The Planning Commission may direct other changes than those recommended by staff and listed in this report.

ATTACHMENTS

1. ARC meeting minutes, 5-5-08
2. BAC recommended changes, 3-22-07
3. BAC meeting minutes, 3-27-08
4. OASP Circulation Plan (Figure 5.1)
5. Applicant response to 3-22-07 recommended changes
6. OASP Chapter 6 (legislative draft changes prepared by City Utilities Department)
7. OASP Water Supply Assessment
8. Property owner request: Industrial Way ped/bike bridge
9. Property owner request: "E" Street modification

PROVIDED FOR THE COMMISSION

OASP Public Facilities Financing Plan, Public Hearing Draft

Additional OASP Background Information:

<http://www.slocity.org/communitydevelopment/oasp.asp>

**SAN LUIS OBISPO
ARCHITECTURAL REVIEW COMMISSION MINUTES
May 5, 2008**

ROLL CALL:

Present: Commissioners Jim Duffy, Zeljka Howard, Vice-Chair Greg Wilhelm, Chairperson Allen Root, Steven Hopkins, Jason Kambitsis, and Anthony Palazzo.

Absent: Commissioner Duffy was absent.

Staff: Senior Planner Pam Ricci, Deputy Director, Kim Murry, Associate Planner, Michael Codron and Recording Secretary Michelle Lakey

ACCEPTANCE OF THE AGENDA:

The agenda was accepted as presented.

PUBLIC COMMENTS ON NON-AGENDA ITEMS:

There were no comments made from the public.

PUBLIC HEARINGS:

1. **Orcutt Area Specific Plan.** SP 209-98; Review and discussion of Chapter 4, Community Design of the Draft Orcutt Area Specific Plan; Barbara Parsons, applicant. (*Michael Codron*)

Michael Codron, Associate Planner, presented the staff report, and asked the Commission to receive public comment and provide direction to staff on changes to be incorporated into Chapter Four of the Draft OASP. He stated that the General Plan requires adoption of a specific plan before any portion of the Orcutt Area can be annexed and developed. He discussed the project Draft EIR, which says that the proposed development would affect the aesthetic character of the Specific Plan area and impede views of Righetti Hill. He stated the OASP also includes a change in the Urban Reserve Line. He further stated that the school site has been approved by the State Department of Aeronautics, but the San Luis Obispo Airport Land Use Commission does not support the proposed site. He stated that 15 percent of the housing in the Orcutt Area would be affordable housing. He further discussed the components of Chapter Four.

Andrew Merriam, applicant's representative, provided the ARC with an overview of Chapter 4. He explained the residential design would be pedestrian friendly and the homes would be smaller and on smaller lots than is typical for the City. He stressed that there would be a large amount of open space and views of Righetti Hill. He stated

that the commercial core and park would be the main focus in the development. He stated that the Righetti farm house will be retained as well as the surrounding land bordered by Orcutt Road and Tank Farm Road. He stated that the owners are willing to add into the OASP a statement saying that there will be no Orcutt Area houses visible from the Orcutt Road/Tank Farm Road intersection. He stated that there will be approximately 140-160 foot setbacks to new homes from certain portions of Tank Farm Road.

PUBLIC COMMENTS:

Janice Kissel, San Luis Obispo, asked if there would be an access off of Orcutt Road entering the development. She expressed concern about the speed limit on Orcutt Road and the dangers from the increase in traffic. She also was concerned regarding the height of the homes closest to the hill. She would like to see all the houses mitigated by landscaping so the area would retain its rural and natural feel. She was also concerned with light pollution caused by the development.

There was no further public comment.

COMMISSION COMMENTS:

Vice-Chair Wilhelm stated that he would like to not see the proposed commercial area have the same design as the Downtown. He supported the southwestern and craftsman style designs. He stated that the design with the cul-de-sacs on the western side of Righetti Hill would favor a better home design. He recommended having some options since the majority of the lots most likely will not be flat and many of the designs presented would only work on flat lots. He suggested split-level homes for the sloping lots. He would want the guidelines to emphasize respecting the contours (not grading). He stated that the lighting in the commercial area should not replicate the Downtown. He agreed with Chairperson Root that public art should be integrated into the OASP.

Chairperson Root supported the proposed three-story commercial buildings. He stated that the renderings of the commercial area appear to be brick and stated that if no homes in the development are brick then the commercial buildings should not be. He expressed concern regarding the continuity with the types of lighting used in the proposed development. He would like to see public art integrated into the OASP.

Commr. Hopkins stated that he would not like the proposed development to mimic the Arbors neighborhood across the street. He stated he would like to see a transition with the landscaping that will fit in with the area.

Commr. Howard stated that she does not want to see grey roofs along hillsides in this new development.

Commr. Palazzo stated that the State might cause the applicant to implement some unsightly mitigation measures at a later time with development of the school site adjacent to the railroad tracks.

Overall, the ARC achieved consensus on the following items of direction:

1. Discussion should be added into Section 4.1 to reference the City's existing Hillside Design Guidelines and to emphasize respect for existing contours in the design of new residential buildings.
2. Discussion should be added into Section 4.2 that the design of the Community Commercial Center should not replicate downtown, but should key off of themes used in the surrounding residential neighborhood and reflect the design and materials of the site's agrarian context.
3. Section 4.4 should indicate that pedestrian scale lighting is appropriate for the Community Commercial Center, but the design should be different than the City's Downtown lighting standard.
4. Section 4.6 should be amended to include language that public art should be integrated into the Orcutt Area, as opposed to only being allowed in designated locations.

Staff indicated to the ARC that these items of direction will be reported to the Planning Commission and recommended for inclusion in the final draft of the Orcutt Area Specific Plan.

2. Staff

A. Agenda Forecast

Pam Ricci gave an agenda forecast of upcoming projects. The next ARC meeting will be Monday, May 19, 2008.

The Commission reviewed their previous discussions about Mitchell Park to prepare their comments for tomorrow's City Council meeting.

3. Commission:

A. Minutes of April 21, 2008

The minutes of April 21, 2008, were approved as amended. See minutes at back of staff report for changes on page 3.

B. Recent Project Review- Lessons Learned

**Orcutt Area Specific Plan
Circulation Recommendations
From the Bicycle Advisory Committee
March 22, 2007**

1. Provide a continuous Class 1 bicycle facility adjacent to the railroad tracks. To do this, the Class 2 facilities can be eliminated over the bridge on "C" Street and the detached sidewalk widened to include the Class 1 facility.
2. Circulation Plan shall show Class 1 facility from Orcutt Road at Laurel Lane to Ironbark cul-de-sac, south of Tank Farm Road
3. Class 1 facilities along creek corridors should continue along street frontage until it can connect at the street at a street intersection. If that cannot be accomplished, the City may approve an alternative location if adequate sight distance shall be provided.
4. Where Class 1 facilities cross streets, traffic calming measures (such as bulbouts, raised decorative paving, and signage) shall be provided.
5. Policy 5.1.d should be clarified so the reader will know which UPRR over crossing is being referred to. Is it Orcutt Road?
6. Policy 5.2.b should include Bullock Lane inside and outside of the Specific Plan Area.
7. Policy 5.4.1 last sentence should be revised to read, "Figure 5.1 provides suggested bus route and bus stop locations (envisioned when the Plan was adopted) to serve the Orcutt Plan Area."
8. Section 5.5 should be revised to read, ... "existing and planned pedestrian and bicycle ..."
9. Goal 5.5 should be revised to read, "Provide a safe and user friendly bicycle circulation system on traffic calmed streets within the Specific Plan Area."
10. Policy 5.5.b should be revised to read, "Bicycle path development standards in the City Bicycle Transportation Plan and Railroad Safety Trail Project Description shall apply ~~unless superseded by standards set for in this Specific Plan.~~
11. Program 5.5.1 should be per comments above.
12. Policy 5.5.g should be deleted.



MINUTES

Regular Meeting of the
SAN LUIS OBISPO BICYCLE ADVISORY COMMITTEE
Council Hearing Room, City Hall
990 Palm Street, San Luis Obispo

March 27, 2008

Thursday

7 p.m.

MISSION:

The purpose of the Bicycle Advisory Committee is to provide oversight and policy direction on matters related to bicycle transportation in San Luis Obispo and its relationship to bicycling outside the City.

ROLL CALL: Kevin Christian (Chair), Jean Anderson, Tim Gillham, Ben Lerner, AND Glen Matteson. Trevor Keith (Vice Chair) and Tom Nuckols were absent.

Staff: Peggy Mandeville, Principal Transportation Planner, Michael Codron, Associate Planner, Michelle Lakey, Minutes Clerk.

PUBLIC COMMENT:

Adam Fukushima, SLO County Bicycle Coalition, noted that he presented Congresswoman Lois Capps with photos of the Bob Jones trail dedication and spoke to her about some of the community's bike trails and their current condition. The Coalition asked her for an earmark and explained the community's support for these projects. The Rotary Club is working on a fundraiser asking people to contribute money to finish a bike path from Foothill to Campus Way. The fundraiser will help provide the missing link to finish this bike path. This will also help to get awareness out for the Railroad Safety Trail bike path. Adam introduced a new member of the Coalition staff, Dan Rivoire. He is an Americorps member and their bike valet coordinator.

MINUTES: January 17, 2008

Action: Committee member (CM) Jean Anderson moved, and CM Matteson seconded to approve the minutes as amended. The motion passed unanimously.

ACTION ITEMS:

Agenda Item #1: Orcutt Area Specific Plan

Planner Mandeville introduced the project noting that the Committee reviewed a previous draft of the project and provided comments last year. Because the Committee's comments do not appear to be addressed in this hearing draft, staff suggested now is an appropriate time to reaffirm the Committee's previous comments and offer any other recommendations.

Michael Codron, Project Planner, provided the Committee with a summary of the Specific Plan's circulation components. He noted that he will add a note to the circulation plan explaining the proposed Class 1 trail in the northeast quadrant is a conceptual alignment. Planner Codron explained the current Orcutt Area Specific Plan is a Public Hearing Draft. He noted that item 5 on the Committee's previous comments can be clarified to identify a specific bridge and include wording that bicycle bridges are suitable facilities for supplemental funding. He explained that future bus stops will be determined once rider usage can be determined. Due to grades and feasibility, Planner Codron stated that the Industrial Way location for the bridge would work the best. He also explained the issues with the proposed alignment of a creek bike trail that ends at Johnson Avenue.

Public Comments

Phil Gray, owner of one of the Specific Plan properties, supported everything that has been shown in regards to Class 1 and 2, except for the bicycle/pedestrian bridge over the railroad tracks that connects to Industrial Way. He felt that the cost is too high for the benefits to be received. The houses will be priced higher if this goes through. He would like the pedestrian/bicycle bridge over the railroad tracks taken off of the Specific Plan. He felt that the bridge will cause a lot of safety problems. He felt that in the long run it would not be used as intended, but the bridge would become a danger for children living in the area.

Jean Helphenstine, representing the 144 acres of the Righetti property, commended the work of Andrew Merriam and Michael Codron in developing the Specific Plan. She hoped that the Specific Plan will be received well by the Committee. She stated that thirteen owners are involved in this proposed project and that the property owners do not support the bike bridge over the railroad tracks. She understood the desires of the bicycle community in this regard, but felt that it will not be cost effective. She also stated that she does not feel that the bridge is connecting riders to a safe neighborhood. She felt that the bridge would be used for only recreational purposes. Overall she felt that there is little demand for the bridge.

Dale Sutliff, SLO Bicycle Club, felt that there are a lot of missing unsafe pieces to the bicycle circulation puzzle. He would like to see clear connections from east to west from Orcutt Road to the proposed area. He questioned that even with the Bullock Lane extension with the Class 1 what would connect the two. He noted that there would be no clear point of connection to the Class 1 trail that goes from Johnson and Orcutt to the railroad trail. He would like to eliminate confusion for the bicyclists and drivers. He felt a better option would be to take the Class 1 and turn it east to the Tiburon Drive connection and connect it to Orcutt Road.

Dick Muick, representing property owners in the Orcutt area, brought up some history of car accidents in the area. He is worried about safety in regards to some of the paths on the Conceptual Circulation Plan. Mr. Muick supported the suggestion that the text should clearly state the bike path in the northeast quadrant shall take a reasonable alignment in regards to future development.

No further public comments were given.

Committee Comments

Chairperson Christian stated that sight distance and traffic volumes are important in determining if the bike trail should connect to a street at mid-block. He noted that the Plan should follow the same guidelines as when planning a regular street. He is concerned about the marked Class 2 where there is no road currently being proposed. He wondered why there cannot be a tunnel under the railroad tracks. He didn't agree that there should be a Class 1 continuing at B Street to Tiburon. He felt a parallel street route to the Class 1 trail would only create problems. He would like staff to look at potential realignment of paths ending near Johnson/Orcutt area. He would like to see the Class 1 path behind the proposed site for a school to connect to the path right at the boundary behind the park/school and residential area. This would eliminate a bad intersection with the currently proposed path.

Committee member Lerner, appreciated the public's comments about the bridge over the railroad connecting Industrial Way to the new planned community. He felt that the only way to get around these tracks would be to go way out of the way causing an island in the middle of the area. He understood that the Industrial Way location for a bridge might not be the best location, and he would like to see if there could be one placed farther north possibly aligned with Prado Road creating a continuous route. He did not want to isolate this neighborhood by not having the bridge over the railroad tracks.

Committee member Gillham felt that eliminating the proposed bridge at Industrial Way would be an option to consider. He stated that the distance between Orcutt and Tank Farm is not so great that bicyclists could not be directed over to Sacramento through the neighborhood. He felt costs should be factored into making a decision. He would like to see the Class 1 path realigned at Johnson and Orcutt.

Committee member Anderson agreed that the Industrial Way bridge is not the ideal solution. She was not sure what the solution or a better alternative would be at this time.

Committee member Matteson was concerned about the cost of the bridge and felt it would be used by children and people wanting to get to the Marigold Center. He supported keeping a grade separated crossing at that location and would like to see a connection to the creekside trail to keep it parallel to the creek, and make the future crossing at Industrial Way open to funding from other sources. He felt that putting the price burden of the bridge solely on the property owners in the project is not necessarily the best idea since it will benefit people on both sides of the railroad tracks. He would like to eliminate the Class 1 path north of B Street.

Committee member Lerner moved, seconded by Committee member Matteson to keep a crossing over the railroad tracks at Industrial Way.

Attachment 3

Ayes: Committee members Lerner, Gillham, Anderson, Matteson & Chairperson Christian.

Noes:

Absent: Vice Chair Keith & Committee member Nuckols.

Motioned passed 5:0.

Committee member Matteson moved, seconded by Committee member Gillham to leave the option open to share the cost for the grade separated crossing with other than owners in the new proposed neighborhood.

Ayes: Committee Members Lerner, Gillham, Anderson, Matteson & Chairperson Christian.

Noes:

Absent: Vice Chair Keith & Committee member Nuckols.

Motioned passed 5:0.

Committee member Lerner moved, seconded by Committee Member Anderson to research potential locations for a crossing other than at Industrial Way.

Ayes: Committee Members Lerner, Gillham, Anderson & Chairperson Christian.

Noes: Committee member Matteson

Absent: Vice Chair Keith & Committee member Nuckols.

Motioned passed 4:1.

Committee member Lerner moved, seconded by Anderson to realign east/west Class 1 path to generally follow the Bicycle Transportation Plan and determine the final alignment at the time of future subdivisions with the goal of developing a reasonable alignment with respect to the development and providing bike path connections at intersections (and not at mid-block locations).

Ayes: Committee Members Lerner, Gillham, Anderson, Matteson & Chairperson Christian.

Noes:

Absent: Vice Chair Keith & Committee member Nuckols.

Motion passed 5:0

Committee member Matteson moved, seconded by Committee member Lerner to eliminate the Class 1 facility between C Street and the potential school site and align it to what is currently shown as the Class 2.

Ayes: Committee Members Lerner, Gillham, Anderson, Matteson & Chairperson Christian.

Noes:

Absent: Vice Chair Keith & Committee member Nuckols.

Motion passed 5:0

Committee member Anderson moved to motion, seconded by Committee member Lerner to drop the Class 2 in the traffic circle.

Ayes: Committee Members Lerner, Gillham, Anderson, Matteson & Chairperson Christian.

Noes:

Absent: Vice Chair Keith & Committee member Nuckols.

Motion passed 5:0

Agenda Item #2: Collision/Volume Location Review

Given the time, Committee member Matteson moved, seconded by Committee Member Lerner to continue Item #2 to the next BAC meeting scheduled for May 15, 2008. The motion passed unanimously and the item was continued without discussion.

DISCUSSION ITEMS:

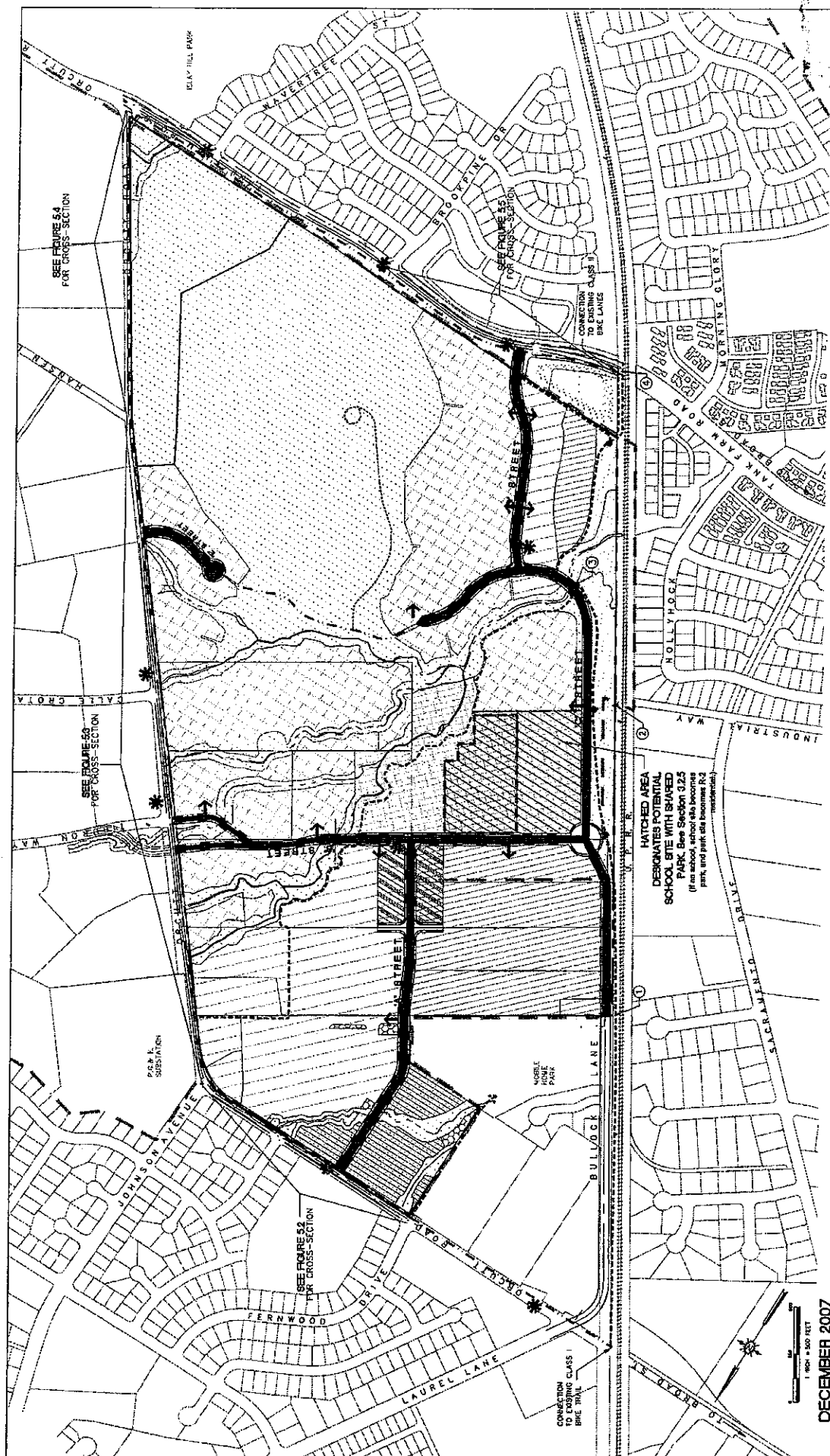
Agenda Item #3: Committee Member Items

- Speed Surveys- Item continued without discussion.
- Bicycle Boulevards- Item continued without discussion.
- Bikes on Buses Update- Committee member Gillham explained that 280 surveys were completed and submitted to Ride Share. The survey showed that 45% of people who filled out a survey are using a bike/bus combination in their commute to work. This survey was done to see if there was enough room on the bike racks on the city buses.
- Other Committee Member items-
 - Committee Member Anderson noticed that the "wave" bike racks that are not permitted for use in the City are being used at the new businesses next to Trader Joe's. She also would like the Committee to think about who their audience is when passing out flyers or brochures and what the design should be.
 - Committee Member Gillham has noticed construction signs in the bike lane on Laurel Lane.
 - Committee member Matteson provided staff with an old newspaper article. Staff will copy the article and share it with the Committee.

Agenda Item # 4: Staff Items

- Madonna Bike Path- Planner Mandeville noted that the City Council has approved a memorandum of understanding with the property owner wanting to

FIGURE 5
CIRCULATION PLAN



- NOTES**
1. CLASS ONE BICYCLE PATH ADJACENT TO ROAD TO LACK OF RIGHT-OF-WAY OCCUR AT ALL RAILROAD CROSSINGS
 2. PEDESTRIAN/BICYCLE RAILROAD CROSSING TO MINIMIZE WETLAND IMPACTS
 3. CLASS ONE PATH CROSSES AT ROAD BRIDGE TO MINIMIZE WETLAND IMPACTS
 4. CLASS ONE PATH ON RAILROAD PROPERTY IS CLASS ONE PATH ON RAILROAD PROPERTY AS PART OF THE SPECIFIC PLAN RESPONSIBILITY.

- LEGEND**
- COLLECTOR
 - BUS STOPS
 - APPROXIMATE CONNECTION LOCATION OF ESSENTIAL LOCAL STREETS
 - CONNECTION POINT
 - CLASS I BIKE PATH
 - CLASS II BIKE LANE
 - RECREATION TRAIL
 - NEIGHBORHOOD PARK
 - SCHOOL SITE
 - OPEN SPACE
 - RETENTION BASIN
 - MIXED USE/ NEIGHBORHOOD COMMERCIAL
 - LEASER PARK/ FLOODABLE TERRACE
 - R-1
 - R-2
 - R-3
 - R-4

DECEMBER 2007

1" = 500' FEET

ORCUTT EXPANSION AREA
SPECIFIC PLAN

SEE FIGURE 54 FOR CROSS-SECTION

SEE FIGURE 53 FOR CROSS-SECTION

SEE FIGURE 52 FOR CROSS-SECTION

SEE FIGURE 51 FOR CROSS-SECTION

HATCHED AREA DESIGNATES POTENTIAL SCHOOL SITE WITH SHARED PARK. See Section 3.25 (If no school, school site becomes park, and park site is residential.)

CONNECTION POINT TO CLASS I BIKE TRAIL

CONNECTION POINT TO CLASS II BIKE LANE

CONNECTION POINT TO CLASS I BIKE TRAIL

CONNECTION POINT TO CLASS II BIKE LANE

CONNECTION POINT TO CLASS I BIKE TRAIL

CONNECTION POINT TO CLASS II BIKE LANE

CONNECTION POINT TO CLASS I BIKE TRAIL

CONNECTION POINT TO CLASS II BIKE LANE

CONNECTION POINT TO CLASS I BIKE TRAIL

CONNECTION POINT TO CLASS II BIKE LANE

Codron, Michael

From: Andrew Merriam [AndrewM@wallacegroup.us]
Sent: Wednesday, March 19, 2008 11:52 AM
To: Codron, Michael
Subject: Response to the Bicycle Committee Staff Report

Michael,

As discussed this morning, I have reviewed the comments contained in the Bicycle Committee package requesting text and mapping changes to the Specific Plan (Agenda Attachment 3).

Items 1 through 4 will be incorporated.

Item 5 shall be clarified to specifically include all three bicycle bridges as being suitable for supplemental funding (Orcutt Road/UPRR overpass at the time the road bridge is constructed, the bike/pedestrian overpass above the three tracks at Industrial Way, and the overpass at Tank Farm Road connecting to the Arbors.)

Item 6 through 12 will be incorporated.

Andrew G. Merriam, AICP
Consulting Planner

Wallace Group
612 Clarion Court
San Luis Obispo, CA 93401
805-544-4011
805-544-4294 fax

6 PUBLIC UTILITIES

Public utilities include potable and recycled water lines and supply, wastewater facilities, stormwater facilities and utilities such as natural gas, electrical, telephone, and cable service. Developers in the Orcutt Area will pay City established water and wastewater development impact fees which will fund infrastructure necessary to support development in the Orcutt Plan Area. All on-site infrastructure will be the responsibility of the developer. In addition, some off-site infrastructure improvements may be required in order to properly serve development in the area. Specific project approvals (i.e. building permits) can be issued only when adequate wastewater, water supply, and stormwater facilities and supplies are available for the proposed development. Adjacent landowners shall coordinate with each other and City staff to co-locate new utilities infrastructure through shared utility corridor easements or dedication of public rights-of-way.

6.1 WATER SUPPLY

Currently, water to the majority of properties in the Orcutt Area is provided by wells on the individual properties. Several properties near the intersection of Orcutt Road and Johnson Avenue and fronting on Bullock Lane are already served by City water lines. New 12-inch diameter public water mains will be constructed along the proposed residential collectors, "A", "B", "C", and "D" Streets. These lines will connect to the 8-inch and 12-inch water mains along Bullock Lane, Orcutt Road, and Tank Farm Road to provide a looped water supply (Figure 6.1). Water for the Righetti Ranch home open space area will be provided by a connection to the existing water line in Tank Farm Road. Pressure regulating valves or other appurtenances may be needed as a part of the required water system improvements to be certain that the new area interacts properly with the existing water system.

Based on the proposed units of residential and commercial development and the City's water-use factors, proposed development in the Orcutt Area is anticipated to demand approximately 264.1 acre-feet of water per year (AFY). This total includes 30 to 40 AFY that would be used for landscaping for common outdoor areas in the multi-family residential developments and for commercial and public landscapes, such as the neighborhood park and linear park. These areas could utilize reclaimed water. Any irrigation needed to establish or maintain vegetation in the stormwater detention and riparian enhancement areas will be required to use recycled water.

Potable water for the Orcutt Plan Area will be supplied by the City from existing water supply sources. The new development will incorporate water conservation features such as low-flow faucets and showerheads, drought-tolerant landscaping, and drip irrigation systems. Non-potable water for public landscaping will be provided through the City's recycled water system. Point of connection to the City's recycled water system and location of the reclaimed water main in the Orcutt Area are shown in Figure 6.1. The new development will utilize a dual-water system to allow use of City recycled water for public landscaping in the parks, landscaped buffers, the community commercial mixed use area, and common outdoor areas in the multi-family residential areas. Commercial mixed use and multi-family development projects will include reclaimed water irrigation systems in their landscaping plans.

Special care shall be given to all development plans, especially when recycled water will be implemented in phases or in conjunction with the use of well water, to ensure that all regulations regarding the use of recycled water are met and maintained. One of these regulations prohibits the use of recycled water within 50 feet of any well.

The City's goals to maximize the use of recycled water may result in requirements to install recycled water mains beyond the limits shown in Figure 6.1. Such recycled water main extensions may be eligible for reimbursement by the City and/or future development in the area, when the extensions are required to be installed beyond that needed to serve the proposed development.

~~Deleted:~~ require
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~~Deleted:~~ The initial phase of development may be constructed using a combination of reclaimed water, and well water. Full development of the Orcutt Area will require additional water supply sources to be available through City water supply projects.

Figure 6.1 Water Supply Plan

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(Figure 6.1 needs to be modified to show the recycled water main extending up "B" Street, down "A" Street to Orcutt Road, and down Orcutt Road to Fernwood. From there it will eventually be extended further by the City to reach other major irrigation areas. A recycled water main shall also be shown in Bullock Lane, across the project's frontage.)

6.2 WASTEWATER FACILITIES

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Individual septic tanks currently provide wastewater treatment for the majority of properties in the Orcutt Area. Wastewater from the area covered by this specific plan will be conveyed to a new sewer that will cross under the railroad at Industrial Way. Wastewater will then be conveyed down Industrial Way to a new 10" sewer in Broad Street. See Figure 6.2 for existing and proposed sewer service lines in the Orcutt Area. Alternatives to this configuration may be considered by the City in order to avoid a new railroad crossing, if it can be demonstrated that adequate capacity is available in existing sewer mains near the Orcutt Area. The completed development will generate an estimated 162,000 gallons/day of wastewater from the residential area and 2,000 to 3,200 gallons/day from the mixed-use area. This estimate is based on the City's standard wastewater generation rate of 190 and 120 gallons per day/unit for single-family and multi-family residential uses, respectively and 0.20 gallons per day/square foot of commercial space.

Deleted: As with the water supply, several of the properties adjacent to Orcutt Road are served by City sewer lines. New City sewer lines that connect to existing sewer mains at Bullock Lane and Tank Farm would serve the proposed development.
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The City's wastewater treatment plant is nearing capacity, and planning has begun on an upgrade project that will meet the needs of General Plan build-out. It is expected that the capacity improvements will be in place prior to any demand for that additional capacity. Depending on the timing of needed improvements relative to the pace of development and construction in the City, however, a temporary resource deficiency could occur. If any particular project results in a demand that would exceed available capacity at the wastewater treatment plant, building permits could be delayed until the needed capacity is available. The current project schedule indicates that improvements for build-out capacity at the City's Water Reclamation Facility will be completed by 2010. The cost of providing the additional capacity will be incorporated into the City's Wastewater Impact Fee structure. A pre-annexation agreement will establish criteria for when any existing buildings will be required to connect to the sewer system and pay the associated Wastewater Impact Fee.

Deleted: The City's wastewater treatment capacity is adequate and can be expanded by adding modules to the City's existing treatment plant. Established wastewater impact fees fund necessary additional modules for the City's wastewater treatment plant to serve the Orcutt Area.

6.3 STORMWATER FACILITIES

The Orcutt Planning Area is located within the watershed of the East Branch of San Luis Obispo Creek. Drainage features on the site include seven small perennial streams, five of which join together mid-site into one channel. The site has two distinct drainage sub-areas. The Upper Fork East Branch San Luis Obispo Creek Watershed (UFEBLSO) includes the southeastern 155.3 acres of the Orcutt Area and drains to the southwest into the east branch of the San Luis Obispo Creek. The Orcutt Creek Watershed includes the northwestern 10.4 acres of the Orcutt Area and drains to the southwest into Orcutt Creek. Both creeks ultimately are tributary to San Luis Obispo Creek. A review of the Federal Flood Insurance Rate Map (FIRM) showing floodplains and flood hazard classifications indicated that the Orcutt Area has no Flood Zone 'A' or 'B' areas ('A' indicates the areas of 100-year inundation).

The proposed Drainage Master plan for the Orcutt Area meets the City's existing requirements for stormwater management in new developments and complies with the City's Waterway Management Plan (WMP). The San Luis Obispo Waterway Management Plan sets forth criteria for drainage design for projects tributary to San Luis Obispo Creek. The drainage plan proposed for the Orcutt Area includes a

regional detention basin to detain stormwater generated by development within UFEBBSLO Creek Watershed. Smaller on-site drainage basins are proposed to detain stormwater generated by development within the Orcutt Creek Watershed. The drainage plan is shown on **Figure 6.3**. Major features of the plan are discussed below.

With a watershed of 155.3 acres, the lower portion of the UFEBBSLO is categorized as a "Secondary Waterway" by the WMP. All other channels within the Specific Plan are categorized as Minor Channels. The grading plans and creek plans that affect the Secondary Channel will adhere to the WMP recommendations to establishing a constructed natural channel. These criteria are intended to result in a creek channel that has increased habitat value as well as adequate hydraulic capacity and stability.

Figure 6.2 Wastewater Plan

Figure 6.3 Drainage Plan

Stormwater runoff quality will be controlled by incorporating low impact design features into the project. Filtration facilities will be placed where needed to treat runoff from pavement areas. Generally, such runoff will be directed to bio-swales, filtration basins, vegetated filter strips, or portions of the detention basins with filtration capability incorporated. Sediment control will be provided by incorporating sediment traps and/or sediment basins in the project design. Sediment control during construction will be important and a detailed Stormwater Pollution Protection Plan (SWPPP) shall be prepared for each grading project over 1 acre in disturbance.

After development, much of the Orcutt Area will remain in open space and parks and stormwater runoff from those areas will be relatively unchanged. However, development areas will generate additional surface runoff during storms. The WMP indicates that stormwater detention should be used in areas where there are downstream capacity limitations, and where detention analysis indicates that it would be beneficial. Stormwater detention basins are proposed for the Orcutt Area, consistent with the surrounding Edna/Islay developments and the recommendations of the *1999 Airport Area Storm Drainage Master Plan (AASPDMP)*.

The proposed drainage plan includes a regional detention basin consistent with Alternative 1 of the AASPDMP, which entails in part, construction of a detention basin on the upper fork, east branch of San Luis Obispo Creek, and east of the UPRR. The detention basins proposed include a 30 acre-foot regional detention basin located on the UFEBBSLO, and smaller basins serving the Orcutt Creek watershed.

A hydrological study prepared by Questa Engineering analyzed the proposed basins in detail and used analysis methodology consistent with the City's adopted WMP. Final design of the basins should utilize the City HEC-HMS hydrology model, as used in the hydrological study analysis. Detention basin requirements are typically stated in terms of reducing the peak rate of runoff from a certain post-development storm, to the rate of a certain pre-development storm. Within the surrounding area, detention standards have varied over time and are summarized as follows:

- Edna/Islay: Reduce 50-year post development runoff to 2-year pre-development rate.
- Airport Area: Reduce 100-year post development runoff to 10-year pre-development rate.
- City WMP: Detain if necessary to avoid impacts to problem areas for a range of storms 2 through 100 yr.

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The basins proposed in the Specific Plan should be designed to meet the following criteria to be consistent with the WMP, the hydrological study, and to be compatible with the surrounding area drainage:

- Reduce 100-year post development peak runoff to 25-year pre-development rate.
- Reduce 50-year post development peak runoff to 20-year pre-development rate.
- Limit 10-year post development peak runoff to 10-year pre-development rate.
- Limit 2-year post development peak runoff to within 5 percent of the 2-year pre-development rate.

Based on the hydrological study analysis, the basins proposed meet these criteria.

1. A regional detention basin is designed to incorporate concepts and strategies proposed on the UFEBSLO and will consist of a linked series of floodable terraces along the western boundary of the Orcutt Area covering approximately 7.0 acres. The floodable terrace system will have a capacity of approximately 30.0 acre-feet for detaining stormwater. During design, the volume will be confirmed by detailed analysis based on the City HEC-HMS model and the criteria listed above. This system will receive stormwater from UFEBSLO Creek Watershed, which includes approximately 155.3 acres of the south portion of the Orcutt Area. The regional detention basin (floodable terraces) is located at the low point of the Orcutt Area and is incorporated into the linear park system and the railroad buffer to provide a recreational amenity. **Figure 6.4** shows a plan for the regional detention basin and **Figure 6.5** shows representative cross-sections.

As an alternative to the proposed regional basin location, the regional detention basin could be located at the southerly corner of the property, and potentially combined with the existing Islay Basin. The Islay basin was originally designed with this in mind and has a 48-inch outlet pipe sized for this purpose. However, the basin location as proposed in this Specific Plan is deemed superior because it uses land already encumbered by noise setbacks and railroad buffers and requires less disruption to the UFEBSLO. If the alternative location is used, it must be analyzed hydraulically to verify it meets the constraints listed in this Specific Plan.

2. Up to four small on-site detention basins will be located in the Orcutt Creek Watershed (in the northern portion of the Orcutt Area) to provide stormwater detention for development in this area.
3. Buffers on streams and wetlands will optimize infiltration and minimize flooding impacts.

6.4 ENERGY

Pacific Gas & Electric (PG&E) and The Gas Company will provide electricity and natural gas distribution. PG&E electrical service is currently available at the perimeter of the Orcutt Plan Area along Tank Farm and Orcutt Roads. New service will be placed in the right-of-way of "A", "B", "C", and "D" Streets. All new electric lines will be placed underground. The Gas Company currently provides service to the Orcutt Area. Gas service lines currently exist at the perimeter of the site along Orcutt Road. Adequate volumes are available to serve the proposed uses in the Orcutt Plan Area. There are no existing gas mains located within the project property. It is anticipated that a new gas main will be constructed in one of the "A", "B", "C", or "D" Streets, or Bullock Lane right-of-ways to serve the new residential development. (Refer to Chapter 4 Community Design for Energy Efficiency guidelines and standards in the Specific Plan area.)

6.5 TELECOMMUNICATIONS

SBC currently provides telephone service to the Orcutt Plan Area via overhead lines located along Orcutt Road. Cable television is provided by Charter Communications. These City-franchised private companies will extend their facilities into the Orcutt area as it develops. All new telecommunications lines within the Specific Plan area will be placed underground. The expanding range of broadcast, including satellite, services will be available for the Orcutt Area to the extent they are available throughout the San Luis Obispo area.

Figure 6.4 Regional Detention Basin Plan

Figure 6.5 Cross-sections

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Water Supply Assessment

Project Title: Orcutt Area Specific Plan

Project Summary: Residential: Approximately 111 acres which would accommodate 979 new dwelling units including:

- 264 low density residential units,
- 276 medium density residential units,
- 336 medium-high density residential units, and
- 103 high density residential units.

Park: Approximately 21 acres of parks including neighborhood park, linear park, and playgrounds.

Community Commercial: 8,000 square feet of retail and 8,500 square feet of office space.

Roads: Approximately 14.6 acres of roads including arterials, collectors and major local roadways.

School: The Specific Plan includes a land use scenario where a school is located in the planning area. Other land use changes associated with this scenario include a reduction in the total number of residential units and the total acreage of park land. This Water Supply Assessment assumes that the school would not be constructed in order to analyze the land use scenario with the highest water demand.

Determination: The determination below is based on the following Water Supply Assessment and supporting information in the records of the City of San Luis Obispo.

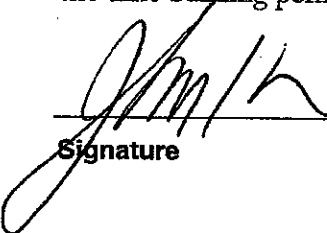
- The water demand for the project was included in the City's adopted *Urban Water Management Plan* (2005). A sufficient water supply is available to serve the project.
- Based on additional information, a sufficient water supply is available for the project. The Safe Annual Yield available to the City within a 20-year projection will meet the projected water demand of existing and planned future uses.
- A sufficient water supply is not available for the project. *[Plan for acquiring and developing sufficient supply attached. Water Code § 10911 (a)].*

This determination is not an allocation of water. Per City policy, an allocation of water is made at the time building permits are issued for individual development projects.

Signature

Date

Title

 3/05/08 Utilities Director

Water Supply Assessment

BACKGROUND & APPLICABILITY

This Water Supply Assessment was prepared by the City of San Luis Obispo Utilities Department for the Draft Orcutt Area Specific Plan (City of San Luis Obispo, December 2007), pursuant to the requirements of Section 10910 of the State Water Code, as amended by Senate Bill No. 610, Chapter 643 (2001).

Senate Bill No. 610 (Costa) became effective January 1, 2002. The bill requires a city or county which determines that a "project" (as defined in Water Code § 10912) is subject to the California Environmental Quality Act (CEQA) to identify any public water system that may supply water for the project and to request those public water systems to prepare a specified water supply assessment. The assessment is required to include an identification of existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project and water received in prior years pursuant to those entitlements, rights, and contracts. The assessment must be approved by the governing body of the public water system supplying water to the project. If the projected water demand associated with the project was included as part of the most recently adopted Urban Water Management Plan, the public water system may incorporate the requested information from the Urban Water Management Plan in the water supply assessment. The bill requires the city or county, if it is not able to identify any public water system that may supply water for the project, to prepare the water supply assessment after a prescribed consultation. If the public water system concludes that water supplies are, or will be, insufficient, plans for acquiring additional water supplies are required to be submitted to the city or county. The city or county must include the water supply assessment in any environmental document prepared for the project pursuant to the act. It also requires the city or county to determine whether water supplies will be sufficient to satisfy the demands of the project, in addition to existing and planned future uses.

A "project" under Section 10912 includes "a project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 unit dwelling project." The Draft Orcutt Area Specific Plan (City of San Luis Obispo, December 2007) proposes approximately 1,000 dwelling units, therefore, the requirements of Section 10910 of the California Water Code apply to the proposed project.

Water Code Section 10910(b) requires the identification of the public water system that may serve the project. Upon annexation, water will be provided to the Orcutt Area by the City of San Luis Obispo.

Water Code Section 10910(c)(1) requires a determination of whether or not the Specific Plan was included in the most recently adopted Urban Water Management Plan. Adopted on December 6, 2005, the City's *Urban Water Management Plan* provides policies for maintaining and expanding the City's water resources. The Plan provides a description of the City's existing water supply, treatment, conveyance/distribution facilities and provides an evaluation of both short- and long-term alternative water supply sources which could meet the City's future water needs. The Plan provides estimates of future supplemental water requirements based on population projections developed from the City's General Plan Land Use Element, includes data on siltation of the City's reservoirs and supplemental water requirements. The Plan also presents historical water demand, population and conservation data in order to generate per capita water use figures.

The *Urban Water Management Plan* includes the full text from the water section of the Water and Wastewater Element of the City's General Plan and is also consistent with the policies, land use, and population projections presented in the 1994 Land Use Element as amended in July 2004. The City's General Plan was again updated in 2006. That update focused on the General Plan's Open Space and Conservation elements and did not change the Land Use Element with regard to population projections or the residential capacity of major expansion areas (Codron, personal communication, 2008). The build-out of the City's General Plan included the development of three major residential expansion areas including Irish Hills, Margarita and Orcutt areas (City of San Luis Obispo, General Plan, Land Use Element, Table 3, 2006).

The water section Water and Wastewater Element of the City's General Plan includes policies related to water demand including the use of a water use rate of 145 gallons/capita for planning purposes, present water demand, peak daily water demand and overall projected water demand. The Element also addresses water conservation, safe annual yield, supplemental water sources, water allocation and offsets, accounting for siltation, multi-source water supply, and reclaimed water.

WATER SERVICE AREA DESCRIPTION

San Luis Obispo is located half way between Los Angeles and San Francisco situated in a coastal valley approximately ten miles inland from the Pacific Ocean. The City's climate provides for mild, dry summers and cool winters with an annual average of about 23 inches of precipitation. Table 1 provides data on the average monthly evapotranspiration rate, average maximum high temperature and average precipitation for the City.

**Table 1: City of San Luis Obispo
Evapotranspiration Rate/Average Temperature & Precipitation**

	Jan	Mar	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
ET	2.21	2.50	3.80	5.08	5.70	6.19	6.43	6.09	4.87	4.09	2.89	2.28	52.13
													Annual
Average Temperature	63.1	64.9	65.6	68.4	70.8	74.9	78.3	79.3	79.5	76.7	70.4	64.5	71.4
Average Precipitation	5.09	4.83	3.63	1.71	0.42	0.07	0.03	0.05	0.33	0.90	2.47	3.84	23.35

Source: City of San Luis Obispo, *Urban Water Management Plan*, 2005.

SOURCES OF SUPPLY

San Luis Obispo has four existing sources of water and one water supply project under construction to meet the City's projected water demand. These are:

- Santa Margarita Lake (Salinas Reservoir),
- Whale Rock Reservoir,
- Groundwater,
- Recycled water from the City's Water Reclamation Facility, and
- Nacimiento Lake (projected to be available in 2010).

A description of each water source as well as information on the City's water rights and/or contractual capacity is provided below.

Santa Margarita Lake (Salinas Reservoir)

The Salinas Dam was built in 1941 by the War Department to supply water to Camp San Luis Obispo and, secondarily, to meet the water needs of the City. Santa Margarita Lake captures water from a 112 square mile watershed and can store approximately 23,800 acre-feet. In 1947, the Salinas Dam and delivery system was transferred from the regular Army to the U.S. Army Corps of Engineers. Since 1965, the San Luis Obispo County Flood Control and Water Conservation District has operated this water supply for the City under a lease from the U.S. Army Corps of Engineers. Water from the reservoir is pumped through the Cuesta Tunnel (a one mile long tunnel through the mountains of the Cuesta Ridge) and then flows by gravity to the City's Water Treatment Plant on Stenner Creek Road.

The Corps of Engineers owns the dam and property surrounding the Lake. Since the facilities are not utilized to supply water to Camp San Luis Obispo, the Corps has expressed interest for many years in relinquishing ownership of the facilities. The discussions concerning which local agency, either the City or County of San Luis Obispo, should ultimately own the facilities has been debated for many years.

The operation and maintenance of the dam and water conveyance system are the responsibility of San Luis Obispo County Flood Control and Water Conservation District. The City currently pays all operating and capital costs associated with the reservoir and transmission system, excluding any recreational activities (City of San Luis Obispo, *Urban Water Management Plan*, 2005).

As of February 2008, the City's available storage (above minimum pool) was approximately 21,800 acre-feet (Henderson, personal communication, 2008).

Whale Rock Reservoir

The Whale Rock Reservoir is a 40,662 acre foot reservoir created by the construction of an earthen dam on Old Creek one half mile east of the community of Cayucos. The Whale Rock Dam captures water from a 20.3 square mile watershed and water is delivered through 17.6 miles of 30-inch pipeline and two pumping stations. Other project facilities include 2.1 miles of trails and a fishing access facility (no longer utilized by the public), maintenance facility and offices, and a structure previously used as a care takers residence.

The project was planned, designed, and constructed under the supervision of the State Department of Water Resources. Construction took place between October 1958 and April 1961. The reservoir is jointly owned by the City of San Luis Obispo, the California Men's Colony, and the California Polytechnic State University at San Luis Obispo. These three agencies form the Whale Rock Commission which is responsible for operational policy and administration of the reservoir. Day-to-day operation is provided by the City of San Luis Obispo.

City staff is responsible for ongoing maintenance and operation of the reservoir, including the inlet and outlet structures, reservoir structural instrumentation, access roads, daily reservoir level readings and climatological data, reservoir patrol and security, pipelines and pumping stations, water meters, cathodic protection system, and other associated duties. In addition, staff annually install fish traps in the back area of the reservoir to trap and spawn native steelhead that reside in the lake. Once

eggs are spawned and fertilized, they are transported to a Department of Fish and Game hatchery to be reared. Once the fish reach the appropriate size, they are returned to the reservoir. As of the year 2005, approximately 68,000 steelhead have been planted in the lake. Staff also monitors public fishing access to the lake during trout season from April to November (City of San Luis Obispo, *Urban Water Management Plan*, 2005).

As of February 2008, the City's share of Whale Rock Reservoir (above minimum pool) was approximately 13,500 acre-feet (Henderson, personal communication, 2008).

Groundwater

The City's major source of water was groundwater and local creeks until 1944 when the City began to use water from Salinas Reservoir. In 1943, the City pumped 1,380 acre-feet of groundwater. Groundwater was used again during the summer of 1948, when 440 acre-feet were pumped.

The principal source of groundwater for the City is the San Luis Obispo Groundwater Basin. The basin is fifteen square miles and is drained by San Luis Obispo Creek. It extends from the northern limits of the City and continues southerly along the alignment of the creek to just south of Buckley Road. In the Los Osos Valley area, the basin extends four miles west to the Los Osos Basin, which includes the community of Los Osos/Baywood Park.

The majority of groundwater use from the San Luis Obispo Groundwater Basin is for agricultural purposes and private property uses. The basin has not been determined to be in overdraft and has not been adjudicated. The basin is relatively small and recharges very quickly following normal rainfall years (Boyle Engineering Corporation, *Groundwater Basin Evaluation*, January 1991).

From 1944 until 1986, most groundwater in the City was used by agriculture and very little was used for domestic consumption. As a result of the drought beginning in 1986 and decreasing surface water supplies, the City activated groundwater wells in 1989 to meet the City's water demand. In 1990, at the height of the drought, the City had seven potable water wells which accounted for approximately 50 percent of the water supplied during that period. The current groundwater program uses two potable wells, one non-potable construction water well and two irrigation wells. The names, locations, and use of the wells are shown in Table 2. Two other City wells, known as the Auto Park Way and Denny's wells, were shut down in 1992 and 1993 due to elevated nitrate levels.

Table 2: City Wells

Well Name	Location	Use
Pacific Beach #1	11950 Los Osos Valley Road	Municipal
Fire Station #4	1395 Madonna Road	Municipal
Corp Yard	25 Prado Road	Construction
Laguna Golf Course #1	11175 Los Osos Valley Road	Irrigation
Laguna Golf Course #2	11175 Los Osos Valley Road	Irrigation

SOURCE: City of San Luis Obispo, *Urban Water Management Plan*, 2005.

Operation and maintenance of municipal groundwater wells for the City is provided by the City's Water Treatment Plant staff. The well sites require daily inspections, at a minimum, to ensure proper operation of the facilities. Each site includes pumps, valves, meters and other related appurtenances, as well as necessary chlorine metering equipment for proper disinfection as required by the California Department of Public Health Services. Monthly production rates are recorded and maintained by City staff (City of San Luis Obispo, *Urban Water Management Plan*, 2005).

Water Reuse Project

The City's Water Reuse project was completed in 2006 and the first recycled water deliveries began in May that year. This non-potable water source is created at the City's Water Reclamation Facility (WRF). The design flow rate at the WRF is 5.1 million gallons per day (mgd) with a current average dry weather flow of 4.5 mgd. The WRF underwent an upgrade in 1994 to meet strict effluent quality criteria set forth by the Regional Water Quality Control Board (RWQCB) to protect fish and sensitive habitat in San Luis Obispo Creek. The WRF operates under NPDES Permit Number R3-2003-081, which was amended in 2003 to allow for implementation of the City's recycled water program. Further improvements were made to the WRF for the Water Reuse project including additional chlorine contact tanks, an alum/polymer feed system, an aqueous ammonia system, a 600,000 gallon underground storage tank, and a pump station with two 40-horsepower and three 120-horsepower variable speed pumps.

Approximately eight miles of pipeline were installed extending east, west and south from the WRF in the southern portion of the City. The distribution system was designed (i.e. lines were sized) to deliver recycled water to large volume customers and sized to allow for future expansion to the north and south. Current demand on the system is approximately 100,000 gallons per day, well below the maximum design capacity of approximately 2.5 mgd. The Water Reuse project has the potential to deliver 1,000 acre feet per year (afy) of recycled water for appropriate non-potable uses including landscape irrigation, construction water for dust control and some industrial purposes.

In 2007, approximately 71 acre feet of recycled water were delivered to seven sites in the City (City of San Luis Obispo Finance Department, 2008). It is anticipated that new connections to the system will be made each year resulting in an additional demand of 25 acre feet of recycled water. New customers/sites on the recycled water system will be either from new development or through the retrofit of existing irrigation systems currently served by potable water. In much of the southern portion of the City, new development is required by policy to connect to the recycled water system to serve landscape irrigation purposes. Retrofit of existing irrigation systems serving sites with a large water demand is also encouraged and in some cases incentivized.

Recycled water is a new water source for the City, however until additional users are connected the full potential will not be realized. To document recycled water as a source of supply, the annual recycled water demand is added to the City's "Safe Annual Yield", discussed further below. This annual recycled water demand will be the amount projected actually to be used or offset, increasing to 1,000 afy over time as additional user sites are brought on-line. Based on the 25 afy increase assumed above, recycled water projections are made in Table 7, *Projected Water Use by Source*.

Nacimiento Lake

Nacimiento Lake is located in San Luis Obispo County on the Nacimiento River about 12 miles above its confluence with the Salinas River. The reservoir provides flood protection and is a source of supply for groundwater recharge for the Salinas River Valley. The dam is owned and operated by Monterey County Flood Control and Water Conservation District. Although Monterey County retains a majority of the water rights to the reservoir, San Luis Obispo County Flood Control and Water Conservation District (“District”) is entitled to 17,500 afy. Approximately 1,750 afy have been designated for use around the lake. The County of San Luis Obispo is taking the lead on construction of the Nacimiento Pipeline Project to deliver up to 15,750 afy for uses within the County.

On June 29, 2004, the City Council authorized participation in the Nacimiento Pipeline Project for a total of 3,380 afy. Other participating agencies include the City of Paso Robles, Atascadero Mutual Water Company, and Templeton Community Services District the County Services Area 10A (South Cayucos). Other project participants within the County may join the project in the future. The Nacimiento Project Commission (Commission) is made up of representatives from each of the initial four participating agencies’ governing boards (excludes 10A), as well as a representative from the County Flood Control and Water Conservation District (i.e. County Board of Supervisors). The Commission provides oversight and recommendations to the District relative to the project implementation and future operations and maintenance.

The Nacimiento Pipeline Project began construction in December 2007 with water deliveries expected to begin in late 2010. The project is discussed more below as it affects the City’s “Safe Annual Yield”.

WATER USAGE

For the calendar years of 2002 through 2007, annual water use increased from 5,686 afy in 2002 to 5,731 afy in 2007 as shown in Table 3 below. Data was not available by sector for the 2000 and 2001 calendar years.

Table 3: City of San Luis Obispo - Historic Water Use by Sector (in acre feet)

Sector	Year							
	2000	2001	2002	2003	2004	2005	2006	2007
Single Family Uses	na	na	2,637	2,603	2,749	2,483	2,448	2,582
Multi-Family Uses	na	na	1,264	1,227	1,120	1,182	1,159	1,173
Commercial, industrial, institutional	na	na	1,240	1,389	1,443	1,669	1,213	1,314
Landscape*	na	na	545	345	617	551	554	662
TOTAL			5,686	5,564	5,929	5,885	5,374	5,731

* Landscape water use data is provided from landscape meters accounts beginning in 2002. Other landscape water use is captured in other sectors where landscape meters were not available.

SOURCE: City of San Luis Obispo Finance Department, Utility Billing System, 2008.

For the calendar years of 2000 through 2007, water was provided from the four available sources as shown in Table 4. “Unaccounted for” water creates the difference in annual totals shown in the sector data provided in Table 3 above and the source data provided in Table 4. Unaccounted water is a combination of inaccuracies in water meters, fire hydrant flows, main breaks, system leakage, etc.

The City's groundwater production for 2000 through 2007, indicated in Table 4, does not include agricultural and private groundwater pumping by others.

Table 4: City of San Luis Obispo - Historic Water Use by Source (in acre feet)

Source	Year							
	2000	2001	2002	2003	2004	2005	2006	2007
Santa Margarita Lake (Salinas Reservoir)	5,341	3,579	3,470	4,069	3,346	1,178	1,803	1,782
Whale Rock Reservoir	515	2,060	2,393	1,759	2,754	4,722	4,054	4,534
Groundwater	266	247	168	140	140	148	133	101
Water Reuse							9	71
TOTAL	6,122	5,886	6,031	5,968	6,240	6,048	5,999	6,488

SOURCE: City of San Luis Obispo Utilities Department, Whale Rock and Salinas Reservoir Monthly Reports (City and County), 2008.

SAFE ANNUAL YIELD

In order to document an adequate water supply is available to serve the water demand of both existing uses and planned future uses for the next 20 years, consistent with the requirements of SB 610, the City determined the "Safe Annual Yield" of its water sources. "Safe Annual Yield" is the quantity of water that can be utilized consistently and reliably over an extended period of time. The extended period of time must be long enough to establish patterns that would include a worst case drought scenario. The City does not evaluate water supply availability based on "average year" or "single dry year" scenarios.

The City utilizes a computer model of the two reservoirs (Salinas and Whale Rock) to determine the Safe Annual Yield available to meet City water demands. The model utilizes historical hydrologic information dating back to 1941, when the Salinas Dam was constructed. Information for Whale Rock Reservoir is available since the completion of construction of that facility in 1961 and the hydrologic information was synthetically developed back to 1941 based on relationships between Whale Rock and Salinas information. The worst case drought period since 1941 which governs the safe annual yield for the coordinated operation of these two lakes is the period from 1986 to 1991. This is the controlling drought period for coordinated operation of the two reservoirs. "Coordinated operation" is the concerted effort to operate the two reservoirs together for maximum yield. Since Salinas Reservoir spills more often than Whale Rock Reservoir, due to its larger drainage area and more favorable runoff characteristics, and has higher evaporation losses, the combined safe annual yield from these two sources can be increased by first using Salinas Reservoir to meet the City's water demands and then using Whale Rock as a backup source during periods when Salinas is below minimum pool or unable to meet all of the City's water demands.

Estimates of the City's buildout population in the General Plan conclude that approximately 56,000 people will reside in the City in 2030, as shown in Table 5. As shown in Table 6, *Required Safe Yield for General Plan Buildout*, a Safe Annual Yield of 9,096 afy of water is needed to serve this buildout population using the per capita planning figure of 145 gallons per day per person. In order to document that a sufficient water supply is available to serve projected population increases from 2010 to buildout in 2030, Table 7 shows how the City's water sources could be utilized. Table 8 includes projected water use by land use sector for the same period (from 2010 to 2030). Ratios between land use sectors and unaccounted for water are assumed to remain similar to historical figures.

Table 5: City of San Luis Obispo Population Projections

	2005	2010	2015	2020	2025	2030
Population	44,519	46,790	49,180	51,685	54,320	56,000

Source: City of San Luis Obispo, *Urban Water Management Plan*, 2005.**Table 6: City of San Luis Obispo - Required Safe Annual Yield for General Plan Buildout**

Source of Demand	Population	Acre-feet (at 145 gal per day per person)	Percent of Total
Existing Development (2005)	44,519	7,230	79.5%
New Development	11,481	1,886	20.5%
TOTAL	56,000	9,096	100.0%

SOURCE: City of San Luis Obispo, *Urban Water Management Plan*, 2005.**Table 7: Projected Water Use by Source (in acre feet)**

Source	Year				
	2010	2015	2020	2025	2030
Santa Margarita Lake (Salinas Reservoir)	5,375	3,595	3,870	4,165	4,540
Whale Rock Reservoir	1,000	500	500	500	500
Nacimiento Lake	845*	3,380	3,380	3,380	3,380
Groundwater	0	0	0	0	0
Water Reuse	180	305	430	555	680
TOTAL	7,400	7,780	8,180	8,600	9,100

* NOTE: Water deliveries from Nacimiento Lake to begin late 2010 (assumes 25 percent of annual entitlement during the first year).

SOURCE: Henderson, personal communication, 2008.

Table 8: Projected Water Use by Sector (in acre feet)

Source	Year				
	2010	2015	2020	2025	2030
Single Family	2,960	3,110	3,270	3,440	3,640
Multi-Family	1,480	1,560	1,640	1,720	1,820
Commercial, industrial, institutional	1,630	1,710	1,800	1,890	2,000
Landscape*	810	860	900	950	1,000
TOTAL	6,880	7,240	7,610	8,000	8,460

* NOTE: Only individual landscape meters

SOURCE: Henderson, personal communication, 2008.

WATER SUPPLY RELIABILITY

The above discussion provided information on Safe Annual Yield in order to document an adequate water supply is available to serve the water demand of both existing uses and planned future uses for the next 20 years. This section includes additional information on the reliability of the City's water supply.

Salinas and Whale Rock Reservoirs

As detailed above in Table 4, the City receives the majority of the water supply necessary to meet citywide water demands from the Santa Margarita Lake (Salinas Reservoir) and Whale Rock Reservoir. The City uses these two sources in a coordinated manner to increase the City's overall water supply. Although coordinated operation of the two reservoirs has provided a reliable water supply to date, over time siltation will continue to reduce the viability of the two reservoirs ability to meet the long-term water demands associated with the City's build-out. This was one of the factors leading to the City exploring other long-term water sources. The City accounts for losses due to siltation at these two reservoirs as discussed in the City's General Plan (Chapter 8, Water and Wastewater Element) and *Urban Water Management Plan*.

Groundwater

In the *2005 Urban Water Management Plan*, the City identified 500 afy as available safe annual yield from the San Luis Obispo Groundwater Basin 3-9, as designated by the Department of Water Resources. The City commissioned an analysis of the groundwater basin during the drought period which ended in the early 1990's. The *Groundwater Basin Evaluation*, dated January 1991, was prepared by Boyle Engineering Corporation. The findings of the evaluation are discussed below.

"The estimated storage capacity of Basin 3-9 is 24,000 acre feet, which represents that volume of saturated deposits above rocks of the nonwater-bearing series." The analysis estimated the sustained yield from the groundwater basin based on annual recharge and water extraction estimates. The analysis determined that *"the sustained yield of the basin presently is estimated at 5,900 afy."*

The City extracted up to approximately 2,000 afy during the end of the drought period in 1990-91. While groundwater levels declined significantly, levels recovered quickly (in one rainfall season) following normal rainfall years.

Based on the operation of the groundwater wells for City water purposes beginning in 1986/87 and monitoring of water levels during heavy extraction periods, the City adopted a Safe Annual Yield amount of 500 afy per year from the basin. The City's adopted yield from the groundwater basin represents about nine percent of the total estimated sustained yield from the basin which represents a conservative long-term amount for planning purposes. Other water extractions occur from the basin to meet agricultural and private water uses of overlying property owners (City of San Luis Obispo, *Urban Water Management Plan*, 2005).

While the City adopted 500 afy as available for municipal use from the groundwater basin, in the past several years approximately 140 afy was extracted since surface water sources are available and demand does not necessitate increased pumping. Projections provided in Table 7 assume further reductions in the use of groundwater by 2010, increases in recycled water use, and deliveries from the Nacimiento Pipeline project (Henderson, personal communication, 2008).

Water Reuse Project

As described earlier in this report, the City's Water Reuse project has the potential to provide 1,000 afy of recycled water for appropriate non-potable uses including landscape irrigation, construction water for dust control and some industrial purposes. The project is viewed as a reliable non-potable water supply due to the following considerations:

- this non-potable water source is created at the City's Water Reclamation Facility which has a fairly consistent and reliable flow rate for treatment purposes,
- the components of the Water Reclamation Facility necessary to produce the recycled water are new facilities brought on line in 2006,
- the recycled water distribution system was designed to deliver recycled water to large volume customers, and
- the recycled water distribution system is sized to allow for future expansion.

Nacimiento Lake

In 1959, the San Luis Obispo County Flood Control and Water Conservation District (District) executed an agreement entitling the District to 17,500 acre-feet of annual supply from Nacimiento Reservoir. The District has long recognized its entitlement in Nacimiento Reservoir as a significant, viable element in San Luis Obispo's regional water supply planning. To better define Nacimiento Reservoir's role in San Luis Obispo's regional water supply plan, the District retained a consultant to perform a three-phase engineering evaluation of the Nacimiento supply (Boyle Engineering Corp., 1992).

A review of existing agreements led to the conclusion that the Monterey County Water Resources Agency is bound to maintain a minimum pool of 12,000 acre-feet above the elevation of the low level outlet works as of September 30th each year for the benefit of San Luis Obispo. Additionally, the evaluation determined that per the agreement, San Luis Obispo County has contractual rights to the first 17,500 af that flows into the lake each year. It is these provision for minimum pool and first call on the inflow that makes the San Luis Obispo District's Nacimiento entitlement strong.

The 1992 *Reliability Evaluation* documents a review of the agreements described above and concludes that Nacimiento Reservoir represents a viable, reliable source of water supply to San Luis Obispo County for three key reasons:

1. Considering the contractual agreements affecting the San Luis Obispo Water District,
2. Historic inflow into Nacimiento Reservoir, and
3. Historic reservoir operational patterns.

ORCUTT AREA

Existing Uses

The approximately 230-acre Orcutt Area is bound by Tank Farm Road on the south, Orcutt Road on the east and north, and the Union Pacific Railroad on the west. The Orcutt Area includes 24 parcels held by 13 property owners. The properties have been utilized for a variety of uses including farm and ranchlands, single-family homes, mobile homes, and commercial storage.

Specific Plan Project Summary

The components of the Orcutt Area Specific Plan are described in Table 8, Land Use Summary. Development of the area will be phased to ensure that necessary public services and facilities are available to serve the approximately 2,000 new residents (City of San Luis Obispo Community Development Department, *Draft Orcutt Specific Plan*, 2007).

TABLE 8 - Land Use Summary

Land Use	Zoning	Acres	Density	Total Units	% of Orcutt Area
RESIDENTIAL					
Low Density Residential Detached single family, 5,000-15,000 sq. ft. lots	R-1-SP	53.29	Up to 7 du/acre ²	264	23.08%
Medium Density Residential Detached/attached single family w/zero lot line; duplex units ¹ Minimum lot size of 3,000 sf.	R-2-SP	31.23	Up to 12 du/acre ²	276	13.53%
Medium-High Density Residential Multi-plex units; mobile homes and multifamily apartments ¹	R-3-SP	20.88	Up to 18 du/acre ²	336	9.04%
High Density Residential Multi-family apartments ¹	R-4-SP	5.4	Up to 24 du/acre ²	103	2.34%
Subtotal		110.8		979⁵	47.99%
COMMERCIAL					
Community Commercial/ Mixed Use	CC-MU	2.75 ⁶			1.19%
OPEN SPACE & RECREATION					
Open Space	C/OS-SP	81.46			35.29%
Parks					
Neighborhood Park (ball fields, ball courts, playgrounds)	P-F-SP	12.39			5.37%
Linear Park/Floodable Terrace	P-F-SP	6.78			2.94%
Playgrounds and greens in medium high density residential ³	R-3-SP/ R-4-SP	1.55			0.67%
Total Parks		20.72			8.98%
Detention Ponds		0.52			0.23%
PUBLIC FACILITIES					
Roads Arterials, Collectors and major Local		14.6			6.32%
TOTAL		230.85		979⁵	100.00%

1 These types of housing reflect examples of housing types within each residential category.

2 This range reflects the minimum and maximum densities for residential development.

3 Playground and greens in medium-high and high density residential (R-3 and R-4) is at 0.06 acres per acre of development.

4 This plan provides 20.72 acres total of active park. 19.17 acres will be zoned P-F-SP and 1.55 acres will be zoned R-3-SP/R-4-SP.

5 This figure represents full development potential buildout of maximum allowed units on each property, actual development may be lower.

6 This acreage is for CCMU and is expected to support 8,000 SF of retail and 8,500 SF of office space. The balance of the area will be devoted to residential in a mixed-use configuration.

SOURCE: City of San Luis Obispo Community Development Department, *Draft Orcutt Area Specific Plan*, December 2007.

Projected Water Demand

Based upon the land use summary provided in Table 8 above, the projected water demand for the Orcutt Area can be calculated using water use factors for each land use category.

Single-family residences	0.3 afy/unit
Condo	0.21 afy/unit
Apartment	0.18 afy/unit
Neighborhood Commercial	0.3 afy/1,000 SF
Parkland	2 afy/acre

The water demand would be approximately 260 afy with the land uses and densities proposed in the *Draft Orcutt Area Specific Plan*.

The Specific Plan includes a land use scenario where a school is located in the Orcutt Area. Other land use changes associated with this scenario include a reduction in the total number of residential units and the total acreage of park land. This Water Supply Assessment assumes that the school would not be constructed in order to analyze the land use scenario with the highest water demand.

Table 9: Orcutt Area Projected Water Demand

Use	Water Use Factor	Quantity	Water Demand (afy)
Single-family residences	0.3 afy/unit	270 units	81
Condo	0.21 afy/unit	280 units	58.8
Apartment	0.18 afy/unit	450 units	81
Neighborhood Commercial	0.3 afy/1,000 SF	11,000 square feet	3.3
Parkland	2 afy/acre	20 acres	40
Total:			264.1 afy

Note: R-1 zoning = Single-family residences
 R-2 zoning = Condos
 R-3 & R-4 zoning = Apartments
 11,000 SF of commercial assumes a floor area ratio of 0.5.

Source: City of San Luis Obispo Community Development Department, *Draft Orcutt Area Specific Plan EIR*, 2008.

CONCLUSION

Water demand for the Orcutt Area was included in the City’s adopted *Urban Water Management Plan* (2005). Since the *Urban Water Management Plan* was adopted, the City completed construction of the Water Reuse project resulting in deliveries of recycled water and began construction on another source of water from Nacimiento Lake. Based on the information provided in this Water Supply Assessment and previously adopted *Urban Water Management Plan*, the City has a sufficient water supply available to meet the water supply demand (264.1 afy) of the Orcutt Area as represented here.

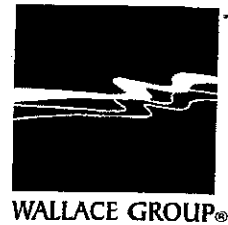
This determination is not an allocation of water. Per City policy, an allocation of water is made at the time building permits are issued for individual development projects.

REFERENCES

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- Boyle Engineering Corporation, *Preliminary Evaluation for the Nacimiento Water Supply Project*, Phase I, Reliability Evaluation, November 1992.
- City of San Luis Obispo Community Development Department, *General Plan*, 2006.
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- City of San Luis Obispo Utilities Department, *Whale Rock and Salinas Reservoir Monthly Reports (City and County)*, 2008.
- Codron, Michael, Associate Planner, City of San Luis Obispo Community Development Department, person communication, February, 2008.
- Henderson, Gary, Water Division Manager, City of San Luis Obispo Utilities Department, person communication, February, 2008.

May 21, 2008

City of San Luis Obispo Planning Commission
 c/o Michael Codron, Associate Planner
 Community Development Department
 919 Palm Street,
 San Luis Obispo, CA 93401-3218



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WALLACE SWANSON
INTERNATIONAL

RE: OASP East-West Pedestrian/Bicycle crossing at Union Pacific Railroad

Dear Commissioners:

The Orcutt Area landowners have asked that I summarize their concerns and express their opposition to the proposed railroad grade-separated bicycle/pedestrian crossing, as identified in the EIR and Bicycle Committee recommendations. The Orcutt landowners certainly appreciate the desire of the Bicycle Committee to increase bicycle usage and facilitate connections throughout San Luis Obispo and they certainly support the extension of the bicycle safety trail parallel to the Union Pacific Railroad tracks. However, the Orcutt landowners have strong reservations about the effectiveness and cost benefits of the identified overcrossing at Industrial Way.

The Facts:

- The location of the grade-separated crossing has been identified as being at Industrial Way connecting to the manufacturing and service area just behind the Graduate Restaurant.
- Alternatives were analyzed. An underpass must go deep underground to allow for both structural support of the railroad and to avoid the major fiber optic corridor at this location; as such it cannot drain by gravity. Below grade conditions will make it difficult to police and maintain. The underpass will be very expensive and require extensive below grade access ramps.
- The overpass will be the equivalent of the Jennifer Street Bridge. While slightly shorter (only 3 tracks), there must be full ramps from both sides of the tracks to a greater extent than at Jennifer Street, given that the railroad is slightly above the existing grade at this location.
- Design and construction costs will be approximately \$4 million based upon the Jennifer Street crossing adjusted for inflation (more than \$4,000 per Orcutt Area household including the public housing units).
- Assuming that the majority of the users are children, the crossing will serve a neighborhood with relatively few children (average house size under 2.2 residents/ unit), probably less than 250 elementary children total.

Applicant Concerns:

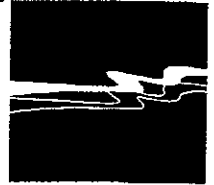
1. The majority of the school age users will reside in either the public housing or in single family units. These residences are as close to Tank Farm as they are to the proposed overpass. The north end residents can use Orcutt Road.

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2. There is relatively little demand for the bicycle/pedestrian crossing:
 - School: San Luis Unified School District calls for a self-contained neighborhood school which should neither import nor export bicycle/pedestrian trips.
 - Soccer fields: Kids will typically be driven if they have gear and equipment. There is a local soccer field and park on site.
 - Shopping at Marigold Center: This is typically a car trip to carry goods home from the center.
 - Access to the Broad Street Corridor or cross town connections at Tank Farm or South Streets: The Industrial Way overcrossing will not particularly enhance access, since both Tank Farm and Orcutt Roads serve better with Class II defined bicycle routes.
3. The overpass will not be a significant recreational route. It does not connect to any major recreational destinations that are not already equally well served by Tank Farm Road, which is a more scenic route than Industrial Way.
4. Tank Farm Road is a safer travel route than Industrial Way with designated bike routes and more "eyes on the street". Field evaluation of the uses along Industrial Way finds parking lots and businesses facing away from the street on the north side and a high residential block wall on the south side. None of these uses are really bicycle or pedestrian oriented. Industrial Way is a major truck route for UPS.
5. The overpass will be visually detracting to the neighborhood character. The structure is completely in the open and does not have a backdrop hill like the Jennifer Street Bridge. The approach ramps from both sides will be greater than those of the Jennifer Street north ramp given the raised railroad grade at Industrial Way.

In conclusion, the applicants' evaluation foresees very little demand for a crossing at this location. It connects to a neighborhood with little attraction to residents in the Orcutt Area. Similarly those on the west side wishing to connect to the bicycle safety trail will have equally good connections at Tank Farm or Orcutt Roads. The overpass will be visually out of character with the neighborhood. We believe that it will generate safety and policing problems just as the Jennifer Street overcrossing has but without the benefits. In the past, landowners have been opposed to the grade-separated crossing at this location based upon its marginal functionality. Now, knowing the magnitude of cost, construction of this grade-separated crossing is not an effective use of funds particularly in the context of providing affordable housing which is one of the primary goals of the Specific Plan.

Sincerely,
On behalf of the Orcutt Area landowners

Andrew G. Merriam, AICP
Consulting Planner



MAY 2008

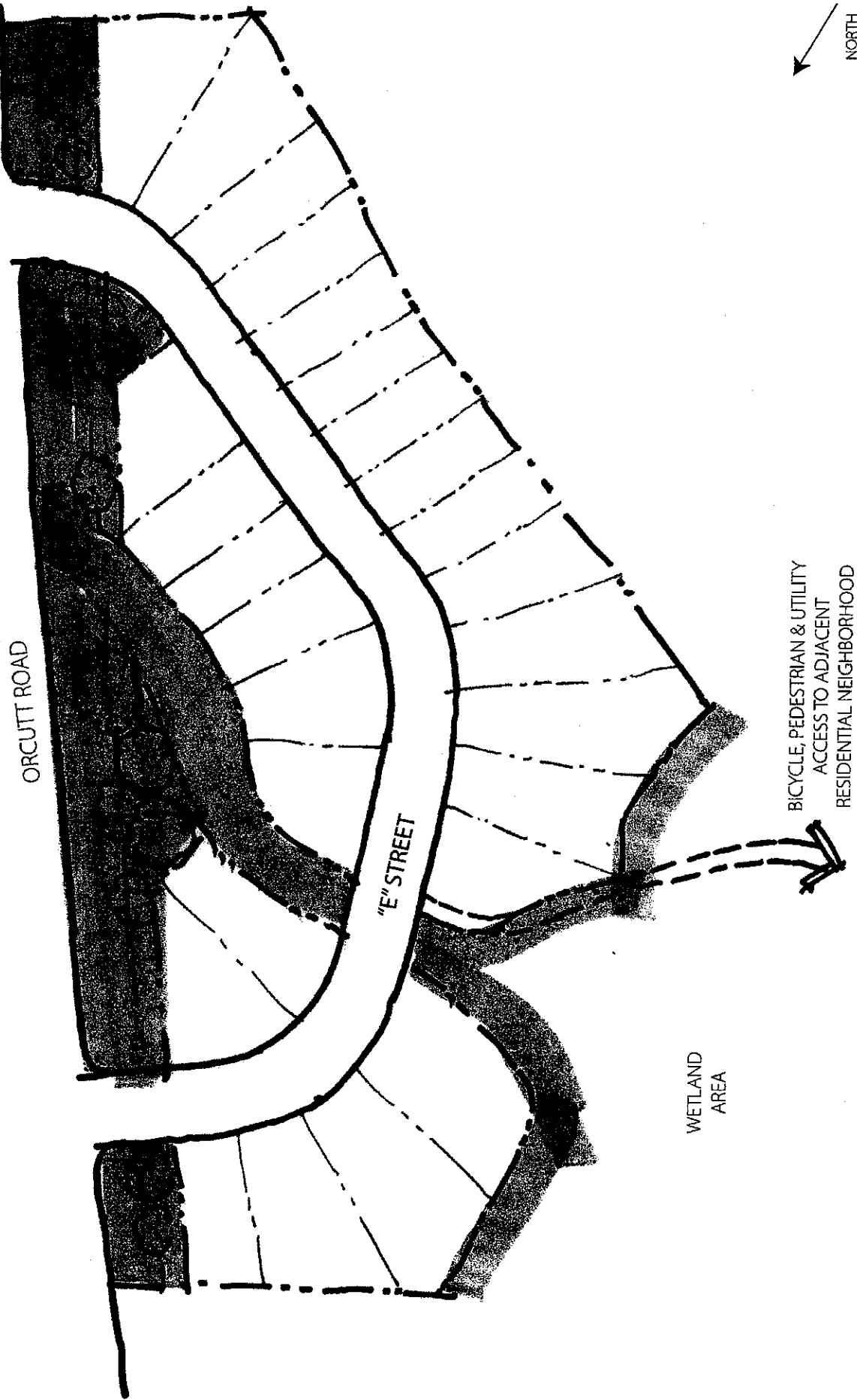


EXHIBIT A - "E" STREET MODIFICATION
 ORCUTT AREA SPECIFIC PLAN