

Appendix A

GENERAL PLAN CONSISTENCY

Purpose of Appendix A: General Plan Consistency

This appendix identifies the City of San Luis Obispo General Plan goals, programs, and policies that pertain to the San Luis Ranch Specific Plan, and discusses how the Specific Plan maintains consistency with General Plan provisions.

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General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
Land Use		
Goals	General Plan	
3	Protect and enhance the natural environment, including the quality of air, water, soil, and open space.	Approximately 50% of the Plan Area permanently preserved agriculture and open space. The Specific Plan includes standards consistent with SLO City regulations for water quality and reduced runoff. The Specific Plan's walkable neighborhood and multimodal transportation encourage non-motorized transportation to reduce car usage and associated GHG emissions.
4	Protect, sustain, and where it has been degraded, enhance wildlife habitat on land surrounding the city, at Laguna Lake, along creeks and other wetlands, and on open hills and ridges within the city, so that diverse, native plants, fish, and animals can continue to live within the area.	Approximately 50% of the Plan Area permanently preserved agriculture and open space. Riparian and habitat areas will be protected, restored, and enhanced.
5	Protect public views of the surrounding hills and mountains.	Open space is preserved along Highway 101 (scenic route corridor) preserving views under proposed plan.
6	Recognize the importance of farming to the economy of the planning area and the county, protect agriculture from development and from incompatible uses, and protect remaining undeveloped prime agricultural soils.	The Specific Plan includes a working, interactive farm and Agricultural Heritage Facilities Learning Center connected by design to the existing SLO City farm. Further, adjacent uses are buffered from the agriculture zone. The project permanently protects approximately 50 acres of prime soils.
8	Foster appreciation among citizens of the complex abundance of the planning area's environment, and of the need to respect natural systems.	The Specific Plan's interactive farm and Agricultural Heritage Facilities and Learning Center are intended to attract agri-tourism and educate local residents as to the area's

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		agricultural history. Restored and enhanced habitat areas will be complemented with educational signage and trails.
12	Provide employment opportunities appropriate for area residents' desires and skills.	The Specific Plan includes commercial, office, agriculture, hotel, and high-tech uses to provide a variety of employment opportunities across industries.
13	Provide goods and services which substantial numbers of area residents leave the area regularly to obtain, provided doing so is consistent with other goals.	The Specific Plan includes commercial, office, hotel, and high-tech placed to offer residents a variety of on-site goods and services.
17	Provide high quality public services, ensuring that demands do not exceed resources and that adequate facilities and services can be provided in pace with development.	The Specific Plan includes an infrastructure assessment, which identifies existing and future infrastructure and service needs under the projected build-out.
19	Accommodate residents within all income groups.	The Specific Plan's housing designs and standards provide housing opportunities for a range of incomes, concentrating on workforce housing. Estimated housing prices for San Luis Ranch are lower than median sales prices in 2013, and affordable to moderate income groups.
21	Actively seek ways to provide housing which is affordable to residents with very low, low, and moderate incomes, within existing neighborhoods and within expansion areas.	The Specific Plan's "affordability-by-design" principle variety of housing product types, including single-family attached and detached, and multi-family, increase pricing options.
23	Enrich community cultural and social life by accommodating people with various backgrounds, talents, occupations, and interests.	The Specific Plan provides affordable housing to workforce population, as well as commercial, recreational, and agricultural interactive opportunities, supporting diverse residential groups within the City.
24	Provide a resilient economic base, able to tolerate changes in its parts without causing overall harm to the community.	The Specific Plan expands the City's economic base by adding a variety of new jobs. This greater industry variety will reduce economic reliance on one industry sector.
25	Have developments bear the costs of resources and services needed to serve them, except where the community deliberately chooses to help pay in order to achieve other community goals.	The Specific Plan expands roadway network and provides road extensions including the project's fair share cost for Prado Road and

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		Froom Road connections.
27	Serve as the county’s hub for: county and state government; education; transportation; visitor information; entertainment; cultural, professional, medical, and social services; community organizations; retail trade.	The Specific Plan includes a hotel development (with viable conference space) to attract business conferences. The Plan Area’s agricultural uses will be highlighted to attract tourists and locals. Additional retail and office uses will complement and strengthen the City’s standing as a shopping destination. The variety of housing types proposed in the Specific Plan will accommodate workers from across sectors.
28	Provide a wide range of parks and sports and recreational facilities for the enjoyment of our citizens.	The Specific Plan includes integrated public open space, parks, and interactive agricultural land.
31	Increase the overall health and wellbeing of residents in the City of San Luis Obispo by expanding access to healthy food and nutrition choices and through community design that fosters walking and biking.	The Specific Plan’s proposed Agricultural Heritage Facilities and Learning Center provides opportunities for healthy eating habits for residents and visitors. The Specific Plan encourages multimodal transportation, incorporating extensive walking and biking connections, including a segment of the Bob Jones Trail.
32	Maintain the town’s character as a small, safe, comfortable place to live, and maintain its rural setting, with extensive open land separating it from other urban development.	50% of the proposed project will be devoted to open space and agriculture uses. The Specific Plan emphasizes compact walkable commercial and residential development that is consistent with town character.
33	Maintain existing neighborhoods and assure that new development occurs as part of a neighborhood pattern.	The San Luis Ranch Specific Plan development will adhere to City design guidelines for residential and non-residential development, thereby maintaining existing neighborhood patterns.
34	Where appropriate, create compact, mixed-use neighborhoods that locate housing, jobs, recreation, and other daily needs in close proximity to one another, while protecting the quality of life in established neighborhoods.	The San Luis Ranch Specific Plan includes mixed-use commercial, office, hotel, and residential development within walking distance to new and existing uses. Development standards encourage walkability and promote alternative

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		forms of transportation.
37	Foster an awareness of past residents and ways of life, and preserve our heritage of historic buildings and places.	The San Luis Ranch Specific Plan includes policies that promote cultural and agricultural heritage in building and landscape design of commercial, residential, and agriculture uses. The Agricultural Heritage Facilities and Learning Center includes historic components of the area's rich agricultural heritage.
38	Develop buildings and facilities which will contribute to our sense of place and architectural heritage.	The San Luis Ranch Specific Plan includes policies that promote cultural and agricultural heritage in building and landscape design of commercial and residential uses.
39	Develop buildings and places which complement the natural landscape and the fabric of neighborhoods.	The San Luis Ranch Specific Plan blends new development with the natural landscape and existing neighborhood character.
41	Provide a safe and pleasant place to walk and ride a bicycle, for recreation and other daily activities.	The San Luis Ranch Specific Plan development standards and circulation plan promote walkability, bikability, and connectivity within the site and surrounding areas through an extensive multi-use trail system. Bicycle and pedestrian circulation elements include safe, attractive bike and pedestrian pathways and a segment of the Bob Jones Sea to City trail, which will connect the City of San Luis Obispo to Avila Beach.
Policies/Program		
1.5	The gap between housing demand (due to more jobs and college enrollment) and supply should not increase.	The San Luis Ranch Specific Plan provides substantial numbers of workforce housing to help reduce gap in housing demand and supply.
1.8.1	Within the City's planning area and outside the urban reserve line, undeveloped land should be kept open. Prime agricultural land, productive agricultural land, and potentially productive agricultural land should be protected for farming. Scenic lands, sensitive wildlife habitat, and undeveloped prime agricultural land should be permanently protected as open space.	The Specific Plan Area is within the City's urban reserve line. The Plan dedicates approximately 50% of the site area to agriculture and open space. The Plan will maintain a viable agricultural operation and scenic corridor along Highway 101, and will restore and enhance habitat areas.

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1.8.6	The City shall ensure that continuous wildlife habitat—including corridors free of human disruption are preserved, and, where necessary, created.	The San Luis Ranch Specific Plan provides permanently dedicated open space and restored and enhanced wildlife habitat areas.
1.9.1	The City shall support preservation of economically viable agricultural operations and land within the urban reserve and city limits. The City should provide for the continuation of farming through steps such as provision of appropriate general plan designations and zoning.	The San Luis Ranch Specific Plan agricultural area is adjacent to the existing SLO City farm so as to maximize viability of agricultural operations. Additional open space will complement existing agricultural uses.
1.10.3	Areas preserved for open space should include public trail access, controlled to protect the natural resources, to assure reasonable security and privacy of dwellings, and to allow continuing agricultural operations. Public access through production agricultural land will not be considered, unless the owner agrees.	The San Luis Ranch Specific Plan site design restoration and enhancement of riparian habitat, permanently dedicated agricultural lands, and public access to open space, including a segment of the Bob Jones Trail. Public access to the Agricultural Heritage Facilities and Learning Center portion of the project will be encouraged.
1.11.2	<p>The City shall manage the growth of the city's housing supply so that it does not exceed one percent per year, on average, based on thresholds established by Land Use Element Table 3, excluding dwellings affordable to residents with extremely low, very low, or low incomes as defined by the Housing Element. This rate of growth may continue so long as the City's basic service capacity is assured.</p> <p>Table 3 shows the approximate number of dwellings and residents which would result from the one percent maximum average annual growth rate over the planning period. Approved specific plan areas may develop in accordance with the phasing schedule adopted by each specific plan provided thresholds established by Table 3 are not exceeded. The City Council shall review the rate of growth on an annual basis in conjunction with the General Plan annual report to ensure consistency with the City's gradual assimilation policy.</p>	The San Luis Ranch Specific Plan is restricted to 500 units, consistent with General Plan performance measures for the Dalidio expansion area. Residential development implemented under the Plan will occur in phases, consistent with infrastructure requirements and General Plan policies.
1.11.3	Before a residential expansion area is developed, the City must have adopted a specific plan or a development plan for it. Such plans for residential expansion projects will provide for phased development, consistent with the population growth outlined in Table 3, and taking into account expected infill residential development.	The San Luis Ranch Specific Plan will satisfy this requirement.

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1.13.3	The City may use annexation as a growth management tool, both to enable appropriate urban development and to protect open space. Areas within the urban reserve line which are to be developed with urban uses should be annexed before urban development occurs. The City may annex an area long before such development is to occur, and the City may annex areas which are to remain permanently as open space. An area may be annexed in phases, consistent with the city-approved specific plan or development plan for the area. Phasing of annexation and development will reflect topography, needed capital facilities and funding, open space objectives, and existing and proposed land uses and roads.	The San Luis Ranch Specific Plan includes agricultural and open space areas that will contribute to the rural setting of the area. The Agricultural Heritage Facilities and Learning Center, an active creek recreation area, a protected nature habitat area, and other open space areas are included in the proposed plan.
1.13.6	The City shall not allow development of any newly annexed private land until the City has adopted a specific or development plan for land uses, open space protection, roads, utilities, the overall pattern of subdivision, and financing of public facilities for the area.	Annexation of the Specific Plan Area concurrent with or subsequent to Specific Plan approval will ensure public services are adequately provided to residents.
1.13.7	The City shall approve development in newly annexed areas only when adequate City services can be provided for that development, without reducing the level of public services or increasing the cost of services for existing development and for build-out within the City limits.	The San Luis Ranch Specific Plan will ensure adequate provision of services by delivering fair-share funding for infrastructure improvements.
1.13.10	In addition to other requirements for adequate resources and services prior to development, the City shall require that adequate solid waste disposal capacity exists before granting any discretionary land use approval which would increase solid waste generation.	The San Luis Ranch Specific Plan will ensure adequate provision of services.
2.2.3	Neighborhoods should be protected from intrusive traffic. All neighborhood street and circulation improvements should favor pedestrians, bicyclists, and local traffic. Vehicle traffic on residential streets should be slow. To foster suitable traffic speed, street design should include measures such as narrow lanes, landscaped parkways, traffic circles, textured crosswalks, and, if necessary, stop signs, speed humps, bollards, and on-street parking and sidewalks.	The San Luis Ranch Specific Plan street network is designed to facilitate multimodal movement while deterring cut-through trips through residential neighborhoods. On-street parking and sidewalks will be provided in commercial and residential areas. Development standards emphasize pedestrian and bicycle mobility (alley parking access, limited driveways, and pedestrian access points).
2.2.4	The City shall provide all areas with a pattern of streets, pedestrian network, and bicycle facilities that promote neighborhood and community cohesiveness. There should be continuous sidewalks or paths of adequate width, connecting neighborhoods with each other and with public and commercial services and public open	The San Luis Ranch Specific Plan provides compact, connected commercial and residential areas with sidewalks, bike trails, and a segment of the Bob Jones Trail.

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	space to provide continuous pedestrian paths throughout the city. Connectivity to nearby community facilities (such as parks and schools), open space, and supporting commercial areas shall also be enhanced, but shall not be done in a method that would increase cut-through traffic.	
2.2.5	The City shall treat streets, sidewalks, and front setbacks as a continuous open link among all areas of the city and with all land uses. These features should be designed as amenities for light, air, social contact, and community identity.	The San Luis Ranch Specific Plan development standards promote building form, public space design, and orientation consistent with the City's General Plan.
2.2.6	<p>The City shall promote livability and safety for all residents. Characteristics of quality neighborhoods vary from neighborhood to neighborhood, but often include one or more of the following characteristics:</p> <ul style="list-style-type: none"> • A mix of housing type styles, density, and affordability • Design and circulation features that create and maintain a pedestrian scale. • Nearby services and facilities including schools, parks, retail (e.g., grocery store, drug store), restaurants and cafes, and community centers or other public facilities. • A tree canopy and well-maintained landscaping. • A sense of personal safety (e.g., low crime rate, short police and emergency response times). • Convenient access to public transportation. • Well-maintained housing and public facilities. 	The San Luis Ranch Specific Plan land use plan and development standards encourage build-out consistent with the General Plan. The Specific Plan includes a wide variety of housing types within easy reach of commercial, office, visitor-serving and agricultural facilities, with enhanced access to public and multimodal transportation and services, and integrated open and natural spaces.
2.3.1	The City shall promote a mix of compatible uses in neighborhoods to serve the daily needs of nearby residents, including schools, parks, churches, and convenient retail stores. Neighborhood shopping and services should be available within about one mile of all dwellings. When nonresidential, neighborhood-serving uses are developed, existing housing shall be preserved and new housing added where possible. If existing dwellings are removed for such uses, the development shall include replacement dwellings (no net loss of residential units).	The San Luis Ranch Specific Plan includes an integrated pedestrian network with commercial, service, parks and residential uses within walking distance.
2.3.2	The City shall seek to protect Residential areas from incompatible and detrimental non-residential activities and facilities.	The San Luis Ranch Specific Plan is consistent with the General Plan.
2.3.3	In designing development at the boundary between residential and non-residential uses, the City shall make protection of a residential atmosphere the first priority.	The San Luis Ranch Specific Plan development standards are calibrated to ensure compatibility between uses, and favor pedestrian scale and access over vehicular convenience.

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2.3.4	The City shall ensure new residential development and redevelopment involving large sites are designed to orient low-density housing to local access streets, and medium- or high-density housing to driveways accessible from collector streets. Major arterials through residential areas shall provide only limited private access or controlled street intersections.	The San Luis Ranch Specific Plan street network and development standards encourage alley/side street access and orient driveway access away from primary streets.
2.3.5	The City shall require that all new residential development be integrated with existing neighborhoods. Where physical features make this impossible, the new development should create new neighborhoods.	The San Luis Ranch Specific Plan's residential component creates a new neighborhood, separated from adjacent existing residential neighborhoods by Madonna Road and Perfumo Creek.
2.3.6	The City shall encourage mixed-use projects, where appropriate and compatible with existing and planned development on the site and with adjacent and nearby properties. The City shall support the location of mixed-use projects and community and neighborhood commercial centers near major activity nodes and transportation corridors/transit opportunities where appropriate.	The San Luis Ranch Specific Plan creates a mixed-use project including residential, commercial, visitor-serving, office, agricultural, and open space uses. All components are served by new public and multi modal transportation facilities.
2.3.7	The City shall require residential developments to preserve and incorporate as amenities natural site features, such as landforms, views, creeks, wetlands, wildlife habitats, wildlife corridors, and plants.	The Specific Plan includes extensive landscaping with drought tolerant, native species, as well as restoration and enhancement of creeks, drainages, and habitat areas.
2.3.8	The City shall discourage the development of large parking lots and require parking lots be screened from street views. In general, parking should not be located between buildings and public streets.	The Specific Plan development standards require parking to be set back from sidewalk and in the front of the lot, with parking behind structures and screened by landscaping.
2.3.10	The City shall require new residential developments to respect site constraints such as property size and shape, ground slope, access, creeks and wetlands, wildlife habitats, wildlife corridors, native vegetation, and significant trees.	The Specific Plan is consistent with the General Plan.
2.3.11	Residential projects should provide: <ul style="list-style-type: none"> A. Privacy, for occupants and neighbors of the project. B. Adequate usable outdoor area, sheltered from noise and prevailing winds, and oriented to receive light and sunshine. C. Use of natural ventilation, sunlight, and shade to make indoor and outdoor spaces comfortable with minimum mechanical support. D. Pleasant views from and toward the project; E. Security and safety. F. Bicycle facilities consistent with the City's 	The Specific Plan's residential component includes private open space and solar access, preservation of views, multimodal transportation facilities including a segment of the Bob Jones Trail, and public gathering spaces to foster community interaction.

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	<p>Bicycle Plan.</p> <p>G. Adequate parking and storage space;</p> <p>H. Noise and visual separation from adjacent roads and commercial uses. (Barrier walls, isolating a project, are not desirable. Noise mitigation walls may be used only when there is no practicable alternative. Where walls are used, they should help create an attractive pedestrian, residential setting through features such as setbacks, changes in alignment, detail and texture, places for people to walk through them at regular intervals, and planting.)</p> <p>I. Design elements that facilitate neighborhood interaction, such as front porches, front yards along streets, and entryways facing public walkways.</p> <p>J. Buffers from hazardous materials transport routes, as recommended by the City Fire Department.</p>	
2.3.12	Residential areas may accommodate limited non-residential activities which generally have been compatible, such as child day care, elementary schools, churches, and home businesses meeting established criteria.	The Specific Plan's allowed uses are consistent with the General Plan.

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2.4.1	<p>The following residential density categories are established in (Table 1) within LUCE Planning Sub-area, and Table 2 for areas outside the LUCE Planning Sub-area but within the City's Planning Area. For planning studies conducted, Table 4 provides a typical population density for each residential land use designation. Residential density is expressed as the number of dwellings per acre of net site area within the designation. In determining net area, the following types of areas are excluded: sensitive features such as creeks, habitats of rare or endangered plants and animals, and significant trees; land dedicated in fee to the public for streets or neighborhood parks.</p> <p>For the categories other than Agriculture/Open Space, Residential Rural, Residential Suburban, and Low-Density Residential, densities are expressed in terms of a standard two-bedroom dwelling. This approach is intended to achieve population densities approximately like those indicated. More or fewer dwellings having different bedroom counts may be built depending on the number of people expected to live in a project, as indicated by the number of bedrooms. The population-density standards also apply to group residential facilities. (For allowed residential development in non-residential designations, see Table 1.)</p> <p>Table 4. Residential Population Assumptions*</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Designation</th> <th style="text-align: center;">Average Pop. Density (Persons per Acre)</th> <th style="text-align: center;">Maximum Dwelling Density (Units per Acre)</th> </tr> </thead> <tbody> <tr> <td>Unincorporated Agriculture/Open Space (AG/OS)</td> <td style="text-align: center;">0.10</td> <td style="text-align: center;">0.05 (1du/20ac)</td> </tr> <tr> <td>Unincorporated Residential Rural (RR)</td> <td style="text-align: center;">0.10</td> <td style="text-align: center;">0.05 (1du/20ac)</td> </tr> <tr> <td>Unincorporated Residential Suburban (RS)</td> <td style="text-align: center;">0.10</td> <td style="text-align: center;">0.05 (1du/20ac)</td> </tr> <tr> <td>Low Density Residential (LDR)</td> <td style="text-align: center;">20</td> <td style="text-align: center;">7</td> </tr> <tr> <td>Medium Density Residential (MDR)</td> <td style="text-align: center;">25</td> <td style="text-align: center;">12</td> </tr> <tr> <td>Medium-High Density Residential (MHDR)</td> <td style="text-align: center;">40</td> <td style="text-align: center;">20</td> </tr> <tr> <td>High Density Residential (HDR)</td> <td style="text-align: center;">55</td> <td style="text-align: center;">24</td> </tr> </tbody> </table> <p><small>*This table is intended to reflect average population estimates to be expected with each designation and does not reflect densities the City is striving to achieve.</small></p>	Designation	Average Pop. Density (Persons per Acre)	Maximum Dwelling Density (Units per Acre)	Unincorporated Agriculture/Open Space (AG/OS)	0.10	0.05 (1du/20ac)	Unincorporated Residential Rural (RR)	0.10	0.05 (1du/20ac)	Unincorporated Residential Suburban (RS)	0.10	0.05 (1du/20ac)	Low Density Residential (LDR)	20	7	Medium Density Residential (MDR)	25	12	Medium-High Density Residential (MHDR)	40	20	High Density Residential (HDR)	55	24	<p>The Specific Plan includes Medium, Medium-High, and High residential densities consistent with the General Plan.</p>
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2.3.2	<p>The City shall approve a density bonus for projects that:</p> <p style="margin-left: 20px;">A. Provide a receiving site, within expansion</p>	<p>Proposed Specific Plan includes affordable housing component. No</p>																								

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	<p>areas or the downtown commercial core only, development credit transferred to protect open space;</p> <p>B. Include affordable housing for seniors or lower income households consistent with the requirements of State Law.</p>	density bonus is requested.
3.1.1	Commercial and industrial uses should be developed in appropriate areas where the natural slope of the land is less than ten percent.	The Plan Area is composed entirely of land with slopes less than ten percent.
3.1.2	The City shall require that commercial and industrial uses have access from arterial and collector streets, and be designed and located to avoid increasing traffic on residential streets.	The Specific Plan's street network will ensure access to commercial uses from arterial and collector streets.
3.2.1	The City should focus its retailing with regional draw in the locations of downtown, the area around the intersection of Madonna Road and Highway 101, and the area around Highway 101 and Los Osos Valley Road.	The Plan Area lies between Madonna Road and Los Osos Valley Road, adjacent to Highway 101.
3.2.2	The City shall direct most specialty retail stores to locate in the Downtown Core, in the Madonna Road area, or the Los Osos Valley Road area, and in other community shopping areas identified by the Community Commercial district where they will not detract from the role of the Downtown Core as the City's primary concentration of specialty stores; some may also be in neighborhood shopping centers so long as they are a minor part of the centers and serve neighborhood rather than citywide or regional markets.	The Plan Area is adjacent to existing commercial uses along Madonna Road, Los Osos Valley Road, and Highway 101. Commercial tenants will be chosen to complement the neighborhood and be supportive of businesses in the Downtown Core.
3.3.1	<p>The City shall provide for new or expanded areas of neighborhood commercial uses that:</p> <p>A. Are created within, or extended into, nonresidential areas adjacent to residential neighborhoods;</p> <p>B. Provide uses to serve nearby residents, not the whole city;</p> <p>C. Have access from arterial streets, and not increase traffic on residential streets;</p> <p>D. Have safe and pleasant pedestrian access from the surrounding service area, as well as good internal circulation;</p> <p>E. Are designed to be pedestrian-oriented, and architecturally compatible with the adjacent neighborhoods being served. Pedestrian-oriented features of project design should include:</p> <p style="margin-left: 20px;">i. Off-street parking areas located to the side or rear of buildings rather than between buildings and the street;</p> <p style="margin-left: 20px;">ii. Landscaped areas with public seating; and</p>	The Specific Plan includes neighborhood commercial uses within proximity to new and existing residential neighborhoods, as well as established commercial centers along Madonna Road. All uses within the Specific Plan Area are designed to be pedestrian-oriented and architecturally-compatible with the adjacent neighborhoods.

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	<p>iii. Indoor or outdoor space for public use, designed to provide a focus for some neighborhood activities.</p>	
3.4.1	<p>The City may allow certain office uses with limited need for access to Downtown government services to be located away from the Downtown in areas designated Community Commercial. Appropriate types of office include those that provide direct “over-the-counter” services to customers and clients. Professional offices, and those identified by the Zoning Regulations as “production and administrative” offices may also be appropriate, particularly above the ground floor.</p>	<p>Office uses proposed as part of proposed plan are consistent with General Plan.</p>
3.5.1(B, C, and G)	<p>B. All types of office activities are appropriate in the Office district which surrounds the Downtown commercial area, though offices needing very large buildings or generating substantial traffic may not be appropriate in the area which provides a transition to residential neighborhoods.</p> <p>C. Medical services should be near the hospitals, and may also be located in other commercial areas of the City.</p> <p>G. Certain business and professional services with limited need for access to Downtown government services may be located in areas that are away from the Downtown, and designated Community Commercial. Appropriate types of offices include those that provide direct “over-the-counter” services to customers and clients. Professional offices may also be appropriate, particularly above the ground floor.</p>	<p>The Specific Plan’s office uses, including medical uses, are consistent with the General Plan.</p>
3.6.1	<p>The City shall promote San Luis Obispo as an attractive place for short-term stays, as well as an attractive destination for long-term visitors featuring its community character, natural qualities, historic resources, and its educational and cultural facilities. The City should emphasize conference and visitor-serving facilities which have a low impact upon the environment and upon existing landforms and landscapes, and which provide low-impact visitor activities and low-impact means of transportation.</p>	<p>The Specific Plan includes visitor-serving overnight accommodations and visitor-serving commercial uses with access to public and multimodal transportation options. The Specific Plan’s agricultural uses, including the Agricultural Heritage Facilities and Learning Center, highlight and promote agricultural history of San Luis Obispo to attract tourism.</p>
3.6.2	<p>The City shall encourage integration of visitor-serving uses with other types of uses, including overnight accommodations Downtown, near the airport, and near the train station; small-scale facilities (such as hostels or bed-and-breakfast places) may be located in Medium-High Density Residential and High-Density Residential Districts, where compatible. Visitor-serving</p>	<p>The Specific Plan’s hotel and retail uses are integrated near existing Madonna Road commercial uses and freeway access.</p>

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	uses are especially appropriate where such uses have already concentrated: along upper Monterey Street; at the Madonna Road area; at certain freeway interchanges; and in the Downtown.	
3.8.3	The City shall identify suitable sites for new or expanded neighborhood centers as it prepares specific plans and development plans.	The Specific Plan Area has long been envisioned as a prime location for residential and other uses, compatible with agricultural and open space goals.
3.8.5	The City encourages compatible mixed uses in commercial districts.	Consistent with the General Plan, the Specific Plan includes mixed-use development.
3.8.6	<p>The City shall:</p> <ul style="list-style-type: none"> A. Encourage development of additional conference and meeting space; B. Work with the City's art community in promoting arts oriented tourism; C. Develop concepts such as rail tours, historical tours, and bicycle tours; and D. Encourage development of appropriate recreational facilities for bicycles, golf, tennis, equestrian activities, soccer, swimming, fishing, and eco-tourism. 	The Specific Plan includes a hotel/conference center to serve needs of business travelers, visitors, and residents. The agricultural component of Specific Plan targets agri-tourism, highlighting agricultural history of the area. Also, the Specific Plan includes recreational facilities, including a segment of the Bob Jones Trail.
3.9	The City shall amend its Zoning Regulations to implement the changes included in the 2014 General Plan update program.	The Specific Plan's development standards are intended to further the goals of the San Luis Ranch/Dalido Ranch focus area outlined in the General Plan.
3.11	The City shall investigate ways to encourage more cohesion between the existing shopping centers on Madonna Road.	The Specific Plan circulation network connects existing neighborhoods to existing commercial centers along Madonna Road. Further, the Specific Plan provides new pedestrian and bicycle connections to commercial areas along Madonna and Los Osos Valley Roads, including a segment of the Bob Jones Trail.
5.2.1	The City shall cooperate with other agencies and with community groups to help provide facilities which meet broad community cultural needs.	The Specific Plan highlights the pre-historic and historic settings of the Plan Area's heritage.
5.2.4	The City shall continue to encourage inclusion of public art in all projects as appropriate.	The Specific Plan's development code is consistent with public art requirements of the SLO Zoning Code. The public art component of Specific Plan will highlight the Plan Area's natural and cultural history.

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6.3.1	<p>The City shall designate the following types of land as open space:</p> <ul style="list-style-type: none"> A. Upland and valley sensitive habitats or unique resources, as defined in the Conservation and Open Space Element, including corridors which connect habitats. B. Undeveloped prime agricultural soils which are to remain in agricultural use as provided in Policy 1.9.2. C. Those areas which are best suited to non-urban uses due to: infeasibility of providing proper access or utilities; excessive slope or slope instability; wildland fire hazard; noise exposure; flood hazard; scenic value; wildlife habitat value, including sensitive habitats or unique resources as defined in the Conservation and Open Space Element; agricultural value; and value for passive recreation. D. A greenbelt, outside the urban reserve, that surrounds the ultimate boundaries of the urban area, and which should connect with wildlife corridors that cross the urbanized area. E. Sufficient area of each habitat type to ensure the ecological integrity of that habitat type within the urban reserve and the greenbelt, including connections between habitats for wildlife movement and dispersal; these habitat types will be as identified in the natural resource inventory, as discussed in the "Background to this Land Use Element Update" and in Community Goal #8. <p>Public lands suited for active recreation will be designated Park on the General Plan Land Use Element Map. The City may establish an agricultural designation. (See the Conservation and Open Space Element for refinements of these policies.)</p>	<p>The Specific Plan preserves approximately 50% of the site in agriculture and open space. Agricultural operations will be protected and highlighted via the farm and agricultural learning center. The Plan Area's natural habitat areas will be restored and enhanced. The Specific Plan also includes active recreation areas.</p>
6.3.2	<p>Lands designated Open Space should be used for purposes which do not need urban services, major structures, or extensive landform changes. Such uses include: watershed protection; wildlife and native plant habitat; grazing; cultivated crops; and passive recreation. The City shall require that buildings, lighting, paving, use of vehicles, and alterations to the landforms and native or cultural landscapes on open space lands are minimized, so rural character and resources are maintained. Buildings and paved surfaces, such as parking or roads, shall not exceed the following: where a parcel smaller than ten acres already exists, five</p>	<p>The Specific Plan includes open space, production agriculture, and an Agricultural Heritage Facilities and Learning Center. The Specific Plan's development standards are consistent with site coverage standards of the San Luis Obispo Zoning Code.</p>

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	percent of the site area; on a parcel of ten acres or more, three percent. (As explained in the Conservation and Open Space Element, the characteristics of an open space area may result in it being suitable for some open space uses, but not the full range.) Parcels within Open Space areas should not be further subdivided.	
6.6.1	<p>The City shall manage its lake, creeks, wetlands, floodplains, and associated wetlands to achieve the multiple objectives of:</p> <ul style="list-style-type: none"> A. Maintaining and restoring natural conditions and fish and wildlife habitat; B. Preventing loss of life and minimizing property damage from flooding; C. Providing recreation opportunities which are compatible with fish and wildlife habitat, flood protection, and use of adjacent private properties; D. Recognizing and distinguishing between those sections of creeks and Laguna Lake which are in urbanized areas, such as the Downtown core, and sections which are in largely natural areas. Those sections already heavily impacted by urban development and activity may be appropriate for multiple use whereas creeks and lakeshore in a more natural state shall be managed for maximized ecological value. 	The Specific Plan will restore and enhance capacity and habitat values in riparian zones and includes no built structures within the Plan Area's flood plain.
6.6.3	The City shall require new public or private developments adjacent to the lake, creeks, and wetlands to respect the natural environment and incorporate the natural features as project amenities, provided doing so does not diminish natural values. Developments along creeks should include public access across the development site to the creek and along the creek, provided that wildlife habitat, public safety, and reasonable privacy and security of the development can be maintained, consistent with the Conservation and Open Space Element.	The Specific Plan is consistent with San Luis Obispo Zoning Code regarding development adjacent to creeks, wetlands, and lakes. The Specific Plan includes public access and enhanced habitat values along drainages and Perfumo Creek.
6.6.5	The City shall encourage the use of methods to facilitate rainwater percolation for roof areas and outdoor hardscaped areas where practical to reduce surface water runoff and aid in groundwater recharge.	The Specific Plan details requirements for best management practices (BMPs) regarding site drainage and impervious coverage consistent with San Luis Obispo Zoning Code Chapter 12.08 (Urban Storm Water Quality Management and Discharge Control).
6.6.6	The City shall require project designs that minimize drainage concentrations and impervious coverage. Floodplain areas should be avoided and, where feasible, any channelization shall be designed to provide the appearance of a natural water course.	The Specific Plan details requirements for best management practices (BMPs) regarding site drainage and impervious coverage consistent with San Luis Obispo Zoning Code Chapter 12.08. The

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		Plan Area portions falling within the 100-year floodplain will comply with San Luis Obispo Zoning Ordinance Chapter 17.84 (Floodplain Management Regulations).
6.6.7	The City shall require appropriate runoff control measures as part of future development proposals to minimize discharge of urban pollutants (such as oil and grease) into area drainages.	The Specific Plan details requirements for best management practices (BMPs) regarding site drainage and impervious coverage consistent with San Luis Obispo Zoning Code Chapter 12.08.
7.3	Land use density and intensity shall carefully balance noise impacts and the progression in the degree of reduced safety risk further away from the runways, using guidance from the San Luis Obispo County Regional Airport Land Use Plan, State Aeronautics Act, and California Airport Land Use Planning Handbook guidelines. The City shall use the Airport Master Plan forecasts of aviation activity as a reasonably foreseeable projection of ultimate aviation activity sufficient for long-term land use planning purposes. Prospective buyers of property subject to airport influence should be so informed.	The Specific Plan preserves southeastern portion of the site as open space. Residential and commercial uses are clustered in the portions of the site adjacent to Madonna Road. The Specific Plan's uses are consistent with the Airport Master Plan, California State Aeronautics Act and California Airport Land Use Planning Handbook's standards and guidelines, as well as the City's safety and noise standards.
7.4	Density and allowed uses within the Airport Safety Zones shall be consistent with the San Luis Obispo County Regional Airport Land Use Plan unless the City overrides a determination of inconsistency in accordance with Section 21676 and 21676.5 et. seq. of the Public Utilities Code. If the City overrides a determination, all land uses shall be consistent with the State Aeronautics Act and guidance provided in the California Airport Land Use Planning Handbook guidelines, City policies, and noise standards as substantiated by the San Luis Obispo County Airport Master Plan activity forecasts as used for noise planning purposes.	The Specific Plan preserves southeastern portion of the site as open space. Residential and commercial uses are clustered in the portions of the site adjacent to Madonna Road. The Specific Plan's uses are consistent with the Airport Master Plan, California State Aeronautics Act and California Airport Land Use Planning Handbook's standards and guidelines, as well as the City's safety and noise standards.
7.5	The City shall use the aircraft noise analysis prepared for the Airport Master Plan Environmental Impact Report as an accurate mapping of the long term noise impact of the airport's aviation activity that is tied to the ultimate facilities development depicted in the FAA-approved Airport Layout Plan. The City shall use the 60 dB CNEL aircraft noise contour (FAA and State aircraft noise planning standard) as the threshold for new urban residential areas. Interiors of new residential structures shall be constructed to meet a maximum 45 dB CNEL.	The Specific Plan preserves the southeastern portion of the site as open space. Residential and commercial uses are clustered in the portions of the site adjacent to Madonna Road. The Specific Plan's uses are consistent with the Airport Master Plan, California State Aeronautics Act and California Airport Land Use Planning Handbook's standards and guidelines, as well as the City's safety and noise standards.

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7.17	<p>The City shall update its Zoning Regulations to address allowable uses and development standards for areas located within the Airport Influence Area consistent with the requirements of the State Aeronautics Act, Caltrans Handbook and related state and federal requirements relating to airport land use compatibility. These development standards will include, but not limited to, intensity and density limitations, identification of prohibited uses, infill development, height limitations and other hazards to flight, noise insulation requirements, buyer awareness measures, nonconforming uses and reconstruction, and the process for airport compatibility criteria reviews by the City consistent these development standards.</p>	<p>The Specific Plan is consistent with San Luis Obispo City requirements for development within the Airport Influence Area.</p>
8.1.1	<p>The City shall require the completion and approval of a specific plan and associated General Plan Amendment prior to annexation (if applicable) and development of land within an area designated as a Specific Plan Area on Figure 10. The required General Plan Amendment will modify the General Plan Land Use Diagram to reflect the land use diagram from the approved specific plan, based on the land uses listed under "Performance Standards" for each site. For each Specific Plan site identified in this section, the location, purpose, and performance standards for that site are defined. The performance standards section defines the following standards that must be met as part of the specific plan submitted for each site.</p> <ul style="list-style-type: none"> A. Type: This defines the basic type of use being described. B. Designations Allowed: This defines the standard General Plan designations that can be used to describe the development proposed. See Table 1 for ranges allowed. C. % of Site: This defines the percent of each site dedicated to open space (using the gross project site). D. Minimum: This provides a minimum development assumed for each site. For residential and commercial types, these are not considered requirements, and a number lower than that shown can be proposed. E. Maximum: In order to exceed the minimum development for a given site, transfer of development credits or other permanent protection of open space would be provided. Development credits would be transferred from areas in the city, the urban reserve, or the greenbelt where development would be less appropriate, generally those designated 	<p>The Specific Plan satisfies this requirement for annexation/development of the San Luis Ranch/Dalidio Specific Plan Area.</p>

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	<p>conservation/open space or, on the County's map, agriculture or rural lands.</p> <p>The performance standards listed are to supplement other City requirements, standards, and Zoning Code requirements. If a conflict occurs, the most stringent standard shall apply.</p>	
8.1.2	<p>All specific plans prepared for a Specific Plan Area must meet the requirements of State law and be comprised of four planning frameworks. Within each framework, the specific plan will provide the goals and policies that will guide future decisions on projects within the specific plan area. The plan will also include a detailed implementation plan that will identify responsibilities, financing requirements, and phasing/timing.</p> <p>The Land Use Framework will include the proposed land use pattern, actual development densities in each subarea on the project site, and development phasing. The framework will also include specifics on development standards.</p> <p>The Specific Plan prepared will provide complete guidance on the land use provisions that will guide future development within the Planning Area. At a minimum, these provisions will address the following topics. In consultation with City staff, other topics may be required depending on site specific needs.</p> <p>A. Land Use Classification. A land use classification system that clearly identifies the uses that may be allowed in each subarea. Based on the land use designations listed under "Performance Standards" section for each site, the specific plan will provide further details on development standards for each subarea. This classification system would use clear terminology to define and further describe allowable uses. Both the land use classification system and the uses allowed within the various subareas will provide for an overall mix of uses.</p> <p>B. General Site Planning and Development Standards. These standards will specify the requirements that would be applied to all development and land uses regardless of the applicable land use designation. These would address, as appropriate, sensitive resources; site access requirements; energy efficiency; fences, walls, hedges, buffers, and other screening; noise</p>	<p>The Specific Plan includes all required Specific Plan components outlined in the General Plan.</p>

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	<p>regulations; outdoor lighting standards; performance standards (e.g., air quality, glare, vibration, etc.), undergrounding of utilities; and other similar topics. Planning should also address how the development will be designed to enhance compatibility with adjacent properties.</p> <p>C. Development Standards. Development standards for each land use designation (e.g., building forms, design objectives, land use objectives, height limitations, setback requirements, site coverage requirements, etc.) will be organized in tables and graphically illustrated wherever possible.</p> <p>D. Housing Mix. The specific plan will discuss the proposed mix of housing types within the area. In keeping with the City's Housing Element, affordable housing requirements and density bonus provisions and related incentives will be incorporated as appropriate. A key to the housing component will be to incorporate a mix of housing types, and to provide phasing mechanisms that ensure to the City the development of this housing mix as a part of each phase of the project.</p> <p>The Design Framework will provide detailed design guidelines that will be used as the specific is implemented/developed. The purpose of these guidelines will be to establish the expected level of design within the area while still maintaining project flexibility and innovation. The objective of this framework is not to dictate a specific design, but to establish design expectations.</p> <p>The design guidelines will be illustrated to help explain the intent and expectations. This part of the Specific Plan will also incorporate detailed landscaping standards.</p> <p>The Design Framework will also provide guidance on the integration of the streetscape into the overall project design. The framework will define public improvements and the public rights-of-way to define the overall character of the streetscape.</p> <p>The Circulation Framework will include the proposed circulation network system elements, design standards, and system phasing. This framework will address all</p>	

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	<p>modes of circulation as well as parking and loading standards if different from the standard City requirements.</p> <p>The Infrastructure/Public Facilities Framework will cover infrastructure requirements (water, sewer, storm drainage, electricity, natural gas, and communications) as well as parkland, schools, and other public facilities. For infrastructure, the framework will address the proposed trunk infrastructure system improvements and system phasing necessary to support implementation of the land use plan and financing mechanisms to implement planned facilities.</p>	
8.1.4	<p>Location: This Specific Plan Area is located in the southwest quarter of the city at the corner of Madonna Road and Dalidio Drive. The site is approximately 132 acres and is currently used for agricultural purposes. The site is primarily flat topographically. The entire site is within the City’s Planning Area, but is outside the current city limits.</p> <p>Purpose: This project site should be developed as a mixed use project that maintains the agricultural heritage of the site, provides a commercial/office transition to the existing commercial center to the north, and provides a diverse housing experience. Protection of the adjacent creek and a well-planned integration into the existing circulation system will be required.</p> <p>The Specific Plan for this area should consider and address the following land use and design issues.</p> <ol style="list-style-type: none"> a. Provide land and appropriate financial support for development of a Prado Road connection. Appropriate land to support road infrastructure identified in the EIR (overpass or interchange) at this location shall be dedicated as part of any proposal. b. Circulation connections to integrate property with surrounding circulation network for all modes of travel. c. Connection to Froom Ranch and Calle Joaquin, if proposed, shall not bifurcate onsite or neighboring agricultural lands. Any connection to Calle Joaquin shall be principally a secondary/emergency access by design. d. Development shall include a transit hub. Developer shall work with transit officials to provide express connections to Downtown area. e. Maintain agricultural views along Highway 101 by 	<p>The Specific Plan conforms to performance standards for unit count and development square footage. The Specific Plan provides for continued production agriculture and an agricultural learning center, a variety of housing types, attractive transition from existing commercial development to the north, creek restoration and enhancement, and circulation improvements.</p> <p>The Specific Plan’s land use plan and development standards maintain and protect scenic views available by driving along Highway 101.</p> <p>The Specific Plan’s open space uses are integrated with the City farm, by providing an adjacent farm and agricultural learning center.</p> <p>The Specific Plan’s development standards are designed for walkability, multimodal transportation, and biking, and near parking access. Neighborhood commercial uses are a key component of the Specific Plan.</p> <p>The Specific Plan includes:</p> <ul style="list-style-type: none"> • Fair-share funding of the Prado Road extension • Connections to the Bob Jones Trail • Emergency access to rear of

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	<p>maintaining active agricultural uses on the site, and maintain viewshed of Bishop Peak and Cerro San Luis.</p> <p>f. Maintain significant agricultural and open space resources on site. Land dedicated to Agriculture shall be of size, location, and configuration appropriate to maintain a viable, working agricultural operation.</p> <p>g. Where buffering or transitions to agricultural uses are needed to support viability of the agricultural use, these shall be provided on lands not counted towards the minimum size for the agriculture/open space component. Provide appropriate transition to agricultural uses on-site.</p> <p>h. Integrate agricultural open space with adjacent SLO City Farm and development on property.</p> <p>i. Site should include walkable retail and pedestrian and bicycle connections to surrounding commercial and residential areas.</p> <p>j. Commercial and office uses shall have parking placed behind and to side of buildings so as to not be a prominent feature.</p> <p>k. Neighborhood Commercial uses for proposed residential development shall be provided.</p> <p>l. Potential flooding issues along Perfumo Creek need to be studied and addressed without impacting off-site uses.</p> <p>m. All land uses proposed shall be in keeping with safety parameters described in this General Plan or other applicable regulations relative to the San Luis Obispo Regional Airport.</p> <p>n. Historic evaluation of the existing farm house and associated structures shall be included.</p>	<p>site along Calle Joaquin</p> <ul style="list-style-type: none"> • Extension of Froom Ranch Road connecting LOVR & Prado. • New transit facility to encourage public transportation options to other areas of the City, including the Downtown • Perfumo Creek and tributaries will be evaluated for drainage capacity, and capacity will be increased if indicated and consistent with habitat restoration and enhancement. • All existing structures on site will be evaluated for historic and cultural significance. When feasible, historic structures will be adaptively reused for the on-site agricultural learning center.

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	<p>Performance Standards: This Specific Plan shall meet the following performance standards.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Type</th> <th>Designations Allowed</th> <th>% of Site</th> <th>Min</th> <th>Max</th> </tr> </thead> <tbody> <tr> <td rowspan="4" style="text-align: center;">Residential</td> <td>LDR</td> <td rowspan="4" style="text-align: center;">350 units</td> <td rowspan="4" style="text-align: center;">350 units</td> <td rowspan="4" style="text-align: center;">500 units</td> </tr> <tr> <td>MDR</td> </tr> <tr> <td>MHDR</td> </tr> <tr> <td>HDR</td> </tr> <tr> <td rowspan="2" style="text-align: center;">Commercial</td> <td>NC</td> <td rowspan="2" style="text-align: center;">50,000 SF</td> <td rowspan="2" style="text-align: center;">50,000 SF</td> <td rowspan="2" style="text-align: center;">200,000 SF</td> </tr> <tr> <td>CC</td> </tr> <tr> <td style="text-align: center;">Office/High Tech</td> <td style="text-align: center;">O</td> <td style="text-align: center;">50,000 SF</td> <td style="text-align: center;">50,000 SF</td> <td style="text-align: center;">150,000 SF</td> </tr> <tr> <td style="text-align: center;">Hotel/Visitor-serving</td> <td></td> <td></td> <td></td> <td style="text-align: center;">200 rooms</td> </tr> <tr> <td style="text-align: center;">Parks</td> <td style="text-align: center;">PARK</td> <td></td> <td></td> <td></td> </tr> <tr> <td rowspan="2" style="text-align: center;">Open Space/ Agriculture</td> <td style="text-align: center;">OS</td> <td rowspan="2" style="text-align: center;">minimum 50%</td> <td rowspan="2"></td> <td style="text-align: center;">no maximum</td> </tr> <tr> <td style="text-align: center;">AG</td> <td></td> </tr> </tbody> </table>	Type	Designations Allowed	% of Site	Min	Max	Residential	LDR	350 units	350 units	500 units	MDR	MHDR	HDR	Commercial	NC	50,000 SF	50,000 SF	200,000 SF	CC	Office/High Tech	O	50,000 SF	50,000 SF	150,000 SF	Hotel/Visitor-serving				200 rooms	Parks	PARK				Open Space/ Agriculture	OS	minimum 50%		no maximum	AG		
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9.5	<p>The City shall reduce heat effects of urban development by requiring new development to incorporate, as appropriate, features such as reduced hardscape, light or heat reflective roofing, and shade trees.</p>	<p>The Specific Plan includes minimum feasible hardscaping, consistent with circulation, connectivity, and water quality goals of the General Plan. The Specific Plan also includes extensive landscaping requirements, such as provision of trees and drought-tolerant, native plantings consistent with the San Luis Obispo Design Guidelines.</p>																																									
9.7 (E, F, G)	<p>The City shall promote and, where appropriate, require sustainable building practices that consume less energy, water and other resources, facilitate natural ventilation, use daylight effectively, and are healthy, safe, comfortable, and durable. Projects shall include, unless deemed infeasible by the City, the following sustainable design features.</p> <p>E. Efficient Landscaping Include landscaping that reduces water use through use of drought-tolerant/native plant species, high-efficiency irrigation (drip irrigation), and reduction or elimination of the use of turf. Collection and use of site runoff and rainwater harvesting in landscape irrigation is encouraged.</p> <p>F. Solar Orientation Optimize solar orientation of structures to the extent possible.</p> <p>G. Privacy and Solar Access New buildings</p>	<p>The Specific Plan is consistent with San Luis Obispo Water Efficient Landscape Ordinance, and will meet or exceed Title 24 energy standards. The Specific Plan includes development standards to ensure solar access.</p>																																									

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	outside of the downtown will respect the privacy and solar access of neighboring buildings and outdoor areas, particularly where multistory buildings or additions may overlook backyards of adjacent dwellings.	
9.8	The City shall: A. Promote infrastructure expansion where it will be more efficient and effective, and does not promote growth inducement outside the urban reserve line. B. Focus infrastructure improvements in designated growth areas and contiguous to existing development.	The Plan Area lies within an existing urbanized area, contiguous with existing developed neighborhoods and commercial uses.
10.1	All residences should be within close proximity to food outlets including grocery stores, farmers markets, and community gardens.	The Specific Plan's residential uses are within walking distance of commercial uses, the Plan's Agricultural Heritage Facilities and Learning Center, and farm stand and grocery stores.
10.2	The City shall support sustainable local food systems, including farmer's markets, community supported agriculture, urban agriculture, and healthy food retailers.	The Specific Plan includes urban agricultural uses, including an Agricultural Heritage Facilities and Learning Center and farm stand open to the public. These uses will support local agricultural producers and encourage area residents and visitors to learn about the region's rich agricultural heritage.
10.3	The City shall continue to support the development of community gardens.	Community gardens, you-pick fields, and farm workdays are included in the Specific Plan.
10.4	The City shall encourage projects which provide for and enhance active and environmentally sustainable modes of transportation, such as pedestrian movement, bicycle access, and transit services.	The Specific Plan includes walking and biking trails, including a segment of the Bob Jones Trail, and promotes non-motorized transportation through building design standards and a connected roadway network with sidewalks and bike lanes.
Circulation		
Goals		
1	Maintain accessibility and protect the environment throughout San Luis Obispo while reducing dependence on single-occupant use of motor vehicles, with the goal of achieving State and Federal health standards for air quality.	The Specific Plan promotes walking and biking as key modes of transportation through its emphasis on pedestrian and bike access and connectivity as well as its close

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		proximity to employment centers. These factors will reduce single-occupant commuting and associated impacts to area roadways and air quality.
2	Reduce people's use of their cars by supporting and promoting alternatives such as walking, riding buses and bicycles, and using car pools.	The Specific Plan promotes walking and biking as key modes of transportation through its emphasis on pedestrian and bike access and connectivity as well as its close proximity to employment centers. The Specific Plan includes connection to Bob Jones Trail and facilitation of public transportation.
3	Provide a system of streets that are well-maintained and safe for all forms of transportation.	The Specific Plan's street network includes a hierarchy of streets depending on traffic and use. Street sections are narrow in order to reduce design speeds.
9	Support the development and maintenance of a circulation system that balances the needs of all circulation modes.	Circulation element of Specific Plan encourages multimodal transportation that will balance needs of pedestrians, bicycles, public transportation, and automobiles.

Policies/Programs

	<p>San Luis Obispo should:</p> <ol style="list-style-type: none"> Increase the use of alternative forms of transportation (as shown on Table 1) and depend less on the single-occupant use of vehicles. Ask the San Luis Obispo Regional Transportation Agency to establish an objective similar to #1 and support programs that reduce the interregional use of single-occupant vehicles and increase the use of alternative forms of transportation. <p>Table 1. Modal Split Objectives</p> <table border="1" style="margin-left: 20px;"> <thead> <tr> <th style="text-align: center;">Type of Transportation</th> <th style="text-align: center;">% of City Resident Trips</th> </tr> </thead> <tbody> <tr> <td>Motor Vehicles</td> <td style="text-align: center;">50%</td> </tr> <tr> <td>Transit</td> <td style="text-align: center;">12%</td> </tr> <tr> <td>Bicycle</td> <td style="text-align: center;">20%</td> </tr> <tr> <td>Walking, Car Pools, and other Forms</td> <td style="text-align: center;">18%</td> </tr> </tbody> </table>	Type of Transportation	% of City Resident Trips	Motor Vehicles	50%	Transit	12%	Bicycle	20%	Walking, Car Pools, and other Forms	18%	<p>San Luis Ranch will provide an on-site transit center and a host of bicycle and pedestrian amenities (please see Chapter 7) all intended to reduce automobile dependence and encourage alternative modes of transportation.</p>
Type of Transportation	% of City Resident Trips											
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General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
2.1.1	The City shall support county-wide and community-based efforts aimed at substantially reducing the number of vehicle trips and parking demand.	The Specific Plan promotes walking and biking as key modes of transportation through its emphasis on pedestrian and bike access and connectivity as well as its close proximity to employment centers. These factors will reduce single-occupant commuting and associated impacts to area roadways and air quality County-wide. The Specific Plan reduces parking needs for commercial and residential uses by promoting alternative transportation modes. The reduced parking supply can act as an incentive for alternate modes of transportation.
4.1.1	The City shall expand the bicycle network and provide end-of-trip facilities to encourage bicycle use and to make bicycling safe, convenient and enjoyable.	The Specific Plan emphasizes multimodal connectivity and is consistent with San Luis Obispo Bicycle Master Plan.
4.1.4	The City shall require that new development provide bikeways, secure bicycle storage, parking facilities and showers consistent with City plans and development standards. When evaluating transportation impacts, the City shall use a Multimodal Level of Service analysis.	The Specific Plan's development standards include provision for bicycle parking and storage for commercial and residential uses.
4.1.10	The City shall identify and pursue the acquisition of right-of-ways needed to implement the projects identified in the City's Bicycle Transportation Plan.	The Specific Plan includes segments of Bob Jones Trail and public right-of-way dedication, and is consistent with San Luis Obispo Bicycle Master Plan.
5.1.1	The City shall encourage and promote walking as a regular means of transportation.	The Specific Plan promotes walking and biking as key modes of transportation through its emphasis on pedestrian and bike access and connectivity as well as its close proximity to employment centers.
5.1.2	The City should complete a continuous pedestrian network connecting residential areas with major activity centers as well as trails leading into city and county open spaces.	Consistent with City standards, the Specific Plan includes walking and biking trails connecting existing and future residential neighborhoods to open space and commercial uses.
5.1.3	New development shall provide sidewalks and pedestrian paths consistent with City policies, plans, programs and standards.	Consistent with City standards, the Specific Plan includes sidewalks, walking and biking trails connecting existing and future residential neighborhoods to open space and commercial uses.

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5.1.4	New or renovated commercial and government public buildings shall provide convenient pedestrian access from nearby sidewalks and pedestrian paths, separate from driveways and vehicle entrances.	The Specific Plan's development standards encourage parking and driveway access to be located at the rear or side of the parcel, which minimizes conflict between pedestrians and automobiles at the front entrance.															
6.1.1	The City shall design and operate city streets to enable safe, comfortable, and convenient access and travel for users of all abilities including pedestrians, bicyclists, transit users, and motorists.	The Specific Plan encourages multimodal transportation that will balance needs of pedestrians, bicycles, public transportation, and automobiles.															
6.1.2	<p>The City shall strive to achieve level of service objectives and shall maintain level of service minimums for all four modes of travel; Pedestrians, Bicyclists, Transit, & Vehicles per Table 2 and the Highway Capacity manual.</p> <p>Table 2. MMLOS Objectives, Service Standards, and Significance Criteria</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Travel Mode</th> <th style="text-align: left;">LOS OBJECTIVE</th> <th style="text-align: left;">MINIMUM LOS STANDARD</th> </tr> </thead> <tbody> <tr> <td>Bicycle¹</td> <td>B</td> <td>D</td> </tr> <tr> <td>Pedestrian²</td> <td>B</td> <td>C</td> </tr> <tr> <td>Transit³</td> <td>C</td> <td>Baseline LOS or LOS D, whichever is lower</td> </tr> <tr> <td>Vehicle</td> <td>C</td> <td>E (Downtown), D (All Other Routes)</td> </tr> </tbody> </table> <p>Notes: (1) Bicycle LOS objectives & standards only apply to routes identified in the City's adopted Bicycle Transportation Plan. (2) Exceptions to minimum pedestrian LOS objectives & standards may apply when its determined that sidewalks are not consistent with neighborhood character including topography, street design and existing density. (3) Transit LOS objectives & standards only apply to routes identified in the City's Short Range Transit Plan.</p>	Travel Mode	LOS OBJECTIVE	MINIMUM LOS STANDARD	Bicycle ¹	B	D	Pedestrian ²	B	C	Transit ³	C	Baseline LOS or LOS D, whichever is lower	Vehicle	C	E (Downtown), D (All Other Routes)	<p>The traffic analysis for the Specific Plan will compare level of service (LOS) to General Plan Standards.</p> <p>LOS and VMT Traffic analysis currently underway.</p>
Travel Mode	LOS OBJECTIVE	MINIMUM LOS STANDARD															
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6.1.3	<p>In addition to maintaining minimum levels of service, multimodal service levels should be prioritized in accordance with the established modal priorities designated in Table 3, such that construction, expansion, or alteration for one mode should not degrade the service level of a higher priority mode.</p> <p>Table 3 Modal Priorities for Level of Service</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Complete Streets Areas</th> <th style="text-align: left;">Priority Mode Ranking</th> </tr> </thead> <tbody> <tr> <td>Downtown & Upper Monterey Street</td> <td>1. Pedestrians 3. Transit 2. Bicycles 4. Vehicle</td> </tr> <tr> <td>Residential Corridors & Neighborhoods</td> <td>1. Pedestrians 3. Vehicle 2. Bicycles 4. Transit</td> </tr> <tr> <td>Commercial Corridors & Areas</td> <td>1. Vehicles 3. Transit 2. Bicycles 4. Pedestrians</td> </tr> </tbody> </table>	Complete Streets Areas	Priority Mode Ranking	Downtown & Upper Monterey Street	1. Pedestrians 3. Transit 2. Bicycles 4. Vehicle	Residential Corridors & Neighborhoods	1. Pedestrians 3. Vehicle 2. Bicycles 4. Transit	Commercial Corridors & Areas	1. Vehicles 3. Transit 2. Bicycles 4. Pedestrians	The Specific Plan considers priority mode ranking when developing roadway network.							
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General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency				
	<table border="1" style="width: 100%;"> <tr> <td style="width: 35%;">Regional Arterial and Highway Corridors</td> <td>1. Vehicles 3. Bicycles 2. Transit 4. Pedestrians</td> </tr> <tr> <td colspan="2">Notes: Exceptions to multimodal priorities may apply when in conflict with safety or regulatory requirements or conflicts with area character, topography, street design, and existing density.</td> </tr> </table>	Regional Arterial and Highway Corridors	1. Vehicles 3. Bicycles 2. Transit 4. Pedestrians	Notes: Exceptions to multimodal priorities may apply when in conflict with safety or regulatory requirements or conflicts with area character, topography, street design, and existing density.		
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Notes: Exceptions to multimodal priorities may apply when in conflict with safety or regulatory requirements or conflicts with area character, topography, street design, and existing density.						
6.1.4	<p>Any degradation of the level of service shall be minimized to the extent feasible in accordance with the modal priorities established in Policy 6.0.2C. If the level of service degrades below thresholds established in Policy 6.0.1, it shall be determined a significant impact for purposes of environmental review under the California Environmental Quality Act (CEQA). For roadways already operating below the established MMLOS standards, any further degradation to the MMLOS score will be considered a significant impact under CEQA.</p> <p>Where a potential impact is identified, the City in accordance with the modal priorities established in Policy 6.0.2, can determine if the modal impact in question is adequately served through other means e.g., another parallel facility or like service. Based on this determination, a finding of no significant impact may be determined by the City.</p>	<p>The Specific Plan will be studied and evaluated under CEQA requirements, using both LOS and VMT modeling. Mitigation measures will be implemented for any significant impacts, as required by the City.</p>				
7.2.7	<p>The City shall adopt an access management policy to control location, spacing, design and operation of driveways, median openings, crosswalks, interchanges and street connections to a particular roadway in a manner that preserves the safety and efficiency of the transportation system.</p>	<p>In absence of a City adopted access management policy, the Specific Plan's development standards will provide standards for driveway widths and access, intersections and crosswalks, and other transportation facilities in order to maintain safe and efficient circulation.</p>				
8.1.4	<p>The City shall ensure that neighborhood traffic management projects:</p> <ul style="list-style-type: none"> A. Provide for the mitigation of adverse impacts on all residential neighborhoods. B. Provide for adequate response conditions for emergency vehicles. C. Provide for convenient and safe through bicycle and pedestrian traffic. 	<p>The Specific Plan ensures adequate public and emergency vehicular access, as well as safe and convenient pedestrian and bicycle routes.</p>				

General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
8.1.6	In new, non-infill developments, dwellings shall be set back from Regional Routes and Highways, Parkway Arterials, Arterials, Residential Arterials, and Collector streets so that interior and exterior noise standards can be met without the use of noise walls.	All residential uses proposed with the Specific Plan are set back from Highway 101, Madonna Road, and all planned arterial and collector streets, which ensures consistency with interior and exterior noise standards. No noise walls are proposed.
9.1.1	The City shall require that new development assumes its fair share of responsibility for constructing new streets, bike lanes, sidewalks, pedestrian paths and bus turn-outs or reconstructing existing facilities.	The Specific Plan includes implementation and fair-share financing plan for proposed infrastructure improvements.
9.1.5	The City shall require rights-of-way to be reserved through the building setback line process or through other mechanisms so that options for making transportation improvements are preserved.	Property adjacent to existing arterial or collector roads (Madonna, Prado, and Froom Ranch) shall be oriented inward (to local streets) allowing rear/side setbacks consistent with General Plan to allow for future transportation improvements. Public rights of way are included in the Specific Plan's circulation design standards.
9.2.1	The City will establish building setback lines for routes listed on Table 5.	Table 5 has yet to be completed. The Specific Plan includes adequate setbacks from regional routes, arterials and collector roads.
9.2.5	As part of any proposal to further develop the Dalidio Madonna Area, the alignment and design of extensions of Froom Ranch Way and Calle Joaquin connecting with Prado Road (west of Route 101) shall be evaluated and established if consistent with the Agricultural Master Plan for Calle Joaquin Reserve.	The Specific Plan includes extension of Froom Ranch Way to serve the residential component of the project. The Specific Plan is consistent with Agricultural Master Plan for Calle Joaquin Reserve.
9.2.6	In the acquisition, design, construction or significant modification of major roadways (highways / regional routes and arterial streets), the City shall promote the creation of "streetscapes" and linear scenic parkways or corridors that promote the city's visual quality and character, enhance adjacent uses, and integrate roadways with surrounding districts. To accomplish this, the City shall: <ul style="list-style-type: none"> A. Establish streetscape design standards for major roadways; B. Establish that where feasible roundabouts shall be the City's preferred intersection alternative due to improved aesthetics, reduction in impervious surface areas, and additional landscaping area; C. Encourage the creation and maintenance 	The Specific Plan includes streetscapes with landscaped medians, bike lanes, sidewalks, and underground utilities.

General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
	<p>median planters and widened parkway plantings;</p> <p>D. Retain mature trees in the public right-of-way;</p> <p>E. Emphasize the planting and maintaining of California Native tree species of sufficient height, spread, form and horticultural characteristics to create the desired streetscape canopy, shade, buffering from adjacent uses, and other desired streetscape characteristics, consistent with the Tree Ordinance or as recommended by the Tree Committee or as approved by the Architectural Review Commission.</p> <p>F. Encourage the use of water-conserving landscaping, street furniture, decorative lighting and paving, arcaded walkways, public art, and other pedestrian-oriented features to enhance the streetscape appearance, comfort and safety.</p> <p>G. Identify gateways into the City including improvements such as landscaped medians, wayfinding and welcoming signage, arches, lighting enhancements, pavement features, sidewalks, and different crosswalk paving types.</p> <p>H. Encourage and where possible, require undergrounding of overhead utility lines and structures.</p> <p>I. When possible, signs in the public right-of-way should be consolidated on a single, low-profile standard.</p> <p>J. In the Downtown, streetscape improvements shall be consistent with the Downtown Pedestrian Plan.</p>	
15.1.2	<p>The City will preserve and improve views of important scenic resources from streets and roads. Development along scenic roadways should not block views or detract from the quality of views.</p> <p>A. Projects, including signs, in the viewshed of a scenic roadway should be considered as "sensitive" and require architectural review.</p> <p>B. Development projects should not wall off scenic roadways and block views.</p> <p>C. As part of the city's environmental review process, blocking of views along scenic roadways should be considered a significant environmental impact.</p> <p>D. Signs along scenic roadways should not clutter</p>	<p>The Specific Plan protects scenic views and anticipates architectural review of structures and signage visible from public rights-of-way. Attractive exterior lighting fixtures, including streetlights, will be down-shielded to protect the nighttime visual environment, consistent with the City's Night Sky Preservation Ordinance.</p>

General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
	<p>vistas or views.</p> <p>E. Street lights should be low scale and focus light at intersections where it is most needed. Tall light standards should be avoided. Street lighting should be integrated with other street furniture at locations where views are least disturbed. However, safety priorities should remain superior to scenic concerns.</p> <p>F. Lighting along scenic roadways should not degrade the nighttime visual environment and night sky per the City's Night Sky Preservation Ordinance.</p>	
Housing		
Goals/Policies		
2	Accommodate affordable housing production that helps meet the City's quantified objectives.	The Specific Plan includes up to 500 residential units and a variety of housing types and price points, as well as affordable units. The Specific Plan's residential market study anticipates housing to be priced below median home prices in 2013.
2.4	Encourage housing production for all financial strata of the City's population, in the proportions shown in the Regional Housing Needs Allocation, for the 2014 - 2019 planning period. These proportions are: extremely low income, 12 percent, very low income, 12 percent; low income, 16 percent; moderate income, 18 percent; and above moderate income, 42 percent.	The Specific Plan's housing designs and standards provide housing opportunities for a range of incomes, including workforce housing. Estimated housing prices for San Luis ranch are lower than median sales prices in 2013, and affordable to moderate income groups.
4	Preserve and accommodate existing and new mixed-income neighborhoods and seek to prevent neighborhoods or housing types that are segregated by economic status.	The Specific Plan's residential component integrates varying housing types.
4.1	Within newly developed neighborhoods, housing that is affordable to various economic strata should be intermixed rather than segregated into separate enclaves. The mix should be comparable to the relative percentages of extremely low, very-low, low, moderate and above-moderate income households in the City's quantified objectives.	The Specific Plan's residential component integrates varying housing types.
4.2	Include both market-rate and affordable units in apartment and residential condominium projects and intermix the types of units. Affordable units should be comparable in size, appearance and basic quality to market-rate units.	The Specific Plan includes up to 500 residential units at varying prices integrated within neighborhood.

General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
5	Provide variety in the location, type, size, tenure, and style of dwellings.	The Specific Plan includes up to 500 residential units of varying product types, sizes, and architectural styles.
5.2	Encourage mixed-use residential/commercial projects to include live-work and work-live units where housing and offices or other commercial uses are compatible.	The Specific Plan includes a mix of uses, with residential, office, and commercial uses within easy walking distance.
5.3	Encourage the development of housing above ground-level retail stores and offices to provide housing opportunities close to activity centers and to use land efficiently.	The Specific Plan allows for a mix of uses—residential, office and, commercial—in proximity to one another.
5.4	In general, housing developments of twenty (20) or more units should provide a variety of dwelling types, sizes or forms of tenure.	The Specific Plan includes up to 500 residential units of varying product types, sizes, and styles.
6	Plan for new housing to meet the full range of community housing needs.	The Specific Plan includes up to 500 residential units of varying product types, sizes, styles and price points.
7	Maintain, preserve and enhance the quality of neighborhoods, encourage neighborhood stability and owner occupancy, and improve neighborhood appearance, function and sense of community.	The Specific Plan's development standards integrate the neighborhood into surrounding agricultural and commercial uses, promoting high aesthetic and functional values.
7.2	Higher density housing should maintain high quality standards for unit design, privacy, security, on-site amenities, and public and private open space. Such standards should be flexible enough to allow innovative design solutions in special circumstances, e.g. in developing mixed-use developments or in housing in the Downtown Core.	The Specific Plan is consistent with San Luis Obispo Community Design Guidelines, provide quality design and construction, public and private open space, and allow for development flexibility.
7.4	Within expansion areas, new residential development should be an integral part of an existing neighborhood or should establish a new neighborhood, with pedestrian and bicycle linkages that provide direct, convenient and safe access to adjacent neighborhoods, schools and shopping areas.	The Specific Plan creates a new neighborhood and provides pedestrian and bicycle linkages to existing and new commercial development and public facilities in order to foster a safe, walkable community atmosphere.
7.5	The creation of walled-off residential enclaves, or of separate, unconnected tracts, is discouraged because physical separations prevent the formation of safe, walkable, and enjoyable neighborhoods.	The Specific Plan's circulation network will emphasize connectivity and avoid cul-de-sacs or dead end streets. No neighborhood separation walls are proposed.
7.7	The physical design of neighborhoods and dwellings should promote walking and bicycling and preserve open spaces and views.	The Specific Plan's development standards encourage pedestrian and bicycle connectivity to adjacent uses, while preserving land for open space and agriculture.
8	Encourage the creation and maintenance of housing for those with special housing needs.	The Specific Plan's housing types provide a variety of units to accommodate those with special

General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
		housing needs.
8.1	Encourage housing development that meets a variety of special needs, including large families, single parents, disabled persons, the elderly, students, veterans, the homeless, or those seeking congregate care, group housing, single-room occupancy or co-housing accommodations, utilizing universal design.	The Specific Plan's housing types range in number of rooms, size, and configuration of units to accommodate different household needs.
9	Encourage housing that is resource-conserving, healthful, economical to live in, environmentally benign, and recyclable when demolished.	The Specific Plan includes a variety of environmental sustainability strategies to maximize resource conservation, environmental benefit, and healthy lifestyle.
9.2	Residential site, subdivision, and neighborhood designs should be coordinated to make residential sustainability work. Some ways to do this include: A) Design subdivisions to maximize solar access for each dwelling and site. B) Design sites so residents have usable outdoor space with access to both sun and shade. C) Streets and access ways should minimize pavement devoted to vehicular use. D) Use neighborhood retention basins to purify street runoff prior to its entering creeks. Retention basins should be designed to be visually attractive as well as functional. Fenced-off retention basins should be avoided. E) Encourage cluster development with dwellings grouped around significantly-sized, shared open space in return for City approval of smaller individual lots. F) Treat public streets as landscaped parkways, using continuous plantings at least six feet wide and where feasible, median planters to enhance, define, and to buffer residential neighborhoods of all densities from the effects of vehicle traffic.	The Specific Plan includes a variety of environmental sustainability strategies to maximize resource conservation, environmental benefit and healthy lifestyle: <ul style="list-style-type: none"> • Solar orientation and access is emphasized in the Specific Plan. • Private and public outdoor spaces, landscaped with drought-tolerant and native tree species, provide a variety of outdoor environments. • Streetscapes minimize pavement section while accommodating multimodal transportation. • Best management practices and Low Impact Development strategies are utilized to retain and filter storm water. • Residential units are clustered in the northwestern portion of the site, surrounded by public open spaces and agriculture.
9.5	Actively promote water conservation through housing and site design to help moderate the cost of housing.	The Specific Plan includes provisions for water efficient landscaping and other conservation strategies, consistent with San Luis Obispo Zoning Ordinance.
10	Maximize affordable housing opportunities for those who live or work in San Luis Obispo while seeking to balance job growth and housing supply.	The Specific Plan includes workforce housing types to provide much needed housing for current and future City workers.

Noise

General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
Goals		
1	Protect people from the harmful and annoying effects of exposure to noise.	The Specific Plan's residential uses are set back from noise generating sources, such as Highway 101.
2	Preserve the tranquility of residential neighborhoods by preventing noise-producing uses from encroaching upon existing or planned noise-sensitive uses.	The Specific Plan's residential uses are clustered away from existing noise generating sources.
4	Emphasize the reduction of noise impacts through careful site planning and project design, giving second preference to the use of noise barriers and structural features.	Specific Plan employs careful site planning to avoid structural sound barriers.
5	Prevent incompatible land uses from encroaching on existing or planned uses which are desired parts of the community, but produce noise.	Land uses in the Specific Plan carefully sited to maintain separation from sensitive noise receptors.
Policies		
1.3	New noise-sensitive development shall be located and designed to meet the maximum outdoor and indoor noise exposure levels of Table 1.	The Specific Plan is consistent with indoor and outdoor noise exposure levels for noise sensitive receptors.
1.4	Noise created by new transportation noise sources, including road, railroad, and airport expansion projects, shall be mitigated to not exceed the levels specified in Table 1 for outdoor activity areas and indoor spaces of noise-sensitive land uses which were established before the new transportation noise source.	New transportation components of the Specific Plan are sited at an appropriate distance from existing and proposed residential uses and other sensitive receptors.
1.6	New development of noise-sensitive land uses may be permitted only where location or design allow the development to meet the standards of Table 2, for existing stationary noise sources.	The Plan Area is sited appropriately given locations of existing stationary noise sources.
1.7	Noise created by new stationary; noise sources, or by existing stationary noise sources which undergo modifications that may increase noise levels, shall be mitigated to not exceed the noise level standards of Table 2, for lands designated for noise-sensitive uses. This policy does not apply to noise levels associated with agricultural operations.	The Specific Plan does not include new stationary noise sources.
Safety		
Goals		
2	Minimize damage to public and private property.	The Specific Plan minimizes damage to public and private property.

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General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
3	Minimize social and economic disruptions resulting from injury, death, and property damage.	The Specific Plan minimizes social and economic disruptions resulting from injury, death, and property damage.
Policies		
2.1.E	<p>Within new development areas, such as the potential expansion areas shown in Figure 2 of the Land Use Element, substantial displacement of flood waters should be avoided by:</p> <ol style="list-style-type: none"> 1. Keeping a substantial amount of flood-prone land in the vicinity as open space; 2. Enlarging man-made bottlenecks, such as culverts, which contribute to flood waters backing up from them; 3. Accommodating in such places uses which have relatively low ratios of building coverage to site area, for which shallow flooding of parking and landscape areas would cause minimum damage. 4. Requiring new buildings to be constructed above the 100-year flood level. 	The Specific Plan maintains flood prone land in open space, increases capacity of on-site drainages, and locates all structures above the 100-year flood elevation.
2.1.G	Development close to creeks shall be designed to avoid damage due to future creek bank erosion. Property owners shall be responsible for protecting their developments from damage caused by future bank loss due to flood flows.	The Specific Plan includes adequate setbacks from all riparian zones, and increases drainage capacities and bank stability to prevent future bank erosion.
3.0	Development should be approved only when adequate fire suppression services and facilities are available or will be made available concurrent with development, considering the setting, type, intensity, and form of the proposed development.	The Plan Area is located in close proximity to existing fire station and includes provisions for fire suppression facilities, such as new hydrants.
5.5	Development shall not be located atop known faults. Applications for the following types of discretionary approvals within 100 meters (330 feet) of any fault that is previously known or discovered during site evaluation shall be subject to review and recommendation by a State-registered engineering geologist: change to a more intensive land-use designation; subdivision into five or more parcels; development of multifamily, commercial, industrial, or institutional buildings.	The Plan is not located atop any known faults. Soils and geotechnical studies will be included in the Specific Plan Environmental Impact Report.
5.6	Development shall not be located on or immediately below unstable slopes, or contribute to slope instability. Any development proposed in an area of moderate or high landslide potential shall be subject to review and recommendation by a State-registered engineering geologist.	The Plan Area is not located on or immediately below unstable slopes. Soils and geotechnical studies will be included in the Specific Plan Environmental Impact Report.

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General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
5.7	Development may be located in areas of high liquefaction potential only if a site-specific investigation by a qualified professional determines that the proposed development will not be at risk of damage from liquefaction. The Chief Building Official may waive this requirement upon determining that previous studies in the immediate area provide sufficient information.	The Plan Area is not located in an area of high liquefaction potential. Hydrological calculations, soils and geotechnical studies will be included in the Specific Plan Environmental Impact Report.
6.3	The City should avoid using hazardous materials in its own operations to the greatest extent practical, and will follow all established health and safety practices when they are used.	The Plan Area does not include use of hazardous materials.
7.0	Land-use decisions should avoid prolonged exposure of people to strong electromagnetic fields. Appropriate uses for areas under or next to high-voltage power transmission lines are agriculture, floodwater detention, roads, parking, materials storage, and parks and greenways with low-intensity use. Residential yards may be located along but outside of high-voltage power transmission line easements. School buildings and playgrounds, residential buildings, and work places should be set back from high-voltage power transmission lines. The amount of setback will be a matter of judgment, considering the space available in which to locate uses within the site being planned.	The Plan Area is located southwest of existing high-voltage power transmission lines. All proposed residential uses are setback adequately from these facilities.
8.0	Development should be permitted only if it is consistent with the San Luis Obispo County Airport Land Use Plan. Prospective buyers of property that is subject to airport influence should be so informed.	The Specific Plan is consistent with all standards included in the California State Aeronautics Act and Airport Land Use Planning Handbook. Airport disclosures will be included in sales and lease packages.
10.18	Existing and new structures and facilities should reflect adopted safety standards.	The Specific Plan's design guidelines ensure that new structures and facilities are consistent with all applicable safety standards.
Conservation and Open Space		
Goals		
2.1.1	Achieve and maintain air quality that supports health and enjoyment for those who live or work in the City and for visitors.	The Specific Plan creates a new neighborhood within walking and bicycling distance to City employers, which will reduce traffic and supporting air quality goals.
3.2	The City will expand community understanding, appreciation and support for historic and architectural resource preservation to ensure long-term protection of cultural resources.	The Specific Plan includes an Agricultural Heritage Facilities and Learning Center and cultural resources signage to enhance community understanding of these

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General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
		important resources.
3.4	The City will expand community understanding, appreciation and support for archaeological resource preservation.	The Specific Plan's Agricultural Heritage Facilities and Learning Center are intended to preserve and promote and highlight the agriculture and historical legacy of the site.
4.4.4	Encourage the provision for and protection of solar access.	The Specific Plan includes development standards to ensure solar access.
7.2	The City will maintain and enhance conditions necessary to enable a species to become self-sustaining. Within the San Luis Obispo planning area, the City will seek to achieve self-sustaining populations of the plants, fish and wildlife that made up the natural communities in the area when urbanization began.	The Specific Plan includes significant natural resource restoration as well as enhancement objectives and implementation strategies to restore native natural habitat communities.
7.4	Protect, preserve and create the conditions that will promote the preservation of significant trees and other vegetation, particularly native California species.	The Specific Plan includes significant natural resource restoration as well as enhancement objectives and implementation strategies to restore native natural habitat communities.
8.2.2	<p>Within the urban area, the City will secure and maintain a diverse network of open land encompassing particularly valuable natural and agricultural resources, connected with the landscape around the urban area. Particularly valuable resources are:</p> <ul style="list-style-type: none"> A. Creek corridors, including open channels with natural banks and vegetation. B. Laguna Lake and its undeveloped margins. C. Wetlands and vernal pools. D. Undeveloped land within the Urban Reserve not intended for urban uses. E. Grassland communities and woodlands. F. Wildlife habitat and corridors for the health and mobility of individuals and of the species. G. The habitat of species listed as threatened or endangered by the State or Federal governments. H. Prime agricultural soils and economically viable farmland (Figure 10). I. Groundwater recharge areas. J. Historically open-space settings for cultural resources, native and traditional landscapes. K. Hills, ridgelines and the Morros. L. Scenic rock outcroppings and other significant geological features. M. Unique plant and animal communities, 	<p>Approximately 50% of the Plan Area permanently preserves agriculture and open space. Riparian and habitat areas will be protected, restored and enhanced. The Specific Plan includes significant open areas to facilitate groundwater recharge.</p>

General Plan Consistency

General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
	including "species of local concern."	
8.4.2	The City intends to allow public access to open space that fosters knowledge and appreciation of open space resources without harming them and without exposing the public to unacceptable risk. The main goal is to protect open space and wildlife habitat, with a secondary goal of providing passive recreation where it will not harm the environment.	The San Luis Ranch Specific Plan site design restoration and enhancement of riparian habitat, permanently dedicated agricultural lands, and public access to open space,
9.1.7	Provide ample opportunities for viewing attractive features.	The Specific Plan includes a variety of scenic viewing areas throughout the site.
10.1.3	Protect and maintain water quality in aquifers, Laguna Lake, streams and wetlands that supports all beneficial uses, agriculture, and wildlife habitat.	The Specific Plan includes Low Impact Development features and watershed restoration components that protect and maintain water quality to support beneficial uses, agriculture and habitat.
Policies		
2.2.4	City actions shall seek to reduce dependency on gasoline- or diesel powered motor vehicles and to encourage walking, biking and public transit use.	The Specific Plan provides up to 500 residential units within walking, biking, and public transportation distance to employment, commercial and service centers. Additional neighborhood-serving commercial further reduces dependence on vehicular transportation modes.
3.3.1	Significant historic and architectural resources should be identified, preserved and rehabilitated.	The Specific Plan EIR will evaluate strategies for identifying, protecting and adaptive reuse of historic architectural resources.
3.3.2	Historically or architecturally significant buildings should not be demolished or substantially changed in outward appearance, unless doing so is necessary to remove a threat to health and safety and other means to eliminate or reduce the threat to acceptable levels are infeasible.	Under the Specific Plan, historic or architecturally significant structures will be restored and adaptively reused when structurally feasible, consistent with health and safety standards.
3.3.4	Changes or additions to historically or architecturally significant buildings should be consistent with the original structure and follow the Secretary of the Interior's Standards for the Treatment of Historic Buildings. New buildings in historical districts, or on historically significant sites, should reflect the form, spacing and materials of nearby historic structures. The street appearance of buildings which contribute to a neighborhood's architectural character should be maintained.	Under the Specific Plan, historic or architecturally significant structures will be restored and adaptively reused when structurally feasible, consistent with health and safety standards. New structures proposed under the Specific Plan will reflect and refer to the architectural, agricultural, and cultural history of the site.

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General Plan Goals, Policies, Programs	Summary of General Plan Language	Specific Plan Consistency
3.5.2	All Native American cultural and archaeological sites shall be protected as open space wherever possible.	The Specific Plan EIR will conduct appropriate studies and takes needed measures to preserve any identified archaeological sites.
3.5.4	Development within an archaeologically sensitive area shall require a preliminary site survey by a qualified archaeologist knowledgeable in Native American cultures, prior to a determination of the potential environmental impacts of the project.	The Specific Plan EIR will conduct appropriate studies and takes needed measures to preserve any identified archaeological sites.
4.4.1	Residences, work places and facilities for all other activities will be located and designed to promote travel by pedestrians and bicyclists.	The Specific Plan promotes walking and biking as key modes of transportation through its emphasis on pedestrian and bike access and connectivity as well as its close proximity to employment centers. These factors will reduce single-occupant commuting and associated impacts to area roadways and air quality as well as promote healthy, active living..
4.4.2	The City's transportation and circulation systems shall foster travel by modes other than motor vehicles, including walking, bicycles and public transit.	The Specific Plan promotes walking and biking as key modes of transportation through its emphasis on pedestrian and bike access and connectivity as well as its close proximity to employment centers. These factors will reduce single-occupant commuting and associated impacts to area roadways and air quality.
4.4.3	The City will promote higher-density, compact housing to achieve more efficient use of public facilities and services, land resources, and to improve the jobs/housing balance.	The San Luis Ranch Specific Plan includes mixed-use commercial, office and clustered residential development within walking distance to new and existing uses. Development standards encourage walkability and promote alternative forms of transportation. The Specific Plan expands the City's economic base by adding a variety of new jobs. This greater industry variety will reduce economic reliance on one industry sector. The Specific Plan's residential component includes workforce housing to ensure a range of options for local employees.
4.5.2	In subdivisions, the layout of streets and lots shall provide and protect solar exposure. To assure maximum control over potential shading features, the longest dimension	The Specific Plan includes development standards to ensure

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	<p>of each lot should be oriented within 30 degrees of south, unless the subdivider demonstrates that for certain lots any of the following applies:</p> <ul style="list-style-type: none"> A. The lots are large enough to allow desirable solar access, regardless of lot orientation. B. Buildings will be constructed as part of the tract development, and the buildings will be properly orientated, with adequate solar access. C. Topography makes variations from the prescribed orientation desirable to reduce grading or tree removal, or to take advantage of a setting that would favor greater reliance on early morning or late afternoon solar exposure. D. Topographical conditions, such as steep, north-facing slopes or shading by the mass of a hill, make solar energy use infeasible. E. The size of the subdivision, combined with the existing orientation of surrounding streets and lots, precludes desirable lot orientation. 	<p>solar access.</p>
7.3.2	<p>The City will:</p> <ul style="list-style-type: none"> A. Maintain healthy populations of native species in the long term, even though they are not listed for protection under State or Federal laws. These “species of local concern” are at the limit of their range in San Luis Obispo, or threats to their habitat are increasing. B. Identify the location, habitat and buffer needs of species of local concern. This information will be developed by qualified people early in the planning and development review process. (These species are listed in Appendix A, which may be revised by the City’s Natural Resources Manager or other biological resource professional upon public notice. Anyone may nominate species for the list.) C. Protect species of local concern through: its actions on land use designations, development standards, development applications; the location, design, construction and maintenance of City facilities; land that the City owns or manages. D. Encourage individuals, organizations and other agencies to protect species of local concern within their areas of responsibility and jurisdiction. E. Protect sensitive habitat, including creeks, from encroachment by livestock and human activities. 	<p>Approximately 50% of the Plan Area ford permanently preserved agriculture and open space. Riparian and habitat areas will be protected, restored and enhanced. The Specific Plan details the protection of native sensitive species. The Specific Plan EIR will thoroughly evaluate biological resources on the site and will avoid or mitigate any impacts to resources.</p>
7.3.3	<p>Continuous wildlife habitat, including corridors free of human disruption, shall be preserved and where necessary, created by interconnecting open spaces, wildlife habitat and corridors. To accomplish this, the City will:</p> <ul style="list-style-type: none"> A. Require public and private developments, including public works projects, to evaluate 	<p>Approximately 50% of the Plan Area ford permanently preserved agriculture and open space. Riparian and habitat areas will be protected, restored and enhanced. The Specific Plan details the protection of native sensitive</p>

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	<p>animal species and their movements within and through development sites and create habitats and corridors appropriate for wildlife.</p> <p>B. Plan for connectivity of open spaces and wildlife habitat and corridors using specific area plans, neighborhood plans, subdivision maps or other applicable planning processes, consistent with Open Space Guidelines.</p> <p>C. Coordinate with San Luis Obispo County and adjoining jurisdictions, federal and state agencies such as Caltrans to assure regional connectivity of open space and wildlife corridors.</p> <p>D. Preserve and expand links between open spaces and creek corridors, as shown in Figure 3.</p>	species.
7.5.2	Landscaping should incorporate native plant species, with selection appropriate for location.	The Specific Plan includes provisions for drought-tolerant and native plant species, with selection appropriate to location.
7.5.5	Public and private development projects shall be designed to prevent soil erosion, minimize landform modifications to avoid habitat disturbance and conserve and reuse on-site soils.	The Specific Plan includes Low Impact Development and best management practices to minimize landform modifications, avoid habitat disturbance, and conserve and reuse on-site soils.
8.5.1	Public access to open space resources, with interpretive information, should be provided when doing so is consistent with protection of the resources, and with the security and privacy of affected landowners and occupants. Access will generally be limited to non-vehicular movement, and may be visually or physically restricted in sensitive areas. Public access to or through production agricultural land, or through developed residential lots, will be considered only if the owner agrees (Land for active recreation is typically designated "Park" in the General Plan Land Use Map). The City shall also designate open space areas that are not intended for human presence or activity.	The San Luis Ranch Specific Plan site design restoration and enhancement of riparian habitat, permanently dedicated agricultural lands, and public access to open space, including a segment of the Bob Jones Trail. Public access to the Agricultural Heritage Facilities and Learning Center portion of the project will also be encouraged.
8.5.5	The City will consider allowing passive recreation where it will not degrade or significantly impact open space resources and where there are no significant neighborhood compatibility impacts, in accordance with an approved open space conservation plan. Passive recreation activities may include: hiking, nature study, bicycle use, rock climbing, horseback riding or other passive recreational activities as permitted and regulated in the Open Space Ordinance.	The Specific Plan includes sensitive site design features, which locate passive recreation areas consistent with neighborhood compatibility goals and resource conservation.
9.1.1.A, B,	The City will implement the following policies and will encourage other agencies with jurisdiction to do likewise:	The Specific Plan maintains approximately 50% of the site in permanent agriculture and open

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	<p>A. Natural and agricultural landscapes that the City has not designated for urban use shall be maintained in their current patterns of use.</p> <p>B. Any development that is permitted in natural or agricultural landscapes shall be visually subordinate to and compatible with the landscape features. Development includes, but is not limited to buildings, signs (including billboard signs), roads, utility and telecommunication lines and structures. Such development shall:</p> <ol style="list-style-type: none"> 1. Avoid visually prominent locations such as ridgelines, and slopes exceeding 20 percent. 2. Avoid unnecessary grading, vegetation removal, and site lighting. 3. Incorporate building forms, architectural materials, and landscaping, that respect the setting, including the historical pattern of development in similar settings, and avoid stark contrasts with its setting. 4. Preserve scenic or unique landforms, significant trees in terms of size, age, species or rarity, and rock outcroppings. 	<p>space. Development under the Specific Plan is compatible with landscape features and subordinate to surrounding views. Specific Plan development avoids ridgelines, unnecessary grading, vegetation removal and site lighting. Further, the Specific Plan's building forms, architectural materials and landscaping respect the natural and historic setting, and preserve scenic views.</p>
9.1.2	<p>The City will implement the following principle and will encourage other agencies with jurisdiction to do so: urban development should reflect its architectural context. This does not necessarily prescribe a specific style, but requires deliberate design choices that acknowledge human scale, natural site features, and neighboring urban development, and that are compatible with historical and architectural resources. Plans for sub-areas of the city may require certain architectural styles.</p>	<p>The Specific Plan's architectural palettes reflect the historic and cultural context of the site and adjacent neighborhoods.</p>
9.1.5	<p>The City will include in all environmental review and carefully consider effects of new development, streets and road construction on views and visual quality by applying the Community Design Guidelines, height restrictions, hillside standards, Historical Preservation Program Guidelines and the California Environmental Quality Act and Guidelines.</p>	<p>The Specific Plan carefully considered and is consistent with all Community Design Guidelines, State historic preservation guidelines, and CEQA.</p>
9.2.1	<p>The City will preserve and improve views of important scenic resources from public places, and encourage other agencies with jurisdiction to do so. Public places include parks, plazas, the grounds of civic buildings, streets and roads, and publicly accessible open space. In particular, the route segments shown in Figure 11 are designated as scenic roadways.</p> <p>A. Development projects shall not wall off scenic roadways and block views.</p> <p>B. Utilities, traffic signals, and public and private signs and lights shall not intrude on or clutter views, consistent</p>	<p>The Specific Plan's design guidelines and land use standards protect scenic resources, views, from public rights-of-way.</p>

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	<p>with safety needs.</p> <p>C. Where important vistas of distant landscape features occur along streets, street trees shall be clustered to facilitate viewing of the distant features.</p> <p>D. Development projects, including signs, in the viewshed of a scenic roadway shall be considered "sensitive" and require architectural review.</p>	
9.2.2	<p>Projects should incorporate as amenities views from and within private development sites. Private development designs should cause the least view blockage for neighboring property that allows project objectives to be met.</p>	<p>The Specific Plan's design guidelines and land use standards protect scenic resources, including private and public views.</p>
10.2.2.A, D, E	<p>In planning for its water operations, programs and services, the City will be guided by the Ahwahnee Water Principles and will encourage individuals, organizations, and other agencies to follow these policies:</p> <p>A. Community design should be compact, mixed use, walkable and transit oriented so that automobile-generated urban runoff pollutants are minimized and the open lands that absorb water are preserved to the maximum extent possible.</p> <p>D. All aspects of landscaping from the selection of plants to soil preparation and the installation of irrigation systems should be designed to reduce water demand, retain runoff, decrease flooding, and recharge groundwater.</p> <p>E. Permeable surfaces should be used for hardscape. Impervious surfaces such as driveways, streets, and parking lots should be minimized so that land is available to absorb storm water, reduce polluted urban runoff, recharge groundwater and reduce flooding.</p>	<p>The Specific Plan includes land uses and design guidelines for compact, mixed-use development at a pedestrian scale, intended to reduce reliance on vehicular travel, use drought-resistant native planting, and reduce impervious surfaces to the greatest extent feasible.</p>
Parks and Recreation		
Goals		
	<p>The City's Parks and Recreation facilities and programs will enable all citizens to participate in fun, healthful, or enriching activities which enhance the quality of life in the community. Recreation services shall enhance the quality of life in San Luis Obispo and meet the changing needs of residents.</p>	<p>The Plan Area is located adjacent to Laguna Lake Park, a 375-acre public recreation facility containing a lake, fitness amenities, hiking trails, playground, volleyball courts and other amenities. On-site park facilities will encourage healthy lifestyle choices.</p>
Policies		

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3.13.3	Parks shall be designed to meet a variety of needs depending on park size, location, natural features and user demands.	The Specific Plan includes park areas to suit a variety of activities.
3.13.3	New significant residential developments and annexations, shall provide sufficient athletic fields to meet the demands of the youth who will reside in the development.	The Specific Plan includes playground and recreational spaces.
3.15.1	San Luis Obispo residents shall have access to a neighborhood park within .5 to 1.0 mile walking distance of their residence.	Recreational facilities in the Plan Area are well within one mile of all residential units.
3.15.3	All residential annexation areas shall provide developed neighborhood parks at the rate of 5 acres per 1000 residents.	The Specific Plan will comply with the City's neighborhood park requirement.
3.20.1	Open space shall be managed so as to provide appropriate public access and enhances the natural environment, consistent with the Conservation and Open Space Element.	The San Luis Ranch Specific Plan site design restoration and enhancement of riparian habitat, permanently dedicated agricultural lands, and public access to open space, The Specific Plan includes sensitive site design features, which locate passive recreation areas consistent with neighborhood compatibility goals and resource conservation.
3.20.2	Public trails shall be provided where appropriate to provide public access to City-owned open space. Use of trails for hiking, mountain biking or equestrian activity shall be determined as posted.	The Specific Plan provides a new Bob Jones Trail segment, with connection from Laguna Lake Park to the Los Osos Valley Road corridor.
3.20.6	Open space and parks shall be connected where possible by trails or bike paths.	The Specific Plan provides a new Bob Jones Trail segment, with connection from Laguna Lake Park to the Los Osos Valley Road corridor.

