San Luis Ranch Specific Plan
City of San Luis Obispo, California
Coastal Community Builders, Inc.
Adopted | July 18, 2017
Amended | August 21, 2018

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FOREWORD

The San Luis Ranch proposal offers a first-of-its-kind, innovative vision for one of San Luis Obispo's most iconic properties that vastly reduces the intensity of use on the land, and preserves its agricultural legacy.

Froom Ranch and other big-box commercial development has surrounded San Luis Ranch, making it ideal for infill development. Community interest in agricultural preservation, new housing choices, reduced traffic, lower water use, a lighter carbon footprint and other core values has soared. Today, new property owner Gary Grossman and his team present a fresh proposal for the San Luis Ranch site: a revolutionary concept that represents the best of sustainability practices and forward thinking, bringing forth the vision for the area as outlined in the City's General Plan.

Everything about San Luis Ranch grows from the project's foundation in four guiding principles identified as the CORE 4:

**San Luis Ranch will maintain and promote San Luis Obispo's agricultural heritage.** From continued cultivation to “u-pick-it” farming and an agricultural education center, San Luis Ranch will offer residents and visitors an opportunity to connect with agriculture and continue to enjoy the views of this pastoral setting.

**San Luis Ranch will provide open space and recreation areas.** With enhancement of parks, paths and a link to the Bob Jones Trail, open areas for pure enjoyment, significant agricultural preservation, and unblocked vistas of these spaces and the beautiful Cerro mountains, San Luis Ranch assures the outdoors are central to everyday life.

**San Luis Ranch will offer a range of housing opportunities with a special focus on providing workforce homes.** The Central Coast's teachers, first responders, technology employees and tourism workers deserve a home in the city where they work.

**San Luis Ranch will create a multimodal community that integrates seamlessly into existing circulation systems.** Designed to promote a pedestrian and bicycle-oriented community, San Luis Ranch will be an interconnected neighborhood. It also completes a key link to the Bob Jones Trail, extends Froom Ranch Way, and provides several transit stops, benefiting the community as a whole.

Known for years as Dalidio Ranch, the 131-acre property, San Luis Ranch realizes a longtime community dream of preserving the past while planning responsibly for the future. It dovetails into the City of San Luis Obispo's General Plan, and offers a community-focused vision.

San Luis Ranch's forward-thinking design enables a diverse neighborhood, maintains community character, and provides sustainable land use practices and infrastructure, exemplifying the civic values of San Luis Obispo.
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Chapter 1

INTRODUCTION
1 INTRODUCTION

1.1 Scope

Under California law (Government Code §65450-65457), a specific plan is a planning tool that allows a community to articulate a vision for a defined area and apply guidelines and regulations to implement that vision. The San Luis Ranch Specific Plan (Specific Plan or Plan) guides development of San Luis Ranch (project) by defining land uses, delineating a multimodal circulation system, and providing development standards. It also analyzes required public infrastructure facilities, suggests financing scenarios, and provides an implementation strategy.

Figure 1.1 Ranch Looking West
1.2 Core 4

The following four points represent the core values established as guideposts for which San Luis Ranch is imagined. While there are many significant elements that represent the formation and development of this project, the following "Core 4" points are primary in determining the unique qualities that enable a diverse neighborhood, maintain community character, and provide sustainable land use practices and infrastructure. Detailed policies can be found in Chapter 8.

**AGRICULTURE AND HERITAGE**

1.2.1 Maintain and Promote San Luis Obispo’s Agricultural Heritage

The Dalidio Ranch, home to San Luis Ranch, has for decades provided a gateway to the City that embodies its agricultural legacy. The Specific Plan preserves and celebrates this heritage and visual identity by continuing the operation of a farm coupled with the addition of a community agricultural learning center. Approximately fifty percent of the site will be permanently dedicated to agriculture and open space. The same agricultural identity will be integrated into San Luis Ranch neighborhoods with architectural styles designed to capture an agrarian feel.

**RECREATION**

1.2.2 Provide Open Space and Recreation Areas

San Luis Ranch protects lands for open space, recreation, and visual significance. Open space including agricultural land is a dominant feature of the project. Recreation is emphasized throughout the Plan Area through creation of linear parks, creating a fitness loop along the creeks as well as a central neighborhood park. More than 10 acres of the existing site will be preserved in parks, natural habitat, creeks, and open spaces that enhance the neighborhood and extend the City’s parks and recreation system. Natural resources are also protected, preserving the City’s unique character and contributing to its sustainable future.
1.2.3 Deliver Diverse Housing Opportunities, Including Workforce Housing

Provision of workforce housing is a primary goal of San Luis Ranch. Using principles of responsible land use and innovative architectural design, San Luis Ranch will provide quality workforce housing at diverse price points focused on families and individuals looking to enter the City’s real estate market. Smaller lot sizes, narrow frontages, available accessory dwelling units, and efficient infrastructure enable affordability. In addition, efficient use of water and energy resources are incorporated as part of the overall emphasis on building homes that are environmentally and economically sustainable.

1.2.4 Create a Multimodal Community Seamlessly Integrated Into the Existing Circulation System

The San Luis Ranch neighborhood is designed to promote a pedestrian and bicycle-oriented community with daily needs situated within easy and enjoyable walking distance to each other. A network of interconnected walking and biking paths is intended to promote a healthy lifestyle. The San Luis Ranch Specific Plan completes a key component of the Bob Jones Trail, the City-to-Sea bike trail that connects San Luis Obispo and Avila Beach. Additionally, a central transit stop provides access to SLO Transit and an alternative to the automobile.
Figure 1.2 Illustrative Agricultural Preservation and Heritage Plan
AGRICULTURE AND HERITAGE

Agricultural Land Birdseye

Illustrative Heritage Center and Gathering Space
Figure 1.3 Conceptual Recreational Amenities
Picnic Shelter

Fitness Zones Along Path

Neighborhood Park

Fitness Loop

Drought Tolerant Landscaping

Sitting Areas

RECREATION
Figure 1.4 Illustrative Housing Plan
DIVERSE HOUSING

Attached Compact

Detached Compact

Multi-Family

Single Family Neighborhood

40' Single Family

30' Single Family
Figure 1.5 Multimodal Circulation Plan
MULTIMODAL COMMUNITY

Walking Path

Dog-Friendly Path

Bike Path

Transit Stops

Bike Staging

Vehicular Circulation
1.2.1 Location and Setting

San Luis Ranch is an unincorporated, 131-acre infill site located west of U.S. Highway 101 and east of Madonna Road in the southwestern part of the City of San Luis Obispo, California. San Luis Obispo is on the California Central Coast and is surrounded by abundant open space and agricultural valleys with vineyards and crops. It is also the business and government hub of San Luis Obispo County. With a population of 45,119 (US Census 2010), it is the largest incorporated city between Santa Maria and Salinas.

Over time, land surrounding San Luis Ranch has changed from agriculture to residential areas, shopping centers, and auto dealerships. With this change of land uses, the Specific Plan Area is surrounded by development consisting of the Promenade Plaza to the north, Target and the SLO City Farm to the south, U.S. Highway 101 to the east, and Laguna Lake Park to the west. This represents a key neighborhood infill opportunity site for the City of San Luis Obispo. San Luis Ranch is also treasured for its historic agricultural use and Highway 101 view shed. This led the City to require that a significant portion of the existing agriculture and open space be preserved in perpetuity. In addition to the preservation of agriculture and open space, development in the Plan Area will achieve creek restoration goals, flood protection and multiple connections with existing circulation patterns.

“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.”

San Luis Obispo’s General Plan

Figure 1.6 Site Location Aerial View and Surrounding Uses
1.3 Planning Area Character

San Luis Ranch builds on a rich history in the agricultural and cultural development of California’s Central Coast. The legacies of the Chumash and more recent cultivation of the “Ranch” by the Dalidio family together with a beautiful natural setting all contribute to the area’s character.

1.3.1 Natural Setting: Creeks, Trees and Visual Resources

San Luis Ranch’s character is defined in part by its natural habitat. The site is home to many trees and the Prefumo Creek, which support local wildlife. The site is also home to a small rookery of great blue heron. Further, the relatively flat on-site topography and the low profile of the row crops provide expansive views across San Luis Ranch. For northbound travelers on U.S. Highway 101, foreground views to the west are of the San Luis Obispo Promenade, with background views of Cerro San Luis and Bishop Peak. Southbound travelers looking west view vegetation associated with Prefumo Creek, as well as the edges of the commercial uses clustered at the Los Osos Valley Road/U.S. Highway 101 interchange in the foreground and the Irish Hills in the background.

San Luis Ranch Existing Conditions

San Luis Ranch Existing Conditions

Existing San Luis Ranch Barn

1.3.2 Pre-Historic and Historic Settings: Chumash Lands and Agricultural Heritage

The City of San Luis Obispo is located within the area historically occupied by the Obispeño Chumash, the northernmost of the Chumash people of California. The Spanish Incursion colonized the area of San Luis Obispo initially in 1542, with the first official settlement on Chumash Territory occurring in 1772, when the Mission San Luis Obispo de Tolosa was established.

Agriculture has played a prominent role in the history and development of the San Luis Obispo area. After World War I, San Luis Obispo County became a national source for dairy and produce. Today, the County is a leading provider of wine grapes and strawberries and, in 2013, maintained a total crop value of $960 million.

“Industries in the cultural sector add value by leveraging a “sense of place” into a commodity that is embedded in the qualities of the goods and services produced locally. This sense of place is derived from the physical qualities of the place, its history, meaning and social relations, and by a common understanding of what the place means to a broader audience.”

San Luis Obispo Economic Development Strategic Plan, p. 26
1.3.3 Land Use: Current and Historic Ranch and Agricultural Uses

In the early 1920s, the Dalidio family acquired the land in the Specific Plan Area. The Dalidios moved to the area from Cayucos where they controlled a string of dairies along the northern coast of California. Subsequently, they built the “Dalidio Ranch” and cultivated the land in the Specific Plan Area growing flowers, snow peas, and other vegetables. The character of the Specific Plan Area is shaped by the remaining structures from the Dalidio family’s farm, including the Dalidio home, bungalow, barn, and water tower. Currently, a significant portion of the 131-acre site is used for the production of irrigated row crops including celery, broccoli, lettuce, Asian vegetables, and peas.

1.3.4 Previous Entitlements Under Measure J

Known for years as Dalidio Ranch, the 131-acre San Luis Ranch property was, prior to annexation into the City, entitled under Measure J, a Countywide initiative that was approved by voters in 2006 and affirmed by the California 2nd District Court of Appeals in 2009. Measure J included development of a large-scale retail-commercial center under County jurisdiction, including 530,000 square feet of commercial space, 198,000 square feet of office space, a 150-room, four-story hotel, 60 residential units, and 13 acres of agricultural uses. Parking requirements for Measure J included over 3,000 parking spaces, covering approximately 15 acres of land with impervious surface.

The San Luis Ranch Specific Plan replaces the Measure J entitlements with a project that is more current and representative of the community’s diverse housing and commercial needs.
1.4 Consistency with the City of San Luis Obispo General Plan

The underlying document governing the San Luis Ranch Specific Plan Area is the City of San Luis Obispo General Plan. Under Government Code Section 65450 et seq., a specific plan implements and must be consistent with the governing general plan. However, a specific plan is a separate document from the general plan and contains a greater degree of detail, including land use regulations, design guidelines, and capital improvement plans. The San Luis Ranch Specific Plan is written to maintain consistency with the City’s General Plan, and addresses key City values by providing much needed workforce and affordable housing (Chapter 5), preserving agricultural resources (Chapter 4), addressing current and future traffic issues (Chapter 6), addressing existing and future potential flooding (Chapter 7), and compatibility with the airport (Chapter 2), all with an eye on social, economic, and environmental sustainability (Chapter 5). See Appendix A for a detailed general plan consistency analysis.

1.5 San Luis Ranch Adoption Process

Consistent with the requirements of the General Plan, the San Luis Ranch Specific Plan was adopted by the City Council on July 18, 2017, prior to annexation of the Plan Area. Chapter 8 details the implementation measures and procedures for the San Luis Ranch Specific Plan, including an outline of the annexation process.

1.6 Use of the Plan

The Specific Plan is intended to serve as a comprehensive guide to development policy, standards, and applicable regulations for the San Luis Ranch Specific Plan Area. To this end, its structure, policies, and plans are designed to best inform and direct the user regarding build-out of the Specific Plan Area.

The Specific Plan is organized as follows:

- Chapter 2: Land Use
- Chapter 3: Neighborhood Form
- Chapter 4: Agriculture, Open Space, & Parks
- Chapter 5: Sustainability
- Chapter 6: Multimodal Circulation
- Chapter 7: Infrastructure & Financing
- Chapter 8: Implementation
- Appendix A: General Plan Consistency
- Appendix B: FEIR and SEIR Mitigation Measures
- Appendix C: Airport Land Use Commission Consistency Findings
1.7 Goals and Benefits of the Plan

San Luis Ranch is designed with the following goals in mind, pursuant to Section 8.1.4 of the General Plan:

OVERARCHING GOALS FOR SAN LUIS RANCH DESIGN, as described by the General Plan

- **Goal 1:** A mixed-use development that fosters a sense of community.
- **Goal 2:** A community that maintains and promotes the land’s agricultural heritage.
- **Goal 3:** A community with commercial, office, and visitor serving uses that are integrated with existing and future commercial areas and neighborhoods.
- **Goal 4:** A community of diverse housing opportunities, including workforce housing.
- **Goal 5:** A community that protects and enhances the adjacent creek and habitat.
- **Goal 6:** A community seamlessly integrated into the existing circulation system.
- **Goal 7:** A community built with architectural integrity and material sustainability.

*City of San Luis Obispo LUCE, adopted December 9, 2014*

Through innovative design and community values rooted in the Core 4, San Luis Ranch will provide the following benefits to the residents of San Luis Ranch, its neighbors, and the community as a whole:

COMMUNITY BENEFITS PROVIDED BY SAN LUIS RANCH

- Preservation of agricultural land
- Preservation of existing viewshed corridor and open space
- Agriculture Heritage and Learning Center, and working farm
- A variety of recreational amenities for diverse community needs
- Extension of the Bob Jones Bike Trail
- San Luis Ranch Trailhead and Fitness Loop
- State of the art bicycle trails, including three Class I paths, adding function and safety to the entire area
- A truly walkable community with numerous pedestrian amenities
- Varied commercial components that encourage lower usage of automobiles
- A more efficient transit-friendly transportation network emphasizing neighborhood connectivity
- Long term job creation via office space and commercial retail space
- Reduces out of area commute traffic by enabling people to work where they live
- A variety of dining, shopping, working, and hotel/conference services
- Desperately needed workforce housing and affordable housing through innovative design
- Improved stormwater and floodplain management
Chapter 2

LAND USE
2 LAND USE

2.1 Introduction

The Land Use Chapter of the San Luis Ranch Specific Plan presents the Land Use and Zoning Exhibit (Figure 2.1) and describes and illustrates the desired form, character, and uses of the Plan Area. The illustrations and examples in this Chapter represent the vision for a complete neighborhood connected by an open space network. The entire site is outside City’s limits, but within the City’s sphere of influence and identified for future infill development.

As proposed, the land uses and densities are consistent with the City of San Luis Obispo General Plan Land Use Element, configured to meet the goals and objectives of the San Luis Ranch Specific Plan and work within the existing land use constraints, including agricultural preservation, the airport, water ways, wildlife, and floodplain. The Land Use Plan is implemented with the Development Standards in Chapter 3.

This chapter outlines the general policies and objectives for San Luis Ranch as established in the City’s Land Use Element, and the following Chapters establish policies and describe the Specific Plan in much greater detail.

2.1.1 Goals

LAND USE GOALS

Meet requirement for open space and agriculture as established under the City’s General Plan.

Maintain viewshed of Bishop Peak and Cerro San Luis Obispo mountains.

Develop the project with a mix of uses that maintain agricultural heritage, provide commercial/office transition to adjacent centers, and provide diverse housing.

Offer a diverse inventory of housing products.

Provide active recreation, add to the natural beauty of the area, and preserve open space and agriculture.
Figure 2.1 Land Use and Zoning Exhibit

*Zones are defined in Section 3.2*
Figure 2.2  Birdseye

Figure 2.3  Commercial Plaza

Figure 2.4  Residential Neighborhood
Figure 2.5 Draft Site Plan

*Zones are defined in Section 3.2*
2.1.1 General Plan Objectives

This Section provides the purpose, land use issues, and performance standards for San Luis Ranch as stated in the City’s Land Use Element (Section 8.1.4, P. 1-88), quoted below. Other relevant City documents, such as Housing Element, Parks and Recreation Element, Circulation Element, Economic Development Plan and Calle Joaquin Agricultural Master Plan are discussed in subsequent chapters as they apply.

San Luis Ranch Purpose, as stated in the General Plan Land Use Element (Section 8.1.4): “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.”

General Plan Land Use Element, Requirements/Policies Specific to San Luis Ranch. Section 8.1.4 (See Appendix A for complete table of General Plan conformity)

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 Way and Calle Joaquin, if proposed, shall not bifurcate on-site 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. Subdivider shall work with transit officials to provide express connections to Downtown area.

e. Maintain agricultural views along Highway 101 by maintaining active agricultural uses on the site, and maintain viewshed of Bishop Peak and Cerro San Luis.

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.

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 toward the minimum size for the agriculture/open space component. Provide appropriate transition to agricultural uses on-site.

h. Integrate agricultural open space with adjacent SLO City Farm and development on property.

i. Site should include walkable retail and pedestrian and bicycle connections to surrounding commercial and residential areas.

j. Commercial and office uses shall have parking placed behind and to side of buildings so as not to be a prominent feature.

k. Neighborhood commercial uses for proposed residential development shall be provided.

l. Potential flooding issues along Prefumo Creek need to be studied and addressed without impacting off-site uses.

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.

n. Historic evaluation of the existing farm house and associated structures shall be included.
Table 2-1 General Plan San Luis Ranch Performance Standards

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<th>Type</th>
<th>Designations Allowed</th>
<th>Percent of Site</th>
<th>Minimum</th>
<th>Maximum</th>
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<tr>
<td>Residential</td>
<td>LDR, MDR, MHDR, HDR</td>
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<td>350 units</td>
<td>500 units</td>
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<tr>
<td>Commercial</td>
<td>NC, CC</td>
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<td>50,000 sq. ft.</td>
<td>200,000 sq. ft.</td>
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<td>O</td>
<td>-</td>
<td>50,000 sq. ft.</td>
<td>150,000 sq. ft.</td>
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<td>Hotel</td>
<td>n/a</td>
<td>-</td>
<td>n/a</td>
<td>200 rooms</td>
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<tr>
<td>Parks</td>
<td>PARK</td>
<td>-</td>
<td>5.8 ac.</td>
<td>-</td>
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<tr>
<td>Open Space/Agriculture</td>
<td>OS, AG</td>
<td>50%</td>
<td>-</td>
<td>-</td>
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</tbody>
</table>

2.1.2 San Luis Ranch Land Use Distribution

Table 2-2 illustrates how San Luis Ranch meets the fifty percent requirement for open space and agriculture as established under the City’s General Plan. To calculate the amount of open space and agriculture required, the net site area was first determined. The net site area is the gross site area less the right-of-ways for Prado Road extension. The local streets were not deducted to calculate the net site area. (See Chapter 6, for additional information on street and road improvements.)

The net site area was multiplied by fifty percent to calculate the acreage required to be set aside for open space and agriculture. The set aside includes over approximately 50 acres of agriculture. Chapter 4 provides more information on open space and agriculture.

San Luis Ranch’s site design provides a traditional neighborhood street layout that matches the adjacent existing home tracts. Open space is integrated into a central neighborhood park around which roads, walking and bicycle paths, and multi-use areas circumnavigate the center.

“The City encourages mixed-use projects that mix residential and commercial on the same site. Mixed-use projects play an increasingly important role in providing additional housing, without sacrificing opportunities for commercial and office spaces. The City has entitled several mixed-use projects in the Downtown core.”

Climate Action Plan P. 28-29
2.1.3 Infill Development and Design Constraints

This infill project has several major constraints. On the east side is U.S. Highway 101. The Plan recognizes the importance of preserving the view looking west from the Highway (see Chapter 4 for more information on the protection of scenic resources). On half of the south perimeter lies the SLO City farm. As a high priority, the Plan was designed so that San Luis Ranch agriculture is contiguous with the SLO City farm to maximize agriculture viability and views. On the southwest border is Prefumo Creek. There is also a water drainage channel that bisects the Plan Area and runs north alongside the Post Office. This is an important area for stormwater drainage, and it provides an excellent area for open space. The most westerly border is adjacent to Madonna Road.

The majority of the property adjacent to Madonna Road will be multi-family. The northern border is adjacent to Dalidio Road and existing commercial. It is the most appropriate area for commercial uses. The Prado Road overpass will bypass this area and provide regional access to the existing and proposed commercial uses.

Additionally, the natural flood plain boundary provides a natural split between agriculture and residential areas. From Ranch Way, though, will bisect the entire property from north to south.

Any conflicts with existing easements will be accounted for in the final site design, including those respecting the Calle Joaquin Agricultural Master Plan, utilities easements, and the existing billboard.

Table 2-3 Planned San Luis Ranch Specific Plan Area Development

<table>
<thead>
<tr>
<th>Type</th>
<th>Land Use Category</th>
<th>% of Site</th>
<th>Units/SF</th>
<th>Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned Development</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low-Medium Density Residential</td>
<td>NG-10</td>
<td>12.66%</td>
<td>198 units</td>
<td>21.5 acres</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>NG-23</td>
<td>4.19%</td>
<td>83 units</td>
<td>7.3 acres</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>NG-30</td>
<td>8.47%</td>
<td>299 units</td>
<td>11.0 acres</td>
</tr>
<tr>
<td>Affordable Housing</td>
<td></td>
<td></td>
<td>34 units</td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>NC</td>
<td>9.34%</td>
<td>150,000 SF</td>
<td>11.9 acres</td>
</tr>
<tr>
<td>Office</td>
<td>NC</td>
<td>3.43%</td>
<td>100,000 SF</td>
<td>4.2 acres</td>
</tr>
<tr>
<td>Hotel and Conference Center</td>
<td>NC</td>
<td>2.88%</td>
<td>200 rooms</td>
<td>3.5 acres</td>
</tr>
<tr>
<td>Public Parks</td>
<td></td>
<td>2.60%</td>
<td>2.8 acres</td>
<td></td>
</tr>
<tr>
<td>Regional Roads</td>
<td></td>
<td>7.35%</td>
<td>10.8 acres</td>
<td></td>
</tr>
<tr>
<td>Agriculture and Open Space</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agriculture</td>
<td>AG</td>
<td>42.70%</td>
<td>50.0 acres</td>
<td></td>
</tr>
<tr>
<td>Internal Open Space</td>
<td>OS</td>
<td>6.37%</td>
<td>7.8 acres</td>
<td></td>
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</tbody>
</table>

*Planned Development area is based on Net Site area of approximately 122 acres. The gross site area is approximately 131 acres, less approximately 9 acres of right-of-way. Residential unit allocations total 580 with flexibility to relocate. Affordable units are included in above Residential categories. Based on Tentative Map - amounts may vary in Final Map.
Figure 2.6 Infill Development and Design Constraints Map

- Laguna Lake Park
- Madonna Road
- Dalidio Drive
- SLO City Farm
- Prefumo Creek
- Froom Ranch Way
- SLO City Farm
- Existing Residential Neighborhood
- Promenade Plaza
- Viewshed Looking West from Highway 101

Legend:
- Neighborhood General - 10
- Neighborhood General - 23
- Neighborhood General - 30
- Neighborhood Commercial
- Corridor
- U.S. 101 Viewshed
- Open Space
- Agriculture
- 100-year Flood Event Plain

*Zones are defined in Section 3.2
2.1.4 Scenic Resources

San Luis Ranch offers views of Bishop Peak and Cerro San Luis (see Figure 2.11 A). The City of San Luis Obispo's General Plan Land Use Element requires development in the San Luis Ranch Specific Plan Area to “maintain viewshed of Bishop Peak and Cerro San Luis.” These mountains are two of the “Seven Sisters”—a chain of volcanic peaks and hills stretching from San Luis Obispo to Morro Bay. Bishop Peak stands at 1,559 feet and is the tallest, while Cerro San Luis at 1,292 feet is the fourth tallest. Aside from serving as scenic assets for the San Luis Ranch Specific Plan Area, both mountains are popular hiking sites in the region.

The Specific Plan maximizes the aesthetic benefits of these viewsheds to as great an extent possible. The preservation of viewsheds to Bishop Peak and Cerro San Luis was considered in relation to building siting, orientation, and size and in the context of views from open space and recreational amenities and adjacent public right-of-way (see Figure 2.11 B for an illustration of the view of the site going North on U.S. Highway 101 after development).

Figure 2.7 A View of Bishop Peak and Cerro San Luis Looking North From Highway 101 Before Development

![Image](image1)

Source: Dalidio/San Luis Marketplace Annexation and Development Project EIR

Figure 2.11 B View of Bishop Peak and Cerro San Luis Looking North From Highway 101 After Development

![Image](image2)
2.2 Land Use — Categories

Table 2-3 (page 2-7) shows the land use categories and densities consistent with the City of San Luis Obispo General Plan. The San Luis Ranch Land Use Plan is made up of the following land use categories, described in the sections below, and in detail in the chapters following:

- Neighborhood General: Residential
- Neighborhood Commercial
- Agriculture
- Open Space

In accordance with the City of San Luis Obispo General Plan Land Use Element, the maximum dwelling units provided in the aggregated San Luis Ranch Specific Plan Area shall not exceed 580 units (including affordable and density bonus units). When calculating the density to determine the number of units permitted, the total number of units is divided by the gross land area, before lot subdivision and required dedications.

San Luis Ranch is designed as a horizontal mixed use project to stay in character with surrounding neighborhoods and to distinguish it from the Downtown Core. For a more detailed discussion of zoning, see Chapter 3.
2.3 Land Use — Neighborhood General: Residential

To allow flexibility and meet the demand for workforce housing by families with varying lifestyles, San Luis Ranch offers a wide range of housing densities and products. This includes single family attached and detached housing on a range of lot sizes, and multi-family housing. Residential uses are generally to be located on the western portion of the San Luis Ranch Specific Plan Area, west of Froom Ranch Way and south of Dalidio Drive. Residential land uses will be accessible from local streets, with connections to Froom Ranch Way, Madonna, and Prado Roads.

The City of San Luis Obispo has a recognized need for workforce housing, or housing affordable to households with an annual income up to 120 percent of the area median income. The San Luis Ranch Specific Plan aims to help meet the City’s housing needs by providing a highly desirable new home type to the San Luis Obispo housing market: small lot (1,000 to 3,200 square feet) single family and multi-family housing types, designed for families and working professionals with family-style kitchens and dining rooms, open concept floor plans, and tot-lots and other child- and family-friendly amenities.

Walkability and connectivity are key components of the residential areas. As stated above, the Land Use Element puts forth a performance standard for the San Luis Ranch Specific Plan that addresses walkability. The site should include walkable pedestrian and bicycle connections to surrounding commercial and residential areas. (Section 8.1.4-i, p. 1-87)

Residents and visitors will be able to walk and bike to nearby commercial and recreational areas. The neighborhood provides adequate sidewalk widths and pedestrian crossings, as described in Chapter 6 (see Figure 2.8). The residential street network is designed to eliminate dead-ends/cul-de-sacs, thereby increasing the ability of bikes and pedestrians to move quickly and easily through the project area. Residential frontage design will promote activity at the street, and provide an attractive interface between the public and private realm (see Figure 2.4).

Residential areas will ensure integration of public and private open space within the neighborhood, creating a physical and visual connection between the agricultural and open space uses east of Froom Ranch Way and along Prefumo Creek and the residential area in between.

Figure 2.8 Walkable Neighborhood
2.3.1 Single Family

Single family uses within the San Luis Ranch Specific Plan Area are to be comprised of approximately 300 medium to medium-high density units. Most units are constructed on lots ranging from 1,000 square feet to 3,200 square feet (lot areas vary on irregularly shaped lots). Units will include up to approximately 2,150 square feet of living space on the largest lot sizes (see Figure 2.5). Accessory dwelling units are allowed and will be incorporated, where feasible. Accessory dwelling units can provide a home office, extra space for growing families, potential quarters for senior family members, and additional income to working households.

Four detached/attached product types will be available, as well as multi-family flats. See Chapter 3 for detailed standards and design guidelines.

Single Family | TRADITIONAL

Single Family | SMALL LOT FRONT LOADED

Single Family | SMALL LOT ALLEY LOADED

Multi-Family | COMPACT
Built on standard sized 40’ x 80’ lots, Single Family Traditional homes will be the largest products offered at San Luis Ranch. These lots will surround the Central Neighborhood Park, and abut the Active Linear Park, and Nature Trail at the southwest portion of the project.

The single family traditional lot products will be on front-loaded, 3,200 square foot lots (lot areas vary on irregularly shaped lots). Units will range in size from approximately 1,350 to 2,150 square feet. Garages will be front-loaded. To create a diverse street frontage, some of the garages may be pushed back to the rear of the property turned to the side, or setback back from the front building façade (see Figures 2.9 and 2.10).

**Figure 2.9 Single Family Traditional Lot Site Plan**

**Figure 2.10 Single Family Traditional Lot Elevations**
2.3.1 B  Single Family  |  SMALL LOT FRONT LOADED

Situated between the traditional homes and the commercial zone, single family small lot, front loaded homes will maximize both affordability and walkability to all features of San Luis Ranch.

The single family small lot, front loaded products will be on narrow 30 foot wide, 2,400 to 3,000 square foot lots (lot area may vary up to 10% on irregularly shaped lots). Units will range in size from approximately 1,100 to 1,900 square feet. Attached, tandem garage parking will minimize visual effect of garages along the street (see Figures 2.11 and 2.12).

**Figure 2.11  Single Family Small Lot Front Loaded Site Plan**

**Figure 2.12  Single Family Small Lot Front Loaded Elevations**
2.3.1 C Single Family | SMALL LOT ALLEY LOADED

Similar in design to the small lot, front loaded homes, the small lot, alley loaded homes will be located interior to the small lot, front loaded homes. These homes will visually minimize the influence of automobiles, and will enjoy proximity to the Multi-Family, the Active Linear Park, and the Bob Jones Bike Trail.

The single family small lot, alley loaded products will be on narrow 30 foot wide, 2,400 square foot lots. Units will range in size from approximately 1,100 to 1,900 square feet. Garages can be attached or detached, and can be tandem if desired. Auto access to the property will be from the alley (see Figures 2.13 and 2.14).

Figure 2.13 Single Family Small Lot Alley Loaded Site Plan

Figure 2.14 Single Family Small Lot Alley Loaded Elevations
2.3.1 D Multi-Family | COMPACT

Highly affordable, multi-family compact homes will be located at the northwest portion of San Luis Ranch, effectively transitioning between the existing neighborhood to the West, and Madonna Road to the North.

The multi-family compact lot is an alley loaded product on narrow lots located on the northwest corner of San Luis Ranch. Units can be either attached or detached. Auto access to the property will be from the alley and parking inside garages can be side by side or tandem (see Figures 2.15 A, B and 2.16 A, B).

Figure 2.15 A Multi-Family Detached Compact Lot Site Plan

Figure 2.16 A Multi-Family Attached Compact Lot Site Plan

Figure 2.15 B Multi-Family Detached Compact Lot Elevations

Figure 2.16 B Multi-Family Attached Compact Lot Elevations
Multi-family flats within the San Luis Ranch Specific Plan Area are to be comprised of medium to high-density units in buildings of 12 units or larger. Units will be designed as townhouses or apartments with up to 4 bedrooms per unit focused toward multigenerational families (Figures 2.17 and 2.18). Parking shall be located on the interior of the site whenever possible, and accessed from a side street. Parking courts are encouraged to provide parking shielded from the street. Guest parking shall be provided on-site, within close proximity to the multi-family complex.

Figure 2.17 Multi-Family Flats - Option A

Figure 2.18 Multi-Family Flats - Option B
2.4  Land Use — Parks, Agriculture, and Open Space

2.4.1  Parks and Open Space
The park system is intended to provide active recreation, add to the natural beauty of the area, and create a better neighborhood. San Luis Ranch will include many forms, including a large central neighborhood park, pocket parks, community gardens, an active linear park, green space, greenways, pedestrian and bike paths, and sports fields.

2.4.2  Agriculture
Open space and agricultural uses wrap around the residential neighborhood and comprise the largest portion of the San Luis Ranch Specific Plan. With 50 percent of the site dedicated to contiguous agricultural land and open space, the San Luis Ranch Specific Plan emphasizes the agricultural history of the City while protecting views along U.S. Highway 101. The size, location, and configuration of the agriculture maximizes the viability and integration of a working agricultural operation. Where buffering or transitions to agricultural uses are needed, they are provided on right-of-ways and provide appropriate transitions to agricultural uses.

The Agricultural Heritage Facilities and Learning Center will serve as an agri-tourism destination with seasonal attractions and promote the region’s agricultural history. Uses allowed in the open space and agricultural areas are listed in Table 3-8 and 3-9.

Chapter 4 provides more detail on parks, open space, and agricultural lands.
2.5 Land Use — Neighborhood Commercial

San Luis Ranch will provide a high quality neighborhood and regional center focused on Prado Road to serve area residents and the City as a whole. Allowed commercial uses include retail, services, restaurants, office, and hotel. The commercial land use category provides flexibility of uses to respond to market demands up to the maximum intensities allowed in the General Plan. Commercial areas will be accessible by automobiles, transit riders, pedestrians, and bicyclists and will provide a primary street sidewalk entrance for pedestrians that is separate from driveways and attractively landscaped with trees and plants. It is anticipated that hotel uses could include conference facilities, meeting space, and restaurants. Specifics for possible uses are further discussed in Chapter 3.

2.5.1 Commercial Retail

The commercial retail center will offer a variety of uses that will both provide for the needs of the residential neighborhood in San Luis Ranch, as well as complement the overall retail offerings within the City. Enhanced pedestrian orientation and bicycle-friendly amenities create a friendly, walkable neighborhood center, and regional transit services will connect residents and visitors throughout the area.
2.5.2 Office Space

San Luis Ranch will offer commercial office space, contributing much needed square footage for San Luis Obispo's fast-growing economy and the City's emphasis on developing head-of-household jobs. Its proximity to the neighborhood and emphasis on multimodal circulation will encourage workers to leave their cars behind in favor of a true live-work community. San Luis Ranch office space will be comprised of two to three story buildings built in the modern or agrarian architecture styles.

2.5.3 Hotel and Conference Area

A 200-room hotel and conference center will contribute to local tourism and complement other facilities in the areas adjacent to San Luis Ranch. Visitors can come enjoy the agricultural facilities and shopping amenities at San Luis Ranch and neighboring shopping centers. The combination of hotels nearby will allow more robust conferences to come to San Luis Obispo, adding a heavy multiplier-factor to the local economy, as well as significant transient occupancy tax to the City.

Figure 2.22  Illustrative Plan for Hotel and Conference Area

Example of Office Building

Example of Office Building
2.5.4 Agricultural Preservation and Agricultural Heritage and Learning Center

San Luis Ranch will preserve and emphasize the community’s roots in farming, as well as the historical significance of the site. Working farmland will be preserved adjacent to the SLO City Farm, and the Agricultural Heritage and Learning Center will provide educational, interpretive experiences, as well as access to local produce and products and agri-tourism amenities. See Section 4.2 for details.

Figure 2.23 Illustrative Plan for Agricultural Heritage and Learning Center Area

2.5.5 Parks and Open Space

San Luis Ranch will provide park and open space amenities that are closely aligned with the values set forth in the General Plan. Parklands will include an active linear park with a fitness loop and multi-use trails, a central neighborhood park featuring both active and passive recreational opportunities, pocket parks, and community gardens interspersed throughout the residential areas to provide enhanced pedestrian connectivity, visual openness, and community benefits. The Nature Trail will be privately maintained with a public easement, enabling connection to Laguna Lake Park and Madonna Road Bike Path. Details on agriculture, parks, and open space can be found in Chapter 4.
2.6 Airport Compatibility Performance Standards

Avigation easements, which provide important disclosure information to prospective buyers and lessees, shall be required of San Luis Ranch Specific Plan Area development. Easements shall be in the form approved by the County of San Luis Obispo (per Part 150, Airport Compatibility Planning, of the Federal Aviation Administration Regulations), which stipulates the site would be exposed to aircraft noise and provides legal protection to the airport, City, and County against noise lawsuits. These easements shall also grant the San Luis Obispo County Regional Airport the right to maintain the safety of airspace, including the right to clear any obstructions into that airspace.

The following standards will be implemented throughout the San Luis Ranch Specific Plan Area.

2.6.1 Risk of Injury

No use may be established and no activity conducted which entails a risk of physical injury to operators or passengers of aircraft (such as outdoor laser light shows).

2.6.2 Airspace Protection

No object or structure may be erected, and no plant allowed to grow, to penetrate any “imaginary surface” as defined in Federal Aviation Regulations Part 77. Any proposed feature approaching these surfaces will be referred to the airport manager for review and recommendation. Buildings within the height limits of this specific plan will not approach the FAA imaginary surfaces.

2.6.3 Operations Interference

No material, equipment, or facility may be used which causes smoke or vapors, illumination or reflective glare, or an electromagnetic disturbance that would interfere with aircraft navigation or communication.

2.6.4 Bird Attractants

No use may be established and no activity conducted which attracts birds to the extent of creating a significant hazard of bird strikes. Examples are outdoor storage or disposal of food or grain, or large, artificial water features. This provision is not intended to prevent enhancement or protection of existing wetlands or the mitigation of wetlands impacts.

2.6.5 Indoor Noise

Indoor space for the following uses must provide a maximum noise exposure not exceeding 45 decibels (dB) Community Noise Equivalent Level, and a 60 dB maximum for aircraft single events: dwellings; offices and incidental meeting rooms; public reception areas; worker break rooms; research, development, and production areas where concentration is required and interior-generated noise is typically at or below the level of an office.

2.6.6 Avigation Easements

At the time of subdivision or development, each affected parcel must be made subject to the County of San Luis Obispo’s standard avigation easement.

2.6.7 Real Estate Disclosure

Notice of airport operations, in a form approved by the San Luis Obispo County Airport Land Use Commission, must be provided to all prospective buyers and renters. Such notice shall disclose that aircraft may fly directly over San Luis Ranch Specific Plan Area property without restrictions.

2.6.8 Non-Reflective Building Materials

Building materials shall not produce glare that conflicts with the operation of the airport.

“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.”

General Plan policy 8.1.4(m)
Chapter 3

NEIGHBORHOOD FORM
3 NEIGHBORHOOD FORM

3.1 Introduction

This chapter sets forth general provisions for development within the San Luis Ranch Specific Plan Area and details zoning, allowable land uses, development standards, and design guidelines.

While the San Luis Obispo General Plan is the primary guide for growth and development, this Specific Plan focuses on the San Luis Ranch Specific Plan Area in greater detail by organizing land use and residential development products within customized zoning designations. The intent is to establish a regulating document that implements the “Core 4” values identified within Section 1.2 that includes providing diverse housing opportunities, creating a multi-modal community, maintaining and promoting San Luis Obispo’s agricultural heritage, and providing open space and recreation areas.

3.1.1 Goals

- Provide complete guidance on the land use provisions that will guide future development within the Plan area.
- Offer a diverse mix of housing types that are in keeping with the City’s Housing Element and affordable and workforce housing goals.
- Develop a land use classification system that clearly identifies uses allowed in each subarea and provides for an overall mix of uses.
- Establish detailed development standards for the Plan Area as a whole, and within each subarea, organized in tables and graphically illustrated wherever possible.
- Provide a detailed set of design guidelines that establish the expected level of design while still allowing for flexibility and innovation.

3.1.2 Using This Chapter

The Specific Plan Area is organized into 5 unique zones. These include Neighborhood General 10 (NG-10), Neighborhood General 23 (NG-23), Neighborhood General 30 (NG-30), Neighborhood Commercial (NC), Open Space (OS), and Agriculture (AG). Parks are integrated into the various residential zones. Each of these zones is highly interconnected with pedestrian connections, trails, bridges, a fitness loop, and sidewalks (see Page 3-4 and Chapter 6). Table 3-1 describes the general vision for each zone in greater detail. Zone boundaries were determined based upon protection of approximately 50% of the Specific Plan Area as agriculture and open space, incorporation of Prefumo Creek as an open space trail amenity, the desire to locate higher density residential within walking distance to commercial areas; and maximizing commercial visibility along Highway 101 while buffering internal residential uses.

3.1.3 Zone Designations

Customized zone designations are provided to implement the land uses identified in Chapter 2. Zone designations included herein supersede the City’s zoning ordinance (Title 17) except where the Specific Plan is silent. In such cases, existing City zoning standards apply. Each zone designation includes a summary of allowable uses and development standards. Allowable uses within each zone have been customized to ensure compatibility. In addition, Neighborhood General (NG) zones incorporate unique residential product types with tailored development standards.

The uses shown in each table as Allowed (A) are acceptable anywhere in the zone in which they are located. They will not require special conditions when developed in accordance with this Specific Plan. Several uses are shown as either “D” or “PC” as a result of potentially incompatible characteristics. “D” or Director’s Administrative Use Permit requires the applicant to submit documents to the City as prescribed by the Director. These documents may include site plans, written descriptions of activities to be conducted, and/or technical studies of site characteristics.
The Director will review the project to ensure the project is properly located with respect to its effects on surrounding properties. Uses that require Planning Commission Use Permit are indicated “PC.” Planning Commission Use Permit uses may require special conditions to make them acceptable at particular locations. This may be because of their hours of operation or their potential nuisance aspects such as litter, light, odors, glare, or noise. Uses that are conditionally permitted must submit a Planning Commission Use Permit application to the City. This application is obtainable from the Community Development Department or the City’s website. Planning Commission Use Permits are subject to public review and therefore require a Planning Commission hearing. Uses not identified within one of the zoning designation allowable use tables in this chapter are not permitted within the San Luis Ranch Specific Plan Area.

3.1.4 Development Standards
Development standards constitute the constraints for a project’s building envelope in which new construction is permitted. This approach provides guidance for the built environment while allowing both certainty and flexibility to the built environment. Development standards typically include the words “shall,” “minimum,” “maximum,” “must,” “required,” or “will.”

3.1.5 Design Guidelines
Design guidelines are also provided to shape development of the built environment consistent with the Core 4 values in Chapter 1 and are intended to serve as a guide for subdividers, architects, and designers when preparing development plans. These design guidelines are consistent with the City of San Luis Obispo Design Guidelines and include supplemental guidelines to enforce the Core 4 values and character intended for the Specific Plan Area. Flexibility in interpretation of the design guidelines is permitted as long as the intent is followed. Design guidelines typically include the word “should.”

Figure 3.1 Zoning Map

*Zones are defined in Section 3.2*
<table>
<thead>
<tr>
<th>Zone Description</th>
<th>Details</th>
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</thead>
<tbody>
<tr>
<td><strong>Neighborhood General 10 (NG-10)</strong></td>
<td>This zone allows for detached single family residential units with the majority of lots averaging 3,200 sf (lot areas vary on irregularly shaped lots). Residential products envisioned for this zone are small version Traditional Single Family style.</td>
</tr>
<tr>
<td><strong>Neighborhood General 23 (NG-23)</strong></td>
<td>This zone allows for detached single family residential units on lots averaging 2,400 sf to 3,000 sf (lot areas vary on irregularly shaped lots). Residential products envisioned for this zone include Small-Lot Front Loaded and Small-Lot Alley Loaded. These products will provide a wide variety of home diversity and the density will support workforce housing needs.</td>
</tr>
<tr>
<td><strong>Neighborhood General 30 (NG-30)</strong></td>
<td>This zone allows for attached and detached units on lots as small as 1,000 sf to lot sizes that can accommodate multi-family residential structures. Residential products envisioned for this zone include Detached Townhomes, Attached Townhomes, and Multi-Family structures such as apartments or condos.</td>
</tr>
<tr>
<td><strong>Neighborhood Commercial (NC)</strong></td>
<td>This zone allows commercial development intended to serve neighborhood residents as well as visitors. Table 3-6 includes a wide variety of allowable uses. The vision for this zone is to include a blend of retail, office, medical office, hotel, and horizontal mixed-use buildings with a focus on connectivity to surrounding residential, agriculture, and open space uses.</td>
</tr>
<tr>
<td><strong>Open Space (OS)</strong></td>
<td>The primary intent of this zone is to provide areas for active and passive recreation that connect to community and neighborhood parks, pedestrian paths, and habitat restoration areas. This zone accommodates trails, paths, playground equipment, and limited structures necessary to support the specific uses.</td>
</tr>
<tr>
<td><strong>Agriculture (AG)</strong></td>
<td>The primary intent of this zone is to preserve and maintain agriculture uses consistent with the San Luis Obispo General Plan, as well as integrate agricultural history into the community. Physical development should promote the Specific Plan Area’s agricultural uses, including heritage, learning center, and production facilities.</td>
</tr>
</tbody>
</table>
3.2 Residential Zones

Customized residential zoning districts have been created for the San Luis Ranch Specific Plan Area in order to encourage unique, flexible product types intended for workforce housing. Workforce housing is challenging to achieve within the City’s current zoning framework. As such, three unique designations were created; NG-10, NG-23, and NG-30 (Figure 3.2). This provides a variety of residential products such as traditional single-family, small-lot front loaded, small-lot alley loaded, detached townhomes, attached townhomes, and multifamily units, many of which are marketable as workforce housing, which allows for a distinctive neighborhood, to avoid large tract feel. Affordable housing will also be provided and is described further in Chapter 5. The intent is to establish regulating standards that implement the Core 4 values by providing a diverse range of residential opportunities, to enhance the envisioned architectural quality, and to improve the overall identity of the Specific Plan Area. Within the various residential zone designations, the provision of a neighborhood park, pocket parks, and paths should be integrated into the design to encourage a series of connected green spaces for residents and visitors to enjoy.

3.2.1. Residential Allowable Uses and Development Standards

Table 3-2 identifies the permitted uses within each zone designation. Table 3-3 includes development standards for each of the proposed residential product types described above.

![Figure 3.2 Residential Zoning Designations](image-url)
### Table 3-2 Residential Allowable Uses

#### Neighborhood General - 10 (NG-10) and Neighborhood General - 23 (NG-23)

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<th>USE</th>
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<td>Community garden</td>
<td>D</td>
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<tr>
<td>Day care - family day care home (small/large)</td>
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<td>Home occupation</td>
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<tr>
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<td></td>
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<tr>
<td>Park, playground</td>
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<td>Accessory dwelling units</td>
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<td>17.21, refer to Table 3-4</td>
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<td>Small-Lot Alley Loaded dwelling</td>
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<td>Small-Lot Front Loaded dwelling</td>
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<td>refer to Table 3-3</td>
</tr>
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<td>Traditional Single Family dwelling</td>
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<td>Transit stop</td>
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#### Neighborhood General - 30 (NG-30)

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<td>Attached Townhome dwelling</td>
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<td>A</td>
<td></td>
</tr>
<tr>
<td>Club, lodge, private meeting hall</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Cluster cottages</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Community center</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Community garden</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Day care - family day care home (small/large)</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Detached Townhome dwelling</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Fitness/health facility</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Home occupation</td>
<td>Home Occ Permit</td>
<td>17.08.090</td>
</tr>
<tr>
<td>Live/work unit</td>
<td>A</td>
<td>17.08.130</td>
</tr>
<tr>
<td>Mobile home as temporary residence at building site</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Multi-Family dwelling</td>
<td>A</td>
<td>refer to Table 3-3</td>
</tr>
<tr>
<td>Outdoor/temporary/seasonal sales</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Park, playground</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Parking facility</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Senior citizen housing development</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Single Room Occupancy (SRO)</td>
<td>A</td>
<td>refer to Table 3-5</td>
</tr>
<tr>
<td>Transit stop</td>
<td>A</td>
<td></td>
</tr>
</tbody>
</table>

D = Director's Use Permit approval required  
A = Allowed by right  
PC = Planning Commission Use Permit approval required,
### Table 3-3 Residential Development Standards

<table>
<thead>
<tr>
<th>Development Standards</th>
<th>Traditional Single Family ¹</th>
<th>Small Lot Front Loaded ³</th>
<th>Small Lot Alley Loaded ³</th>
<th>Detached Townhome ³</th>
<th>Attached Townhome ³</th>
<th>Multi-Family ³</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zone</td>
<td>NG-10</td>
<td>NG-23</td>
<td>NG-23</td>
<td>NG-30</td>
<td>NG-30</td>
<td>NG-30</td>
</tr>
<tr>
<td>Allowable Uses</td>
<td>See Table 3-2</td>
<td>See Table 3-2</td>
<td>See Table 3-2</td>
<td>See Table 3-2</td>
<td>See Table 3-2</td>
<td>See Table 3-2</td>
</tr>
</tbody>
</table>

**LOT REQUIREMENTS**

<table>
<thead>
<tr>
<th>Lot Area</th>
<th>3,200 sf minimum¹</th>
<th>2,400 sf minimum³</th>
<th>2,400 sf minimum</th>
<th>1,000 sf minimum</th>
<th>1,000 sf minimum</th>
<th>1,000 sf minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Width</td>
<td>40’ minimum³</td>
<td>30’ minimum³</td>
<td>30’ minimum</td>
<td>25’ minimum</td>
<td>20’ minimum</td>
<td>25’ minimum</td>
</tr>
<tr>
<td>Lot Depth</td>
<td>80’ minimum³</td>
<td>80’ minimum³</td>
<td>80’ minimum</td>
<td>40’ minimum</td>
<td>40’ minimum</td>
<td>40’ minimum</td>
</tr>
<tr>
<td>Lot Coverage</td>
<td>75% maximum</td>
<td>75% maximum</td>
<td>75% maximum</td>
<td>100% maximum</td>
<td>100% maximum</td>
<td>-</td>
</tr>
</tbody>
</table>

**BUILDING HEIGHT**

<table>
<thead>
<tr>
<th>Building Height</th>
<th>35’ maximum 2.5 stories maximum¹</th>
<th>35’ maximum 2.5 stories maximum¹</th>
<th>35’ maximum 2.5 stories maximum¹</th>
<th>40’ maximum 3 stories maximum</th>
<th>40’ maximum 3 stories maximum</th>
<th>40’ maximum 3 stories maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>STREET REQUIREMENTS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**SETBACKS**

<table>
<thead>
<tr>
<th>Street Front</th>
<th>10’ minimum</th>
<th>10’ minimum</th>
<th>10’ minimum</th>
<th>5’ minimum</th>
<th>5’ minimum</th>
<th>5’ minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Porch, Portico, Terrace, Patio</td>
<td>8’ minimum. Minimum porch dimension shall be six (6) feet</td>
<td>8’ minimum. Minimum porch dimension shall be six (6) feet</td>
<td>8’ minimum. Minimum porch dimension shall be six (6) feet</td>
<td>5’ minimum. Minimum porch dimension shall be six (6) feet</td>
<td>5’ minimum. Minimum porch dimension shall be six (6) feet</td>
<td>5’ minimum. Minimum porch dimension shall be six (6) feet</td>
</tr>
<tr>
<td>Garage Interior Lot</td>
<td>20’ minimum with 18.5’ minimum exception at irregular lots; if recessed garage, 0’ minimum side yard setback and 5’ minimum rear setback</td>
<td>20’ minimum with 18.5’ minimum exception at irregular lots</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Garage - Alley Loaded</td>
<td>-</td>
<td>-</td>
<td>3’ minimum to side; 3’ minimum to side street; 4’ minimum to rear</td>
<td>3’ minimum to side; 3’ minimum to side street; 4’ minimum to rear</td>
<td>3’ minimum to side; 3’ minimum to side street; 4’ minimum to rear</td>
<td>-</td>
</tr>
</tbody>
</table>

1. Definition of 2.5 stories = 2 story unit with habitable attic
2. A maximum of 2/3 of the structure shall be at the rear yard minimum setback with the remaining 1/3 setback an additional 5’ minimum
3. See page 3-10 - 3-13 for residential product concepts
4. Zero Lot Line units are allowed
5. A maximum of 10% of lots are not required to meet the standards
<table>
<thead>
<tr>
<th>Development Standards</th>
<th>Traditional Single Family</th>
<th>Small Lot Front Loaded</th>
<th>Small Lot Alley Loaded</th>
<th>Detached Townhome</th>
<th>Attached Townhome</th>
<th>Multi-Family</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OTHER</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Automobile Parking</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1 space per unit. 0.25 guest space per unit. Required residential parking shall not be visible from a public street</td>
</tr>
<tr>
<td>Bicycle Parking</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>See SLOMC Section 17.16.060</td>
</tr>
<tr>
<td>Landscape</td>
<td>Street setback area shall be landscaped prior to occupancy. One 15 gallon (minimum) production tree shall be planted per unit.</td>
<td>2 spaces per unit. At least one parking space shall be covered</td>
<td>2 spaces per unit. At least one parking space shall be covered</td>
<td>2 spaces per unit. At least one parking space shall be covered</td>
<td>2 spaces per unit. At least one parking space shall be covered</td>
<td>2 spaces per unit. At least one parking space shall be covered</td>
</tr>
<tr>
<td>Private Yard/Outdoor Space</td>
<td>At least one (1) private side or rear yard shall be provided at a minimum of 125 sf with a minimum dimension of 8’</td>
<td>At least one (1) private side or rear yard shall be provided at a minimum of 125 sf with a minimum dimension of 8’</td>
<td>At least one (1) private side or rear yard shall be provided at a minimum of 125 sf with a minimum dimension of 8’</td>
<td>At least one (1) private side or rear yard, porch, or balcony shall be provided at a minimum of 100 sf with a minimum dimension of 8’</td>
<td>A minimum of 100 sf of private yard/ outdoor space shall be provided for first floor units. A minimum of 50 sf of private yard/ outdoor space shall be provided for upper floor units</td>
<td></td>
</tr>
<tr>
<td>Community Open Space</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>Exterior Lighting</td>
<td>All lighting shall be downward focused except for ambient string-style patio lights</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>Fences/Walls/Hedges</td>
<td>Per SLOMC Section 17.16.050</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>Flag Lot</td>
<td>Driveway width 12’ minimum, 3’ side yard setback</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>Signs</td>
<td>See Table 3-11 herein</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>Architecture</td>
<td>Shall conform with Design Guidelines found in Section 3.7.2 herein. Shall conform with the City of San Luis Obispo Community Design Guidelines. Design guidelines provided herein shall supersede</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>Accessory Dwelling Unit</td>
<td>See Table 3-4</td>
<td>See Table 3-4</td>
<td>See Table 3-4</td>
<td>See Table 3-4</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>Single Room Occupancy</td>
<td>See Table 3-4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Table 3-4 Accessory Dwelling Unit Development Standards

<table>
<thead>
<tr>
<th>Development Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ACCESSORY DWELLING UNIT (ADU) DEFINITION</strong></td>
</tr>
<tr>
<td>An attached or detached dwelling unit which provides complete independent living facilities for one or more persons. Includes permanent provisions for living, sleeping, eating, cooking and sanitation on the same parcel as the primary unit is sited.</td>
</tr>
<tr>
<td><strong>LOT STANDARDS</strong></td>
</tr>
<tr>
<td>Maximum one ADU per lot</td>
</tr>
<tr>
<td>Area</td>
</tr>
<tr>
<td>The landowner must reside on the lot</td>
</tr>
<tr>
<td><strong>UNIT STANDARDS</strong></td>
</tr>
<tr>
<td>The ADU shall contain a dedicated kitchenette and bathroom</td>
</tr>
<tr>
<td>The ADU must have a dedicated entrance separate from the main dwelling</td>
</tr>
<tr>
<td>The ADU may be attached, detached, or located within the living area of the primary unit on the lot</td>
</tr>
<tr>
<td><strong>ARCHITECTURE</strong></td>
</tr>
<tr>
<td>The ADU should be architecturally and functionally compatible with the primary residence</td>
</tr>
<tr>
<td><strong>BUILDING HEIGHT</strong></td>
</tr>
<tr>
<td>The height of the ADU should be consistent with surrounding residential structures</td>
</tr>
<tr>
<td><strong>SETBACKS</strong></td>
</tr>
<tr>
<td>The ADU shall comply with required setbacks</td>
</tr>
<tr>
<td><strong>OTHER</strong></td>
</tr>
<tr>
<td>Automobile Parking</td>
</tr>
<tr>
<td>The ADU cannot be sold or financed separately from the main dwelling</td>
</tr>
</tbody>
</table>

### Table 3-5 Single Room Occupancy Development Standards

<table>
<thead>
<tr>
<th>Development Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DEFINITION</strong></td>
</tr>
<tr>
<td>Single Room Occupancy means a one-room dwelling unit with not more than 450 square feet of gross floor area, designed for occupancy by not more than two people.</td>
</tr>
<tr>
<td><strong>LOT STANDARDS</strong></td>
</tr>
<tr>
<td>Area</td>
</tr>
<tr>
<td><strong>OTHER</strong></td>
</tr>
<tr>
<td>Reference Table 3-3: Residential Development Standards (for land use, lot requirements, building height, and setback standards)</td>
</tr>
<tr>
<td>Automobile Parking</td>
</tr>
</tbody>
</table>
Traditional Single Family (NG-10)

Small Lot Alley Loaded (NG-23)

Small Lot Front Loaded (NG-23)

Detached Townhome (NG-30)

Multi-family (NG-30)

Attached Townhome (NG-30)

Accessory Dwelling Unit
Traditional Detached Single Family Concept (NG-10) - 40’ Wide Lot Site Plan Concept

- 10’ min. rear yard
- 6’ max. rear yard privacy fencing
- 5’ min. street side setback corner lot
- Front loaded garage entry, with 20’ setback
- 3’ tall front yard fencing
- Side yard patio opportunities
- Front porch entry area, 8’ street setback
- Street parking
- Sidewalk
- 0’ min. side yard setback, interior lot (3’ shown)
- 10’ min. street front building setback

Traditional Detached Single Family Concept
Small Lot Front Loaded Concept (NG-23) - 30’ Wide Lot Site Plan, 80’ Lot depth

10’ min. rear yard
6’ tall rear yard privacy fencing
Side yard patio opportunities
5’ min. street side setback corner lot

10’ min. street front building setback
Front loaded garage entry, with 20’ setback
3’ tall front yard fencing
Street parking
Front porch entry area, 8’ street setback
Sidewalk
0’ min. side yard setback, interior lot (3’ shown)

10’ min. street front building setback
Small Lot Front Loaded Concept

Small Lot Front Loaded Concept
Small Lot Alley Loaded Concept (NG-23) - 30' Wide Lot Site Plan with Loaded Alley (80' lot depth includes to centerline of alley)

- Alley loaded garage, 4' min. setback
- Side yard patio opportunities
- 5' min. street side setback corner lot
- 10' min. street front building setback
- 3' tall front yard fencing
- Front porch entry area, 8' street setback
- Street parking
- sidewalk
- 0' min. side yard setback, interior lot (3' shown)
- Side yard patio opportunities

Small Lot Alley Loaded Concept
3.3 Neighborhood Commercial Zone (NC)

One commercial zone designation is provided within the Specific Plan Area. This designation is intended for uses such as restaurants, retail, office, hotel, transit stop, and other complementary land uses. The NC designated area is located next to an existing shopping center across Dalidio Drive, however new commercial development is intended to be appropriately incorporated into the neighborhood context. See concept on Page 3-20. This location keeps proposed commercial next to existing commercial and within Airport Land Use Commission (ALUC) Protection Zone.

3.3.1 Commercial Allowable Uses and Development Standards

Table 3-6 identifies the allowable land uses within the Specific Plan Area. Table 3-7 includes development standards to guide development of commercial, office, and hotel (NC) designated areas.

Figure 3.3 Neighborhood Commercial Zoning Designation
### Table 3-6 Neighborhood Commercial (NC) Allowable Uses

<table>
<thead>
<tr>
<th>USE</th>
<th>PERMIT REQUIREMENTS</th>
<th>USE REGULATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Antennas and telecommunications facilities</td>
<td>D</td>
<td>17.16.120</td>
</tr>
<tr>
<td>Bar/tavern</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Bed and breakfast inn</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Building and landscape materials, sales, indoor/outdoor</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Caretaker quarters</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Catering service</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Club, lodge, private meeting hall</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Commercial recreation facility - indoor</td>
<td>A</td>
<td>17.08.060</td>
</tr>
<tr>
<td>Commercial recreation facility - outdoor</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Community garden</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Copying and quick printer service</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Convenience store</td>
<td>A</td>
<td>17.08.095</td>
</tr>
<tr>
<td>Day care - day care center (child/adult)</td>
<td>A</td>
<td>17.08.100</td>
</tr>
<tr>
<td>Day care - family day care home (small/large)</td>
<td>A</td>
<td>17.08.100</td>
</tr>
<tr>
<td>Educational conference</td>
<td>D</td>
<td>17.08.010(c)(6)</td>
</tr>
<tr>
<td>Extended hour retail</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Fitness/health facility</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>General retail - less than 20,000 sf</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>General retail - more than 20,000 sf</td>
<td>PC</td>
<td></td>
</tr>
<tr>
<td>Home occupation</td>
<td>Home Occ Permit</td>
<td>17.08.090</td>
</tr>
<tr>
<td>Hotel, motel</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Library, museum</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Library, branch facility</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Liquor store/alcohol sales</td>
<td>D</td>
<td>17.11, 17.100.180</td>
</tr>
<tr>
<td>Live/work units</td>
<td>A</td>
<td>17.08.130</td>
</tr>
<tr>
<td>Medical service - doctor office</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Medical service - clinic, laboratory, urgent care</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Mobile home as temporary residence at building site</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Multi-Family dwelling</td>
<td>A</td>
<td>17.22.010(G)</td>
</tr>
<tr>
<td>Night club</td>
<td>PC</td>
<td>17.95</td>
</tr>
<tr>
<td>Outdoor/temporary/seasonal sales</td>
<td>A</td>
<td>17.08.020</td>
</tr>
<tr>
<td>Park, playground</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Parking facility</td>
<td>D (3)</td>
<td>17.95</td>
</tr>
<tr>
<td>Parking facility - multilevel</td>
<td>D (3)</td>
<td></td>
</tr>
<tr>
<td>Parking facility - temporary</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Personal services</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Personal services - restricted</td>
<td>PC</td>
<td></td>
</tr>
<tr>
<td>Produce stand</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Public assembly facility</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Public safety facilities</td>
<td>A</td>
<td></td>
</tr>
</tbody>
</table>
### Table 3-6 Neighborhood Commercial (NC) Allowable Uses, cont.

<table>
<thead>
<tr>
<th>USE</th>
<th>PERMIT REQUIREMENTS</th>
<th>USE REGULATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recreational vehicle (RV) park accessory to hotel, motel</td>
<td>PC</td>
<td></td>
</tr>
<tr>
<td>Recycling facilities - small collection facility</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Religious facility</td>
<td>PC</td>
<td></td>
</tr>
<tr>
<td>Residential care facilities - 7 or more residents</td>
<td>PC</td>
<td></td>
</tr>
<tr>
<td>Residential mixed-use</td>
<td>A</td>
<td>Where not in conflict with ALUC</td>
</tr>
<tr>
<td>Residential support services</td>
<td>A (2)</td>
<td></td>
</tr>
<tr>
<td>Rest home</td>
<td>PC</td>
<td></td>
</tr>
<tr>
<td>Restaurant</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Safe parking (1)</td>
<td>PC</td>
<td>17.08.115</td>
</tr>
<tr>
<td>School - specialized education/training</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Service station</td>
<td>D</td>
<td>18.08.030</td>
</tr>
<tr>
<td>Social services organization</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Special event</td>
<td>D</td>
<td>17.08.010</td>
</tr>
<tr>
<td>Sports and active recreation facility</td>
<td>PC</td>
<td></td>
</tr>
<tr>
<td>Studio - art, dance, martial arts, music, etc.</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Theater</td>
<td>D</td>
<td>17.95</td>
</tr>
<tr>
<td>Transit stop</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Vehicle services - car wash</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Veterinary clinic/hospital, boarding, small animal indoor</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Wine/cider/beer tasting room or distillation facility</td>
<td>D</td>
<td></td>
</tr>
</tbody>
</table>

D = Director’s Use Permit approval required  
PC = Planning Commission Use Permit approval required  
A = Allowed by right  

**Notes:**

1. Safe parking is only allowed to a public assembly use, such as a club, lodge, private meeting hall, or religious facility. Safe parking is prohibited on properties where residential uses are the primary use.
2. Behind ground floor use only. Allowed as a ground floor use with Administrative Use Permit.
3. Parking as a Principal Use. Use permit approval may include deviations to otherwise applicable setback requirements and building height limits. A multi-level parking facility will require the approval of a use permit by the PC.

* 1 building under 20,000 sf can be approved by the Director. More than 1 building or any building over 20,000 sf shall be approved by the PC.
### Table 3-7  Neighborhood Commercial (NC) Development Standards

<table>
<thead>
<tr>
<th>Development Standards</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Zone</td>
<td>NC</td>
</tr>
<tr>
<td>Allowable Uses</td>
<td>See Table 3-6</td>
</tr>
<tr>
<td><strong>LOT REQUIREMENTS</strong></td>
<td></td>
</tr>
<tr>
<td>Lot Coverage</td>
<td>80% maximum</td>
</tr>
<tr>
<td><strong>BUILDING ORIENTATION</strong></td>
<td></td>
</tr>
<tr>
<td>Orientation</td>
<td>Buildings shall be oriented toward the street.</td>
</tr>
<tr>
<td><strong>BUILDING HEIGHT</strong></td>
<td></td>
</tr>
<tr>
<td>Building Height</td>
<td>20’ minimum; 50’ maximum</td>
</tr>
<tr>
<td><strong>SETBACKS</strong></td>
<td></td>
</tr>
<tr>
<td>Street Front</td>
<td>5’ minimum</td>
</tr>
<tr>
<td>Side Interior Lot</td>
<td>0’ minimum</td>
</tr>
<tr>
<td>Street Side Corner Lot</td>
<td>0’ minimum</td>
</tr>
<tr>
<td>Parking</td>
<td>15’ minimum (Setback shall be landscaped when located adjacent to public street)</td>
</tr>
<tr>
<td>Rear</td>
<td>10’ minimum</td>
</tr>
<tr>
<td><strong>OTHER</strong></td>
<td></td>
</tr>
<tr>
<td>Automobile Parking</td>
<td></td>
</tr>
<tr>
<td>Retail Sales (all types)</td>
<td>1 space per 500 sf</td>
</tr>
<tr>
<td>Grocery, specialty food</td>
<td>1 space per 500 sf</td>
</tr>
<tr>
<td>Bar/Tavern: see SLOMC Section 17.16.060 Table 6</td>
<td></td>
</tr>
<tr>
<td>Office: 1 space per 400 sf</td>
<td></td>
</tr>
<tr>
<td>Hotel: 1 space per room; 1 space per manager quarters</td>
<td></td>
</tr>
<tr>
<td>Multi-family: 1 space per unit</td>
<td></td>
</tr>
<tr>
<td>Guest Parking: 0.25 space per unit</td>
<td></td>
</tr>
<tr>
<td>Bicycle Parking</td>
<td>See SLOMC Section 17.16.060</td>
</tr>
<tr>
<td>Landscaping</td>
<td></td>
</tr>
<tr>
<td>20% minimum lot area. Up to 1/3 of the required landscape area may be hardscape or plaza. Parking is not permitted within this area. 10% of landscape requirement can be met through use of pervious paving.</td>
<td></td>
</tr>
<tr>
<td>A minimum 6’ wide landscape area as measured perpendicularly from the building shall be provided around the perimeter of the building where visible from a public street. Loading zones, building entrances, and street setbacks areas excluded. A minimum 10’ landscape buffer shall be provided adjacent to residential uses.</td>
<td></td>
</tr>
<tr>
<td>Architectural Lighting</td>
<td></td>
</tr>
<tr>
<td>All upward-aimed light shall be fully shielded, fully confined from projecting into the sky by eaves, roofs, or overhangs, and mounted as flush to a wall as possible. Building facade lighting shall be fully shielded, aimed downward, and mounted as flush to a wall as possible.</td>
<td></td>
</tr>
<tr>
<td>Signs</td>
<td>See Table 3.11</td>
</tr>
<tr>
<td>Fences/Walls/Hedges</td>
<td>See SLOMC Section 17.16.050</td>
</tr>
<tr>
<td>Building Facades</td>
<td></td>
</tr>
<tr>
<td>No building facade visible from a public street shall extend more than 30’ in length without a 2’ minimum variation in the wall plane. Buildings shall be designed to meet the intent of the design guidelines in Section 3.7.2.</td>
<td></td>
</tr>
<tr>
<td>Architecture</td>
<td></td>
</tr>
<tr>
<td>Shall conform with Design Guidelines found in Section 3.7.2 herein. Shall conform with the City of San Luis Obispo Community Design Guidelines. Design guidelines provided herein shall supersede.</td>
<td></td>
</tr>
<tr>
<td>Transit Center</td>
<td></td>
</tr>
<tr>
<td>A transit hub containing benches, covered awnings, and signage designed in the architectural style of adjacent buildings shall be provided along the Commercial project frontage near the Dalidio Road and Froom Ranch Way intersection. Applicant shall coordinate with SLO Transit and SLORTA for final placement and design detailing.</td>
<td></td>
</tr>
</tbody>
</table>
Section Showing Relationship of Residential Adjacent to Commercial

Community Garden and Walking Path
Single Family Home

Parking and Commercial Vehicle Access
Neighborhood Commercial

Concept of Commercial Adjacent to Residential
Hotel Concept
3.4 Open Space Zone (OS)

The Open Space Zone designation (OS) allows for the provision of active and passive recreation opportunities for use and enjoyment of all residents and visitors. This is consistent with the Core 4 value of providing open space and recreation areas. The open space area should connect to adjacent residential neighborhoods and pocket parks through a series of natural surface trails lined with agricultural themed fencing, edible plant species, and community gardens. The open space and trails create an integrated community tying everything together. Refer to Chapter 6 for circulation and connectivity figures.

3.4.1 Open Space Allowable Uses and Development Standards

Table 3-8 identifies the allowable land uses within the Specific Plan Area. Development standards have not been crafted for the OS designation. It is expected that development of structures in conjunction with open space facilities such as restrooms would be subject to Architectural Review Commission (ARC) and Planning Commission (PC) approval as part of a larger development program.

Figure 3.4 Open Space (OS) Zone Map
Table 3-8 Open Space (OS) Allowable Uses

<table>
<thead>
<tr>
<th>USE</th>
<th>PERMIT REQUIREMENTS</th>
<th>USE REGULATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community gardens</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Park, playground</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Special event</td>
<td>D</td>
<td>17.08.010</td>
</tr>
<tr>
<td>Sports and active recreation facility</td>
<td>PC</td>
<td></td>
</tr>
<tr>
<td>Outdoor/temporary/seasonal sales</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Transit stop</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Trails</td>
<td>A</td>
<td></td>
</tr>
</tbody>
</table>

D = Director’s Use Permit approval required  
PC = Planning Commission Use Permit approval required  
A = Allowed by right
3.5 Agriculture Zone (AG)

The Agricultural Zone designation (AG) allows for a variety of uses that support viable farming operations as well as educational/sales opportunities for locally grown products. This is consistent with the Core 4 value to maintain and promote San Luis Obispo’s agricultural heritage. The agriculture area should connect to adjacent residential neighborhoods and parks through a series of natural surface pathways lined with split rail fencing and edible plant species.

3.5.1. Agriculture Development Standards

Table 3-9 identifies the allowable land uses within the Specific Plan Area. Table 3-10 includes development standards to guide utilization and operation of agriculture lands.

Figure 3.5 Agriculture (AG) Zone Map
### Table 3-9 Agriculture (AG) Allowable Uses

<table>
<thead>
<tr>
<th>USE</th>
<th>PERMIT REQUIREMENTS</th>
<th>USE REGULATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agricultural events</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Agricultural heritage and learning center</td>
<td>A</td>
<td>Section 3.7.3</td>
</tr>
<tr>
<td>Agricultural retail sales</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Animal keeping</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Beer/wine/spirits production facility</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Caterer quarters</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Catering service</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Commercial recreation facility - outdoor</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Community garden</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Crop production and processing</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>General retail - 15,000 sf or less</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Grazing</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Greenhouse/plant nursery, commercial</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Library, museums (Heritage Learning Center)</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Liquor store/alcohol sales</td>
<td>A</td>
<td>17.11, 17.100.180</td>
</tr>
<tr>
<td>Outdoor/BBQ/grill, accessory to restaurant</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Outdoor/temporary/seasonal sales</td>
<td>A</td>
<td>17.08.020</td>
</tr>
<tr>
<td>Parking facility - temporary</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Produce stand</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Public assembly facility</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Farm to table restaurant</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Special event</td>
<td>A</td>
<td>17.08.010</td>
</tr>
<tr>
<td>Wine/local beer tasting room</td>
<td>A</td>
<td></td>
</tr>
</tbody>
</table>

A = Allowed by right
Table 3-10 Agriculture (AG) Development Standards

<table>
<thead>
<tr>
<th>Development Standards</th>
<th>AG</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>USE</strong></td>
<td></td>
</tr>
<tr>
<td>Zone</td>
<td>AG</td>
</tr>
<tr>
<td>Allowable Uses</td>
<td>See Table 3-9</td>
</tr>
<tr>
<td><strong>DEVELOPMENT POTENTIAL</strong></td>
<td></td>
</tr>
<tr>
<td>Learning Center</td>
<td>3,000 sf maximum</td>
</tr>
<tr>
<td>Market/Farm Stand</td>
<td>3,000 sf maximum</td>
</tr>
<tr>
<td>Ag Processing Center</td>
<td>10,000 sf maximum</td>
</tr>
<tr>
<td>Food Services</td>
<td>5,000 sf maximum</td>
</tr>
<tr>
<td>Ag Accessory Structures</td>
<td>10,000 sf maximum with no structure greater than 1,500 sf</td>
</tr>
<tr>
<td>General Retail</td>
<td>15,000 sf maximum</td>
</tr>
<tr>
<td><strong>BUILDING HEIGHT</strong></td>
<td></td>
</tr>
<tr>
<td>Building Height</td>
<td>35' maximum; Historical structures may exceed height limit up to 45' maximum</td>
</tr>
<tr>
<td><strong>SETBACKS</strong></td>
<td></td>
</tr>
<tr>
<td>Street Front</td>
<td>20' minimum</td>
</tr>
<tr>
<td>Side</td>
<td>10' minimum</td>
</tr>
<tr>
<td>Rear</td>
<td>20' minimum</td>
</tr>
<tr>
<td><strong>OTHER</strong></td>
<td></td>
</tr>
<tr>
<td>Automobile Parking</td>
<td>1 space per 500 sf</td>
</tr>
<tr>
<td>Bicycle Parking</td>
<td>See SLOMC Section 17.16.060</td>
</tr>
<tr>
<td>Landscaping</td>
<td>See Table 3-12</td>
</tr>
<tr>
<td>Lighting</td>
<td>All lighting shall be downward focused except for ambient string-style patio lights</td>
</tr>
<tr>
<td>Signs</td>
<td>See Table 3-11</td>
</tr>
<tr>
<td>Fences/Walls/Hedges</td>
<td>See SLOMC Section 17.16.050</td>
</tr>
<tr>
<td>Architecture</td>
<td>Shall conform with design guidelines in Section 3.7.3 herein</td>
</tr>
</tbody>
</table>
3.6 Sign and Monument Development Standards

The following standards shall be used in conjunction with Chapter 15.40 - Sign Regulations of the San Luis Obispo Municipal Code. Where conflict occurs, the standards herein shall prevail. Where silent, the Municipal Code shall be used. The standards below will be used to develop specific sign programs for different project components as they move forward through the City’s architectural review process. All sign programs will require the review and approval of the City’s ARC. Signs requiring ARC approval are noted in Table 3-11.

Table 3-11 Sign and Monument Development Standards

<table>
<thead>
<tr>
<th>Sign Type</th>
<th>Max Quantity</th>
<th>Max sf</th>
<th>Max Height</th>
<th>General Location</th>
<th>Lighting Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL (NG-10, NG-23, NG-30)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Subdivision Entry Monument</td>
<td>1 per street frontage per zone</td>
<td>20 sf printed area</td>
<td>As approved by the ARC</td>
<td>Shall be located in a landscaped planter typically at the neighborhood entrance</td>
<td>Illumination is not permitted except for external directed and shielded lights</td>
</tr>
<tr>
<td>Wall Sign Directory Sign</td>
<td>1 per street frontage per zone</td>
<td>20 sf printed area</td>
<td>NA</td>
<td>Wall Signs shall be located over building entrances</td>
<td>Illumination is not permitted except for directory signs. Directory Signs shall be consistent with Section 15.40.430 of the Municipal Code</td>
</tr>
<tr>
<td>Address</td>
<td>Address signs shall comply with Article 901.4.4 of the 1997 Uniform Fire Code</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>COMMERCIAL (NC)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monument</td>
<td>1 per street frontage</td>
<td>24 sf printed area</td>
<td>6</td>
<td>Shall be located in a landscaped planter. May be located in required street front setback</td>
<td>External or halo lighting is preferred. Internally illuminated signs shall have a dark background with light lettering. Fixtures shall be selected that do not allow light or glare to shine onto any public right-of-way or adjoining property</td>
</tr>
<tr>
<td>Wall Sign, Awning Sign, Window Sign, Projecting Sign, Hanging Sign</td>
<td>Single Buildings shall be permitted up to 4 signs. Multiple tenant buildings are limited to 2 signs per tenant</td>
<td>200 sf total for primary anchor tenants with no sign permitted larger than 100 sf. All other tenants - 50 sf. total for all signs</td>
<td>NA</td>
<td>Shall be consistent with Section 15.40.470 of the Municipal Code</td>
<td>Shall be consistent with Section 15.40.430 of the Municipal Code</td>
</tr>
<tr>
<td>Shopping Center Sign (center name and major tenants only)</td>
<td>1 per street frontage</td>
<td>Subject to approval of ARC.</td>
<td>16</td>
<td></td>
<td>Shall be consistent with Section 15.40.430 of the Municipal Code</td>
</tr>
<tr>
<td>Pylon/Pole</td>
<td>1 per center</td>
<td>72 sf printed area</td>
<td>16</td>
<td>Shall be located outside of required setbacks</td>
<td>Shall be consistent with Section 15.40.430 of the Municipal Code</td>
</tr>
</tbody>
</table>
### Table 3-11 Sign and Monument Development Standards, cont.

<table>
<thead>
<tr>
<th>Sign Type</th>
<th>Max Quantity</th>
<th>Max sf</th>
<th>Max Height</th>
<th>General Location</th>
<th>Lighting Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HOTEL (NC)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monument</td>
<td>1 per street frontage</td>
<td>24 sf</td>
<td>6</td>
<td>Shall be located in a landscaped planter. May be located in required street front setback</td>
<td>External or halo lighting is preferred. Internally illuminated signs shall have a dark background with light lettering. Fixtures shall be selected that do not allow light or glare to shine onto any public right-of-way or adjoining property</td>
</tr>
<tr>
<td>Wall Sign</td>
<td>3 Additional 2 signs allowed for porte-cochere</td>
<td>50 sf each</td>
<td>3</td>
<td>Shall be consistent with Section 15.40.470 of the Municipal Code</td>
<td></td>
</tr>
<tr>
<td>Pylon/Pole</td>
<td>1</td>
<td>72 sf</td>
<td>16</td>
<td>Shall be located outside of required street front setback</td>
<td>Shall be consistent with Section 15.40.430 of the Municipal Code</td>
</tr>
<tr>
<td><strong>PARK</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monument</td>
<td>1 per street frontage</td>
<td>24 sf</td>
<td>4</td>
<td>Shall be located in a landscaped planter</td>
<td></td>
</tr>
<tr>
<td><strong>AGRICULTURE/HERITAGE CENTER/OPEN SPACE (AG, OS)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monument</td>
<td>1</td>
<td>20 sf</td>
<td>4</td>
<td>Shall be located in a landscaped planter. May be located in required street front setback</td>
<td>Shall be consistent with Section 15.40.430 of the Municipal Code</td>
</tr>
<tr>
<td>Wall Sign, Awning Sign, Window Sign, Projecting Sign</td>
<td>4</td>
<td>50 sf each</td>
<td>3</td>
<td>Shall be consistent with Section 15.40.470 of the Municipal Code</td>
<td>External or halo lighting is preferred. Internally illuminated signs shall have a dark background with light lettering. Fixtures shall be selected that do not allow light or glare to shine onto any public right-of-way or adjoining property</td>
</tr>
<tr>
<td><strong>INFORMATIONAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wayfinding/Directional Signage</td>
<td>6 within the Specific Plan Area</td>
<td>20 sf each</td>
<td>NA</td>
<td>NA</td>
<td>Shall be consistent with Section 15.40.430 of the Municipal Code</td>
</tr>
<tr>
<td><strong>TEMPORARY SALES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Signage</td>
<td>As needed</td>
<td>20 sf each</td>
<td>4</td>
<td>Shall be located outside of public right-of-way</td>
<td>Prohibited</td>
</tr>
</tbody>
</table>
Commercial monument signage

Freeway commercial signage

Office signage

Commercial monument signage

Banner/flag signage
3.7 San Luis Ranch Design Guidelines

The purpose of these design guidelines, graphics, and pictorial examples is to ensure new development is consistent with the desired San Luis Ranch character and to provide development review bodies with direction for project evaluation. Flexibility in interpretation of these design guidelines is permitted as long as the intent is followed. Design guidelines typically include the word “should.” These guidelines supplement the City’s existing Community Design Guidelines (2010) by including additional design guidelines that reinforce the Core 4 values for the Specific Plan Area. Applicants should use both the design guidelines included herein and the City’s Community Design Guidelines when designing a project.

3.7.1. Residential Design Guidelines

The following design guidelines apply to residential projects within San Luis Ranch regardless of zone designation. The majority of these design guidelines are general and apply to all development types, however a number are product specific and are described as such.

Building Form

a. A variety of architectural details, elevations, and setbacks create visual interest to homes. Design of detached and attached style townhouse units should not be repeated more frequently than every fourth house.

b. Architectural features such as porches, balconies, chimneys, door placement, window proportions, dormers, wood detailing, fencing, siding, and color scheme should be used to complement the overall building design, site, and neighborhood context.

c. At a minimum, side and rear elevations should include architecturally authentic materials, trim around windows and doors, and appropriate terminations or transitions for material changes.

d. Building facades should incorporate various setbacks and utilize different authentic materials to minimize singular wall planes.

e. Designs should be oriented to incorporate a relationship between indoor and outdoor spaces.

f. Articulation along alleys should create visual interest through variation in garage and building massing.

g. Detached residential unit design should consider the location of windows to minimize the appearance of blank walls and to protect neighbor privacy.

h. Attached residential units should be designed and detailed to correlate with neighboring single-family detached and/or attached homes. The architecture should incorporate the best features of neighboring units.

Setback Variations

a. In order to improve the visual quality of the streetscape, every third detached house should include a variation to the front yard setback.

b. Setback variations should not be less than twenty-five percent (25%) of the standard minimum front yard setback (e.g., a front yard setback of ten [10] feet would include an offset of two-and-a-half [2.5] feet). An offset may be an increase or decrease in setback, as long as the minimum setback is met.
Privacy

a. Windows adjacent to a neighboring home should be offset to prevent direct views into neighbor’s windows, with specific attention paid to second story windows that look down into first floor windows on adjacent properties.

b. Balconies and decks should avoid direct sight lines to neighbor’s windows or livable outdoor areas. Balconies or decks located above the first story should be recessed or enclosed on three (3) sides.

c. For detached residential units, side yard fences should be set back 10’ minimum from the front of the house or garage.

Roofs

a. A variety of roof planes and pitches, porches, overhangs, and accent details should be incorporated into house designs to increase the visual quality and character of a building, while reducing the bulk and size of the structure.

b. Roof tiles and colors consistent with the architectural style of the house should be incorporated to enhance the diversity and character of the community.

c. Roof penetrations for vents should be consolidated and located on the rear side of roof ridges whenever possible. Vents should be painted to match the roof color.

d. Placement of rooftop solar panels should minimize visual impacts to public views by integrating panels into the architecture.

e. Residential building heights should vary by a minimum of 10% between units to avoid a monotonous roofline along the street.

Windows and Doors

a. Entries should be enhanced to reflect the architectural style and details of the building.

b. Windows should be articulated with accent trim, sills, kickers, shutters, window flower boxes, balconies, awnings, or trellises authentic to the architectural style of the building.

c. Windows, garage windows, and doors should complement the architectural style of the building.

Terraces, Patios, and Porches

a. Homes located on corner lots should have terraces, patios, and/or porches that wraparound and address both the primary and secondary building frontages.

Private Yard Areas

a. All attached and detached units should have at least one usable private yard area. Multiple usable outdoor areas (i.e. front, side, and/or rear) are preferable and encouraged where possible.

b. Private Yard Areas may include balconies, terraces, patios, roof decks, and/or side and rear yards.

c. Side yards utilized as private yard areas should be integrated into the floor plan of the house to emphasize indoor/outdoor living opportunities.
In order to take advantage of surrounding views, roof decks are encouraged for units where other private yard areas may be limited.

Functional and usable outdoor porches, patios, courtyards, roof decks, and/or other areas for the use of all building residents are encouraged for multi-family buildings.

**Garages/Carports**

a. For detached, single family lots, a variety of garage setbacks should be provided along the streetscape to minimize visual impacts of garage doors and parking aprons from the street.

b. Corner side street-loaded garages may be used on corner lots if the garage is located in the rear half of the lot.

c. Corner, detached alley-loaded garages may be used on corner lots if the garage is consistent with the overall architectural style of the building.

d. Garage doors should incorporate architectural detailing that is consistent with the overall architectural style of the building.

e. Recessed garages, barn style garage doors, and massing variations should be considered to diminish the look of front loaded garage doors.

f. Garages should incorporate windows, trellis, and plantings to de-emphasize the appearance of the garage door and automotive use from the street.

g. For multi-family projects, parking areas should be internalized in building groups or oriented away from street frontages to minimize visual impact on the street where practical.

h. Residential units should provide bicycle parking within the garage.

i. Garages should provide storage for trash/recycling/green waste receptacles.

j. Garages should incorporate a minimum of 30 sf for home storage.

**Accessory Structures**

a. Community accessory structures, including garages, carports, grouped mailboxes, storage and maintenance facilities, recreational facilities, picnic shelters, and outdoor shade structures, should incorporate compatible materials, scale, colors, architectural details, and roof slopes as the primary multi-family building or buildings they serve.

b. Rear or end walls of detached garages and carports that face a perimeter street should be screened with landscaping and articulated through the use of trellises or attached arbors, windows, or variation in wall or roof planes.

c. For multi-family projects, trash enclosure and recycling storage areas should be located in convenient areas with reduced visual prominence, such as inside parking courts or at the end of parking bays. Lighted access that meets applicable accessibility standards should be incorporated.

d. Where applicable, trash cans should be located inside of garages, concealed from view, and accessible to the curb.
Landscaping
a. Landscaping should be comprised of the trees and plants listed in Table 3-12, with a focus on agricultural landscapes.
b. All landscape plans should be reviewed by a licensed landscape architect.
c. A minimum 10’ landscape buffer should be provided between residential and commercial uses.
d. Rainwater harvesting opportunities should be considered in residential yard areas.
e. Individual cisterns and greywater systems could be incorporated for sustainable landscape irrigation purposes.

Air Quality
a. Project emissions should be reduced to the maximum extent possible, per mitigation measures identified in the project EIR.

Noise
a. Noise should be minimized as practical to reduce impacts on adjacent uses. The following mitigation measures relate to noise for the specified building types. Additional information can be found in Appendix B.
   • N-5(a). Interior Noise Reduction.
   • N-5(c). Froom Ranch Way Noise Barrier.
3.7.2 Commercial, Office, Hotel Design Guidelines

The following design guidelines apply to Commercial, Office, and Hotel development within San Luis Ranch.

Site Planning and Design

a. Buildings should be sited close to and oriented toward external and interior streets. Building design should incorporate pedestrian walkways, outdoor seating, and landscape areas where possible.

b. Outdoor spaces should reflect careful planning and provide plaza spaces with defined edges, benches, and lighting that establish a sense of place.

c. Plazas, courtyards, pocket parks, and outdoor cafes should be designed in an inviting manner that encourages pedestrian use through the incorporation of trellises, fountains, art, seating, and shade trees.

d. Public art should be provided as an on-site amenity for all projects.

Building Form

a. 360-Degree architecture is the concept of designing a building where all sides of the building have been detailed to complement the primary street elevation in architecture, massing, and materials. Buildings should be aesthetically pleasing from all angles, especially for buildings that have high visibility.

b. Roofs covering the entire building such as hips and gables, are preferred over mansard roofs.

c. The appearance of several smaller buildings, rather than one large building should be applied to foster an intimate, pedestrian-friendly scale. Vertical elements such as pilasters should be used to help create bays that give the appearance of several smaller buildings.

d. Vertical elements such as towers should be used to accent horizontal massing and provide visual interest, especially on corner buildings.

Building Elements and Articulation

a. Human scale should be created through the use of awnings, arches, walls, trellises, arbors, pergolas, and other architectural elements. These elements should be integrated into the building design to avoid the look of “tacked on” architectural features.

b. Storefront windows, display cases, and other elements that provide visual interest to facades should be provided.

c. Details such as wall surfaces constructed with patterns, changes in materials, building pop-outs, columns, and recessed areas should be used to create shadow patterns and depth on the wall surfaces.

d. Building materials and finishes should be true/authentic to the structure’s architectural style.

e. Building facades facing paseos should be articulated with detail and display windows.

f. Murals, trellises, or vines should be placed on large expanses of walls at the rear or sides of buildings to soften the appearance and create visual interest.
Commercial Plazas

a. Specialized, defined, public outdoor spaces should be incorporated into the overall building and project design. These outdoor spaces should have clear, recognizable shapes that reflect careful planning and should not be a result of “leftover” areas between structures.

b. Site amenities, including benches, drinking fountains, provisions for bicyclists, water features, and public art, should be utilized and should complement the project’s architectural character.

c. Pedestrian links should be provided between buildings on the same site, public open spaces, and parking areas and should be visually emphasized through the use of landscaping or trellis features, lighting, walls, and/or distinctive paving. Pedestrian links should be consistent with Title 24 California Code of Regulations accessibility requirements.

Sidewalk Cafes

a. Sidewalk cafe areas should be screened with semi-permanent decorative screens, walls, or planters. Screens can be solid or semi-solid and should be consistent with building facade design and/or restaurant theme.

b. Tables and chairs can be of varying type, but those designed for exterior use are recommended. Plastic chairs are prohibited. Tabletop sunshades, pole shades, and sunscreens are recommended.

Lighting

a. Lighting should be designed to provide ambiance, safety, and security without unnecessary spillover or glare onto adjacent properties.

b. The quality of light, level of light as measured in foot-candles, and the type of bulb or source should be carefully addressed. Lighting levels should not be so intense as to draw attention to the flow or glare of the project site. The lighting plan should incorporate current energy-efficient fixtures and technology.

c. Building light fixtures should be designed or selected to be architecturally compatible with the main structure, which should complement the theme of the surrounding area.

d. Accent lighting that is downlit and focused on key architectural elements and trees can be effective and attractive; however, light sources should be screened from view.

e. Pedestrian areas, paseos, sidewalks, and building entrances should be adequately lit to provide safety and security.
Signs
a. Signs should be in scale with and in proportion to the primary building facade so that the signs do not dominate the appearance.
b. Signs should reflect the type of business through design, shape, or graphic form.
c. The method of attaching the sign to the building should be integrated into the overall sign design.
d. Signs should not cover up windows or important architectural features.
e. Where several tenants occupy the same site or building, individual wall-mounted signs should be used in combination with a monument sign identifying the development and address.
f. Flush mounted signs should be positioned within architectural features such as the window panel above the storefront or flanking the doorway.
g. Project architect should be consulted when preparing a signage program to ensure consistency with the project architecture and character.
h. Sign construction should reflect a high level of craftsmanship.

Building Materials
a. Building materials should consist of authentic materials commonly associated with the architectural style of the building. Highly reflective or tinted glass, imitation stone or brick, corrugated fiberglass, plastic roof tiles, and undecorated concrete block should be avoided.
b. Smooth plaster finishes are preferred over rough, textured stucco. Stucco may be used in combination with other materials such as siding and brick. Stucco should be primarily used for side and back walls that are not as visible from public view; with the richer materials used on the front or to accent architectural features.

d. Exterior Colors
a. Exterior colors should be consistent with the architectural style of the building. Color schemes that involve a minimum of three (3) colors should be utilized.
b. Different colors accentuating different aspects and details of the building architecture should be utilized. Except for accenting different aspects and details of a building, bright colors should be avoided.
c. Certain materials, such as stone and brick, have distinct coloring in their natural state and should be thought of as an element of the color palette used. These materials should not be painted.

Utilitarian Aspects of Buildings
a. Outdoor storage areas, including trash and recycling, should be located to the rear or sides of a building and should be screened from public view with walls, berms, or landscaping.
b. Mechanical equipment on the roof or ground, including air conditioners and heaters, should be screened from public view. Screening elements should be architecturally compatible in color, shape, size, and material with the primary building and should be carefully integrated into the overall building design.
c. Utility service areas, such as electrical panels, should be placed within enclosures that are architecturally integrated into the building design.
d. Trash enclosures and loading areas should be designed using similar materials and colors as the surrounding buildings within the project and must be screened with landscaping or wall materials and sited where least visible to the public.

e. Trash enclosures should be combined among buildings where possible and should be large enough to handle the refuse generated by the users and accessible for service vehicles.

f. A pedestrian entrance to the trash enclosure should be provided so the large access gates do not have to be opened as often.

g. Sheet metal vents, pipe stacks, and flashing should be painted to match the adjacent roof or wall material.

h. Gutters and downspouts on the exterior of the building should be decorative or designed to integrate with the building facade.

i. Roof access should be provided from the interior of the building. Exterior roof access ladders should be avoided if possible.

**Parking Lot Design and Screening**

a. Parking should be located at the rear of buildings, where feasible.

b. Large areas of parking should be avoided. It is preferable to create small, connected parking lots utilizing shared driveways, pedestrian connections, and landscape buffers.

c. Parking lots should provide areas for bicycle and motorcycle parking and are encouraged to incorporate electrical vehicle charging stations.

d. Decorative landscaping and lighting will enhance parking areas and reduce the visual impact. Shade trees and lampposts reflecting the desired architectural style of the project should be provided.

e. Parking areas abutting a public sidewalk or street should provide a landscaped stop or planter that includes a combination of trees and shrubs.

f. Patterns and colors should be installed in paving treatments using tile, brick, or textured concrete in order to provide clear identification of pedestrian access points into buildings and to highlight parking features.

**Bicycle and Pedestrian Circulation**

a. Development within the Commercial area of San Luis Ranch should provide bicycle parking per the City of San Luis Obispo's standards.

b. Bicycles parking should be conveniently located, but should not conflict with pedestrian or auto circulation. Parking areas can be combined and placed in locations that do not conflict with stores and pedestrian circulation.

c. All buildings within the Commercial area of San Luis Ranch should provide paved access to the stores from adjacent walks along parkways and streets. This hard surface accessway shall have minimal number of conflicts with interior auto circulation and meet all accessibility codes and requirements.
Project Landscape and Hardscape

a. Landscaping will be comprised of the plants listed in Table 3-12.

b. Trees and shrubs should be located and spaced to allow for mature and long-term growth.

c. Trees should be selected based on performance basis with the objective of producing fruit, minimizing water use, providing shade, minimizing hazardous litter, minimizing root intrusion, and providing color and contrast.

d. Vines and potted plants should be incorporated to provide wall, column, and post texture and color, as well as for accentuating entryways, courtyards, and sidewalks.

e. Plantings should be used to screen or separate less desirable areas from public view, such as trash enclosures, parking areas, storage areas, loading areas, and public utilities.

f. A minimum 10’ landscape buffer should be provided between residential and commercial uses.

Screen Walls and Fences

a. Where serving as a visual or noise barrier for enclosure of storage areas, open work areas, or refuse collection areas, wall and fence heights and materials should be sufficient to ensure that adjacent properties and public streets are protected from visual or noise impacts.

b. Parking areas should be screened as much as possible from outside streets. This can be accomplished through the use of low walls, hedges, berms and grade changes. This screening does not need to obscure sight lines to commercial structures.

c. The location and design of walls and fences should be in accordance with the City Code and should be included within the submittal.

Noise

a. Noise should be minimized as practical to reduce impacts on adjacent uses. The following mitigation measures relate to noise for the specified building types. Additional information can be found in Appendix B.

   • N-4(b). Parking Lot/Loading Dock Orientation and Noise Barrier.
   • N-5(a). Interior Noise Reduction.
   • N-5(b). Residential Outdoor Activity Area Noise Attenuation.
3.7.3. Agricultural Heritage Facilities and Learning Center Design Guidelines

The following design guidelines apply to the Agricultural Heritage Facilities and Learning Center within San Luis Ranch.

Site Planning and Design

a. Site design should consider the highly visible character of this site and place loading/delivery/back of house uses in various inconspicuous locations.

b. Buildings should be aesthetically pleasing from all angles, especially for buildings that have high visibility from Highway 101.

c. Site design should incorporate pedestrian walkways, outdoor seating, and landscape areas.

d. Outdoor spaces should reflect careful planning and provide plaza spaces with defined edges, benches, and lighting that establish a sense of place.

e. Building forms, materials, and finishes should reflect the agrarian heritage of the site.

f. Murals, trellises, or vines should be placed on large expanses of walls at the rear or sides of buildings to soften the appearance and create visual interest.

g. A series of pedestrian promenades and plazas should link the various structures placed on-site for the Agricultural Heritage Facilities and Learning Center.

h. A variety of outdoor seating areas should be incorporated to encourage formal and informal on-site dining.

i. Site amenities, including benches, drinking fountains, provisions for bicyclists, water features, and public art, should be utilized and should complement the project’s architectural character.

j. Flexible spacing for use by food trucks, formal and informal events, live music, and other agricultural related activities should be incorporated adjacent to the planned Agricultural Heritage Facilities and Learning Center.

k. Lighting should be designed to provide ambiance, safety, and security without unnecessary spillover or glare onto adjacent properties.

l. Building light fixtures, such as barn style or gooseneck, should be designed or selected to be architecturally compatible with the main structures, which should complement the agrarian theme of the site.

m. Signs should be in scale with and in proportion to the primary building facade so that the signs do not dominate the appearance.

n. Building materials should consist of authentic materials commonly associated with the architectural style of the building. Highly reflective or tinted glass, imitation stone or brick, corrugated fiberglass, plastic roof tiles, and undecorated concrete block should be avoided.

o. Exterior colors should be consistent with the architectural style of the building. Color schemes that involve a minimum of three (3) colors should be utilized.
p. Different colors accentuating different aspects and details of the building architecture should be utilized. Except for accenting different aspects and details of a building, bright colors should be avoided.

q. Landscaping will be comprised of the plants listed in Table 3-12.

r. Fencing should reflect an agrarian theme with wood and metal materials. Wood fences with metal mesh (hog wire) and split rail fences are encouraged. Barbed wire fencing should not be used.

s. Trees and shrubs should be located and spaced to allow for mature and long-term growth.

t. Trees should be selected based on performance basis with the objective of producing fruit, minimizing water use, providing shade, minimizing hazardous litter, minimizing root intrusion, and providing color and contrast.

u. Vines and potted plants should be incorporated to provide wall, column, and post texture and color, as well as for accentuating entryways, courtyards, and sidewalks.

v. Plantings should be used to screen or separate less desirable areas from public view, such as trash enclosures, parking areas, storage areas, loading areas, and public utilities.

**Agricultural Heritage Facilities and Learning Center Concept**

The Agricultural Heritage Facilities and Learning Center includes a learning center, market/farm stand, agricultural processing center, food services, and agricultural accessory structures. This community and visitor serving cultural destination will provide a venue for locally grown and produced products, educational and hands-on learning opportunities, and seasonal community gathering spaces. With a major portion of the site remaining in agricultural production, agricultural operations will be supported by an appropriately scaled agricultural processing center and a limited number of accessory structures. Historic structures identified on-site will be integrated into the site plan design as part of the Agricultural Heritage Facilities and Learning Center, as directed by a qualified Historic Architect, then through a Historical Structure Relocation Plan, as specified in Mitigation Measure CR-1. Archival documentation of the historic structures on-site and informational displays of historic resources will also be completed and included in the site plan when appropriate.
3.8 Architectural Style Reference Guide

3.8.1. San Luis Ranch Buildings and Houses

The Architectural Style Reference Guide is intended to be used as a resource for developing design strategies for residential, commercial, office, hotel, and other land uses within the San Luis Ranch Specific Plan. There are three (3) distinct architectural styles permitted within San Luis Ranch: Modern Agrarian, Craftsman, and Contemporary. Each architectural style includes design criteria for a variety of elements and the composition of that style.
3.8.2. Farmhouse

**Style Introduction**
Farmhouse architecture includes straightforward construction with simple, rectangular floor plans. Masonry base accents, simple massing, a clean roofline, and an open floor plan are a typical mix of style components. Details may include an entry court, multiple breezeways or open-air walkways, classic barn colors such as red, yellow, white or black, shutters, metal roofs, and limited stone accents.

**Style Essentials**
- Low pitched roofline with gabled, hipped, shed, or simple single primary roof
- Decorative vented cupolas
- Covered porches with square posts and brackets
- Regularly placed and shaped multi-paned windows that are vertically oriented with divided lights

**Massing and Composition**

**Single front gabled with steep to moderate pitch**
- Single front gabled roof pitch is typically 5:12. Front porch or interior bay is located under main roof or in front projection.
- Cross gabled with steep to moderate pitch
- Cross gabled roof pitch is typically 5:12. Front porch or interior bay is located under main roof or in front projection.

**Side gabled with shed roof**
- Side gabled roof pitch is typically 5:12. Front porch or interior bay is located under main roof or in front projection.
**Materials**

**Siding/Cladding**
- Wood or fiber cement board and batten
- Wood or fiber-cement lap siding
- Stucco up to 50%
- Metal siding either corrugated or paneled

**Roofing**
- Standing seam metal, corrugated metal, composite shingles, or concrete tile with flat profile

**Windows**
- Single- or double-hung and casement, sliders to meet egress only
- Energy-efficient wood, aluminum clad, aluminum, or vinyl
- Traditional wood profiles

**Trim**
- Wood, composition board, or polyurethane

**Columns/Brackets**
- Square posts
- Wood or composite

**Railings**
- Flat or profiled
- Wooden top and bottom rails with square or turned pickets.

**Soffits and Porch Ceiling**
- Exposed rafters at soffits with starter board or V-groove sheathing
- T&G wood, beaded plywood, exterior-grade plywood, or stucco ceiling, composite panel

**Gutters**
- Half-round, or square, galvanized metal or pre-finished metal
- Fascia gutter permitted

**Downspouts**
- Rectangular or round
- Galvanized metal or pre-finished metal

**Shutters**
- Raised or flat-paneled
- Louvered or plank
- Wood or composite material, or colored vinyl
- Hinges, shutter dogs, and latches are encouraged

**Chimneys**
- Manufactured stone or brick veneer or siding to match house

**Front Yard Fences**
- Wood picket, prefinished metal, stone, masonry, or stucco finish
- Vinyl picket permitted
- Composite

**Rear Yard Fences**
- Cedar, redwood, or masonry with stucco finish
- Vinyl and pressure-treated wood are permitted

**Details**
- Knee brackets
- Exposed rafter tails

**Colors**

**Siding and Trim**
- White, cream, or natural colors
- Architecturally appropriate colors and contrasting accents

**Windows**
- White or sashes and frames to match trim color

**Roof Shingles**
- Natural shake color

**Gutters and Downspouts**
- Match color of siding/cladding or trim
- Exposed metal

**Front Yard Fences**
- Wood to be white*

*Note: The reference to “wood to be white” is not clearly specified in the text. It could be interpreted as a color requirement or an option for the front yard fences.
3.8.3. Craftsman

Style Introduction
Craftsman style architecture highlights natural materials, simplicity, and handiwork. Open porches feature overhanging beams and exposed rafters. A low-pitched roof and projecting eaves are typical of this style. Typical details can include shingle siding and stone details. Gables and dormers are accentuated with decorative trim. Porches are often supported with square or round columns and stone supports.

Style Essentials
- Low sloped roof with smaller gable over the porch or alternatively a shed roof facing the front with a broad dormer for an upper story room
- Open or enclosed front porch serves as an extension of the indoor living space
- Variety of window sizes with various patterns based on style
- More than one material is utilized, often dividing the main floor from the second story

Massing and Composition
- One and a half-story side gabled with dormer
- Simple shed roof pitch is typically 8:12. Front porch is located under main roof. Optional side bays with one-story shed roof.
- One-story front gable with bay or porch projection
- Front gable roof with max pitch 8:12. Front porch or interior bay is in the front projection. Optional side bays under eaves.

Possibilities and Precedents

One and a half-side gabled with shed porch
- Front facing shed roof with dual pitch at max 8:12. Front porch is included within the main building massing. Front dormer is aligned with exterior entry door. Optional one-story side bays with shed roof.

One and a half-story front gabled
- Simple gable roof with max pitch 8:12. Front porch is included within the main building massing. Optional side bays under eaves.

Cross-gable roof
- Shed roof on main massing facing the front. Projecting front porch or bay is gable-front. Optional wrap around porches for corner lots fronting onto two streets.

Low-pitched hipped
- Low pitched hipped roof on main massing facing the front. Front porch or interior bay is in the front projection.
**Materials**

**Siding/Cladding**
- Wood or fiber-cement lap siding
- Wood of fiber cement shingles/shake
- Brick or river stone

**Roofing**
- Composition shingles, concrete tile with flat profile

**Windows**
- Single- or double-hung and casement, sliders to meet egress only.
- Energy-efficient wood, aluminum clad, aluminum, or vinyl
- Traditional wood profiles

**Trim**
- Wood, composition board,

**Columns/Porch Supports**
- Low piers of wood or stone with column above
- Column style - battered, square, groupings of square

**Railings - Solid or Open**
- Flat or profiled
- Wooden top and bottom rails
- Balusters - flat board or rectangular pattern rhythmic spacing
- Wood sided or stone porch walls acceptable

**Soffits and Porch Ceiling**
- Exposed rafters at soffits with starter board, or v-groove sheathing at eaves
- T&G wood, beaded plywood, exterior-grade plywood, or stucco ceiling at porches or box soffits, composite panel

**Gutters**
- Ogee or half-round, primed or pre-finished metal

**Downspouts**
- Rectangular or round
- Primed or pre-finished metal
Shutters
• Not common for Craftsman style

Chimneys
• Manufactured stone or brick veneer or siding to match house

Front Yard Fences
• Wood picket or river stone
• Vinyl picket permitted
• Composite

Rear Yard Fences
• Cedar or redwood
• Vinyl and pressure-treated wood are permitted

Details
• Decorative (false) beams
• Outlookers and knee braces
• Gable and roof vents

Colors

Siding and Trim
• White, cream, or natural colors
• Architecturally appropriate colors and contrasting accents

Windows
• White or sashes and frames to match trim color
• Roof Shingles
• Natural shake color

Gutters and Downspouts
• Match color of siding/cladding or trim
3.8.4. Modern Agrarian

**Style Introduction**
The Modern Agrarian style home features a range of agrarian influenced contemporary architectural styles. Clean and simple lines, minimal decoration or ornamentation, generous amounts of glass, and a flat or shed-like roofline characterize this style. The floor plan is typically unusual and open featuring indoor/outdoor living spaces. Details may include multiple flat rooflines, irregular massing, clean lines, minimal decoration, and oversized windows.

**Style Essentials**
- Multiple flat or shed-like rooflines with irregular massing and clean lines defining different stories
- Features multiple indoor/outdoor living spaces
- Generous amounts of glass in various sizes and patterns
- Minimal decoration or ornamentation but material accents define some portion of each facade at different stories

**Massing and Composition**

**Two and/or three-story flat roof**
- Flat roof is typically below 2:12. Front porch may be located under or projecting from front massing.

**Two and/or three story shed-like roof**
- Shed-like roof ranges from 4:12 to 8:12. Front porch may be located under or projecting from front massing.

**Materials**

**Siding/Cladding**
- Wood or fiber cement board and batten
- Wood or fiber-cement lap siding
- Stucco up to 65%
- Metal siding either corrugated or paneled

**Roofing**
- Standing seam metal, corrugated metal, composite shingles, or concrete tile with flat profile.
**Windows**
- Single- or double-hung and casement, sliders to meet egress only
- Energy-efficient aluminum clad, aluminum, or vinyl
- Contemporary frame profiles

**Trim**
- Wood, composition board
- Plaster bonds

**Columns/Brackets**
- Not common for Contemporary style
- Emphasis on clean lines
- Stucco box columns

**Railings**
- Flat or profiled
- Metal top and bottom rails with square balusters open or closed

**Soffits and Porch Ceiling**
- Stucco soffits, composite panel
- T&G wood, beaded plywood, exterior-grade plywood, or stucco ceiling

**Gutters**
- Half-round, or square, primed or pre-finished metal
- Fascia gutter permitted

**Downspouts**
- Rectangular or round
- Primed or pre-finished metal

**Shutters**
- Not common for Contemporary style

**Chimneys**
- Manufactured stone or brick veneer, concrete block, stucco or siding to match house

**Front Yard Fences**
- Wood picket, prefinished metal, stone, masonry, or stucco finish
- Vinyl picket permitted
- Composite

**Rear Yard Fences**
- Cedar, redwood, or masonry with stucco finish
- Vinyl and pressure-treated wood are permitted

**Details**
- Flat profile, metal window awning

**Colors**

**Siding and Trim**
- White, cream, gray or natural colors
- Architecturally appropriate colors and contrasting accents

**Windows**
- White or sashes and frames to match trim color

**Roof Shingles**
- Natural shake color

**Gutters and Downspouts**
- Match color of trim or fascia
- Downspouts to match siding

**Front Yard Fences**
- Metal to be gray
Plant Palette

REFERENCE GUIDE
## 3.9 Plant Palette

### 3.9.1. Tree and Shrub Recommendations

Table 3-12 includes trees and shrubs recommended for all San Luis Ranch zoning designations. Note: Tree plantings are prohibited in the contiguous agricultural acreage, except within the development envelope of the Agricultural Heritage Learning Center, which can accommodate trees with a mature height of 50' or less. See Chapter 5 for Open Space: Creeks, Wetlands, and Trails.

<table>
<thead>
<tr>
<th>PLANT NAME</th>
<th>SIZE (FEET)</th>
<th>WATER USE</th>
<th>TYPE</th>
<th>ZONE</th>
<th>LANDSCAPE USES</th>
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</table>
| *Acer circinatum*  
Vine Maple &nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&nbsp;&n
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<tr>
<th>PLANT NAME</th>
<th>SIZE (FEET)</th>
<th>WATER USE TYPE</th>
<th>ZONE</th>
<th>LANDSCAPE USES</th>
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<td><strong>TREES</strong></td>
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<tr>
<td><em>Citrus x ‘Bearss’</em> Lime</td>
<td>15 15</td>
<td>Moderate</td>
<td>E</td>
<td>• • • • •</td>
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<tr>
<td><em>Citrus x ‘Eureka’</em> Eureka Lemon</td>
<td>20 20</td>
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<tr>
<td><em>Citrus x sinensis</em> ‘Washington Navel’ Orange</td>
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<td><em>Citrus x ‘Tangelo’</em> Tangelo</td>
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<td>Moderate</td>
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<td><em>Cedrus deodara</em> Deodar Cedar</td>
<td>80 40</td>
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<tr>
<td><em>Diospyros kaki</em> ‘Fuyu’ Fuyu Japanese Persimmon</td>
<td>30 40</td>
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<td>D</td>
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<tr>
<td><em>Eriobotrya deflexa</em> Bronze Loquat</td>
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<td><em>Fagus sylvatica</em> Common Beach</td>
<td>70 40</td>
<td>Moderate</td>
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<tr>
<td><em>Feijoa sellowiana</em> Pineapple Guava</td>
<td>15 15</td>
<td>Low - Moderate</td>
<td>E</td>
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<tr>
<td><em>Ficus carica</em> Edible Fig</td>
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<td>D</td>
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<td><em>Geijera parviflora</em> Australian Willow</td>
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<td><em>Ginkgo biloba</em> Maidenhair Tree</td>
<td>50 30</td>
<td>Moderate</td>
<td>D</td>
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<td>PLANT NAME</td>
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<td><strong>TREES</strong></td>
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<td>Jacaranda mimosifolia Jacaranda</td>
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<tr>
<td>Juglans californica California Black Walnut</td>
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<tr>
<td>Juglans regia 'Pedro' 'Pedro' Walnut</td>
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<td>Lagerstroemia faurei Japanese Crape Myrtle</td>
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<td>D</td>
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<tr>
<td>Liriodendron tulipifera Tulip Tree</td>
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<td>Moderate</td>
<td>D</td>
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<tr>
<td>Lyonothamnus floribundus Ironwood</td>
<td>35 15</td>
<td>Low</td>
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<tr>
<td>Malus x 'Braeburn' Braeburn Apple</td>
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<tr>
<td>Malus x 'Dorsett Golden' Dorsett Golden Apple</td>
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<tr>
<td>Olea europaea 'Arbequina' Arbequina Fruiting Olive</td>
<td>35 25</td>
<td>Low</td>
<td>E</td>
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</table>
### Table 3-12 Plant Palette, cont.

<table>
<thead>
<tr>
<th>PLANT NAME</th>
<th>SIZE (FEET)</th>
<th>WATER USE</th>
<th>TYPE</th>
<th>ZONE</th>
<th>LANDSCAPE USES</th>
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<tr>
<td><strong>PLANT NAME</strong></td>
<td><strong>HEIGHT</strong></td>
<td><strong>WIDTH</strong></td>
<td><strong>EVERGREEN (E)/DECIDUOUS (D)</strong></td>
<td><strong>NG10</strong></td>
<td><strong>NG23 &amp; NG30</strong></td>
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<tr>
<td>Olea europea 'Majestic Beauty' Majestic Beauty Fruitless Olive</td>
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<td>15</td>
<td>Low</td>
<td>E</td>
<td>•</td>
</tr>
<tr>
<td>Persea americana ‘Fuerte’ Fuerte Avocado</td>
<td>40</td>
<td>20</td>
<td>Low</td>
<td>E</td>
<td>•</td>
</tr>
<tr>
<td>Persea americana ‘Hass’ Hass Avocado</td>
<td>20</td>
<td>10</td>
<td>Low</td>
<td>E</td>
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</tr>
<tr>
<td>Pistacia chinensis Chinese Pistache</td>
<td>60</td>
<td>40</td>
<td>Low</td>
<td>D</td>
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<tr>
<td>Platanus acerifolia London Plane Tree</td>
<td>80</td>
<td>40</td>
<td>Moderate</td>
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<td>Platanus racemosa California Sycamore</td>
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<td>50</td>
<td>Moderate</td>
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<tr>
<td>Populus fremontii Fremont’s Cottonwood</td>
<td>100</td>
<td>50</td>
<td>Moderate</td>
<td>D</td>
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<tr>
<td>PLANT NAME</td>
<td>SIZE (FEET)</td>
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<td><strong>TREES</strong></td>
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<tr>
<td>Prunus dulcis  'All in One'  'All in One' Almond</td>
<td>15 10</td>
<td>Moderate</td>
<td>D</td>
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</tr>
<tr>
<td>Prunus salicina  'Beauty' Beauty Plum</td>
<td>15 10</td>
<td>Low</td>
<td>D</td>
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<td>•</td>
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<tr>
<td>Prunus x  'Satsuma' Satsuma Plum</td>
<td>15 15</td>
<td>Moderate</td>
<td>D</td>
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<tr>
<td>Punica granatum  'Angel Red' Pomegranate</td>
<td>10 10</td>
<td>Low</td>
<td>D</td>
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<tr>
<td>Pyrus calleryana  Aristocrat Flowering Pear</td>
<td>40 20</td>
<td>Moderate</td>
<td>D</td>
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<td>•</td>
</tr>
<tr>
<td>Quercus agrifolia  Coast Live Oak</td>
<td>70 70</td>
<td>Very Low</td>
<td>E</td>
<td>• •</td>
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</tr>
<tr>
<td>Quercus ilex  Holly Oak</td>
<td>60 60</td>
<td>Low</td>
<td>E</td>
<td>• •</td>
<td>•</td>
</tr>
<tr>
<td>Quercus lobata  Valley Oak</td>
<td>70 70</td>
<td>Low</td>
<td>E</td>
<td>• •</td>
<td>•</td>
</tr>
<tr>
<td>Quercus suber  Cork Oak</td>
<td>60 60</td>
<td>Low</td>
<td>E</td>
<td>• •</td>
<td>•</td>
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<tr>
<td>Tristaniopsis laurina  Water Gum</td>
<td>15 10</td>
<td>Moderate</td>
<td>E</td>
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<tr>
<td>Ulmus parvifolia  Chinese Evergreen Elm</td>
<td>60 60</td>
<td>Low</td>
<td>E</td>
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<tr>
<td>PLANT NAME</td>
<td>SIZE (FEET)</td>
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<td><strong>EDIBLE PLANTS</strong></td>
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<tr>
<td>Actinidia arguta ‘Issai’ Hardy Kiwi Vine (Self Fertile)</td>
<td>20  10</td>
<td>Moderate</td>
<td>D</td>
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<tr>
<td>Aloysia citrodora Lemon Verbena</td>
<td>4  4</td>
<td>Low</td>
<td>D</td>
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<tr>
<td>Chaenomeles japonica Flowering Quince</td>
<td>6  8</td>
<td>Low-Moderate</td>
<td>D</td>
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<tr>
<td>Cynara scolymus ‘Improved Green Globe’ Artichoke</td>
<td>4  4</td>
<td>Low-Moderate</td>
<td>D</td>
<td>•</td>
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<tr>
<td>Fragaria x ananassa ‘Seascape’ ‘Seascape’ Strawberry</td>
<td>1  2</td>
<td>Moderate</td>
<td>E</td>
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<tr>
<td>Laurus nobilis Sweet Bay</td>
<td>10 10</td>
<td>Low</td>
<td>E</td>
<td>•</td>
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<tr>
<td>Lavandula x ‘Hidcote Superior’ Hidcote Superior Lavender</td>
<td>3  3</td>
<td>Low</td>
<td>E</td>
<td>•</td>
<td>• • • • • •</td>
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<tr>
<td>Mentha spp. Mint</td>
<td>2  6</td>
<td>Moderate</td>
<td>D</td>
<td>•</td>
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</tbody>
</table>
| Ribes hirtellum ‘Pixwell’ Pixwell Gooseberry | 5  3 | High | D | • | • • • \n
**Table 3-12 Plant Palette, cont.**
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<table>
<thead>
<tr>
<th>PLANT NAME</th>
<th>SIZE (FEET)</th>
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<th>TYPE</th>
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<tr>
<td>Rosmarinus officinalis ‘Huntington Carpet’ Huntington Carpet Rosemary</td>
<td>2 8</td>
<td>Very Low</td>
<td>E</td>
<td>• • • •</td>
<td>• •</td>
</tr>
<tr>
<td>Rubus idaeus ‘Heritage’ Heritage Raspberry</td>
<td>3 3</td>
<td>Moderate</td>
<td>D</td>
<td>• • •</td>
<td>• •</td>
</tr>
<tr>
<td>Rubus idaeus Black Raspberry</td>
<td>5 5</td>
<td>Moderate</td>
<td>E</td>
<td>• • •</td>
<td>• •</td>
</tr>
<tr>
<td>Rubus subgenus Blackberry</td>
<td>5 5</td>
<td>Moderate</td>
<td>D</td>
<td>• • •</td>
<td>• •</td>
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<tr>
<td>Rubus ursinus x ideas ‘Thornless’ Thornless Boysenberry</td>
<td>5 5</td>
<td>Moderate</td>
<td>D</td>
<td>• • •</td>
<td>• •</td>
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<tr>
<td>Salvia officinalis Common Sage</td>
<td>4 4</td>
<td>Very Low</td>
<td>E</td>
<td>• • • •</td>
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<td>Sambucus mexicana Elderberry</td>
<td>12 10</td>
<td>Moderate</td>
<td>D</td>
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<tr>
<td>Thymus vulgaris Thyme</td>
<td>1 2</td>
<td>Low</td>
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<tr>
<td>Vaccinium corymbosum Blueberry</td>
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<td>Moderate</td>
<td>D</td>
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<td>• •</td>
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<tr>
<td>Vaccinium ovalum Evergreen Huckleberry</td>
<td>6 5</td>
<td>Moderate</td>
<td>D</td>
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<tr>
<td>Vitis labrusca Red Seedless Grape</td>
<td>10 10</td>
<td>Moderate</td>
<td>D</td>
<td>• • • •</td>
<td>• •</td>
</tr>
<tr>
<td>Vitis vinifera Wine Grape</td>
<td>10 10</td>
<td>Moderate</td>
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4 AGRICULTURE, OPEN SPACE & PARKS

4.1 Introduction

With approximately half of the site set aside for agriculture, open space, and parks, San Luis Ranch takes an integrated, comprehensive approach to planning and managing open and recreational spaces. As a high priority and key feature of the Plan, the proposed open spaces envelop and extend into future residential and commercial development, reinforcing the visual prominence of agricultural uses at the southern gateway to San Luis Obispo. The design focuses on connecting open spaces throughout the neighborhood, expanding the City’s network of parks and paths, protecting natural resources, preserving the City’s agricultural character, and contributing to a sustainable future.

The San Luis Ranch Specific Plan Area’s visually sensitive location and the quality of the agricultural land led to a General Plan requirement to set aside 50 percent of the site for open space and agriculture, a portion of which can be met off-site. Figure 4.1 illustrates a birdseye view of the proposed project with the agriculture in the foreground.
4.1.1 Goals

AGRICULTURE, OPEN SPACE AND PARKS GOALS

Preserve the site’s agricultural facilities to build a sense of place and agricultural heritage.

Connect agricultural lands to the adjacent San Luis Obispo City Farm.

Maintain agricultural and open space resources on-site in a manner consistent with the City’s General Plan.

Inform locals and visitors about Central Coast agriculture.

Ensure parks and recreational facilities reflect community values as expressed in the General Plan.

Provide a variety of amenities that support the diverse needs of the community at large and set the standard for multimodal community design.

Provide a natural environment and recreational amenities for residents and the broader community.

Agricultural produce

Recreation trail open space accommodates all ages

Park and exercise equipment
“Provide a wide range of parks and sports and recreational facilities for the enjoyment of our citizens.”

General Plan Goal #28

“Parks shall be designed to meet a variety of needs depending on park size, location, natural features, and user demands... San Luis Obispo residents shall have access to a neighborhood park within .5 to 1.0 mile walking distance of their residence.”

Parks and Recreation Element policy
4.2 Agriculture

Dating back to the turn of the 20th century, the Dalidio Ranch included a collection of structures: the Dalidio home, Laguna Racetrack viewing stand, barn, water tower, and other buildings supporting the farming of the ranch. Some buildings within the complex, most notably the Dalidio home and the Laguna Racetrack viewing stand, may be considered historically significant based on State and local criteria and guidelines, and “Historic evaluation of the existing farm house and associated structures shall be included” as required by the General Plan’s Land Use Element (Section 8.3 p. 105).

Three potentially historically significant buildings in the area, the Dalidio Home, the White Barn, and the Laguna Race Track Viewing Stand will be relocated to the Agricultural Heritage and Learning Center area for permanent preservation. All will be subject to historic documentation by a qualified historian prior to relocating, including being photographed and recorded consistent with professional historical standards, and a qualified historic preservation architect will be consulted during relocation planning to ensure that significant historic materials and fabric are retained and reconstructed appropriately. Materials from outbuildings will be reused and incorporated as feasible onto other structures within the agricultural heritage center. The associated structures in the area will also similarly be photographed and recorded before they are moved from or repurposed on the site.

The Agricultural Heritage Facilities and Learning Center will be a destination for residents and tourists alike and will provide the community with local food, education, and a connection to agriculture. The Agricultural Heritage Facilities and Learning Center will include the following:

**Heritage**
- Preservation of Historic Structures
- Iconic Barn Feature
- Historic Architectural Ambiance
- Bucolic Vistas of Agriculture and Barn Setting

**Amenities**
- Agricultural Heritage Facilities and Learning Center
- Market/Farm Stands
- Community Garden
- Hay Rides
- Pumpkin Patch
- Agricultural Processing Center
- Farm Animals
- Fresh Produce Baskets
- Locally Made Goods/Products

**Agricultural Events**
- Seasonal and Special Events
- Hoedowns with live music
- Learning Activities
- Community Gatherings

The Agricultural Heritage Center will include the historic Dalidio home, along with the Racetrack Viewing Stand and Main (White) Barn, arranged on the site with their original solar orientation and relative proximity to one another. This recreated setting will allow residents and visitors to experience the working farm as it operated in decades past.

The three existing historically significant structures will continue to be secured in their current area of the site. These three structures will be relocated (repositioned) to the Agricultural Heritage Learning Center on the site, under the supervision of the project historic preservation architect, once grading and infrastructure improvements are completed on the Agricultural Heritage Learning Center parcel. All three structures will be restored and repurposed and will be operational at the time of approval of occupancy of the final residential detached units.

In addition to the agricultural and seasonal events, the barn at San Luis Ranch will be available to host private events including, hoe downs, family reunions, business gatherings, and other community gatherings. The Agricultural Heritage Facilities and Learning Center will be closed on Thursdays to avoid competition with the Downtown farmer’s market and will work with the Saturday farmer’s market on cross promotional opportunities.
4.2.1 Agricultural Preservation

The San Luis Ranch Specific Plan will preserve a significant piece of San Luis Obispo agriculture as well as integrate the site’s historical agriculture into the community (see Figure 4.1), with organic farm operations to be provided by a private lease agreement. The agricultural land will be contiguous with the adjacent San Luis Obispo City Farm to allow for integration, and will include the community learning center. Several mitigation measures to ensure appropriate agricultural preservation will be included into the project, including:

- AG-1. Agricultural Conservation. Prior to issuance of any grading permits the project proponent shall provide that for every one (1) acre of Important Farmland (Prime Farmland, Farmland of Statewide Importance, and Unique Farmland) on the site that is permanently converted to non-agricultural use as a result of project development, one (1) acre of land of comparable agricultural productivity shall be preserved in perpetuity. The land dedicated to agriculture pursuant to this measure shall be of size, location and configuration appropriate to maintain a viable, working agricultural operation. The acreage required to meet the 1:1 ratio may be met by the off-site agricultural conservation easement/deed restriction proposed by the project applicant, as long as this land meets the conditions outlined in this measure. Said mitigation shall be satisfied by the applicant through:

  - Granting a perpetual conservation easement(s), deed restriction(s), or other farmland conservation mechanism(s) to the City or qualifying entity which has been approved by the City, such as the Land Conservancy of San Luis Obispo, for the purpose of permanently preserving agricultural land. The required easement(s) area or deed restriction(s) shall therefore total a minimum of 56.3 acres of Prime Farmland. The land covered by said off-site easement(s) or deed restriction(s) shall be located within or adjacent to the City’s Urban Reserve Line or Greenbelt; or
  - Making an in-lieu payment to a qualifying entity which has been approved by the City, such as the Land Conservancy of San Luis Obispo, to be applied toward the future purchase of a minimum of 56.3 acres of Prime Farmland in San Luis Obispo County, together with an endowment amount as may be required. The payment amount shall be determined by the qualifying entity or a licensed appraiser; or
  - Making an in-lieu payment to a qualifying entity which has been approved by the City and that is organized for conservation purposes, to be applied toward a future perpetual conservation easement, deed restriction, or other farmland conservation mechanism to preserve a minimum of 56.3 total acres of Prime Farmland (on or off-site) in San Luis Obispo County. The amount of the payment shall be determined by the qualifying entity or a licensed appraiser; or
  - Any combination of the above.
4.2.2 Agriculture Buffer

Agricultural Buffers provide space for typical farming practices to continue when development occurs in or near farm operations. Buffers protect the health and safety of the general public from farm operations noise, dust, odor, legal pesticide use and the other normal activities that are part of farming and ranching. Buffers limit human-occupied structures in the space between croplands and adjacent non-agriculture uses.

Several mitigation measures to provide agricultural buffers, landscaped buffers, and fencing will be incorporated into the project to provide setbacks, screening, and security between agricultural areas and residences. These include:

- AG-3(a). Agricultural buffers will include City approved measures to reduce availability of public access to agricultural cultivation areas adjacent to the project site (fencing, signs, etc.). Future residents will be notified of agricultural buffers as part of purchase or lease agreements.
- AG-3(b). Agricultural signs and fencing will be coordinated with the City for funding and installation along Froom Ranch Way and Dalidio Drive/Prado Road to minimize potential for increases in trespass and vandalism of adjacent agricultural areas.
- AG-3(c). Buffer landscaping with a wall will reduce the potential for noise, dust, and pesticide drift that may affect residents on the project site. A wall and landscape plans to include planting of trees and shrubs within the agricultural buffer along Froom Ranch Way at a sufficient density will buffer the site from agricultural operations. See Figure 4.2 for the proposed agricultural buffer.

Figure 4.2 Froom Ranch Road Section Agriculture Buffer

![Figure 4.2 Froom Ranch Road Section Agriculture Buffer](image)

Figure 4.3 Illustrative Agricultural Heritage Facilities and Family Center

Figure 4.4 Illustrative Aerial of Agricultural Heritage Facilities and Family Center
4.2.2 Agricultural Heritage Facility and Learning Center

**Benefits of the Agricultural Heritage Facilities and Learning Center**

**Convenient location:** The agricultural land will be contiguous with the adjacent San Luis Obispo City Farm and will serve as a buffer between housing and the freeway. The Agricultural Heritage Facilities and Learning Center will be visible from Highway 101 and add to the City's southern gateway.

**Close to home:** The Agricultural Heritage Facilities and Learning Center will be integrated within San Luis Ranch neighborhood and the greater San Luis Obispo community. Neighborhood residents will have convenient access through the various bike paths and pedestrian trails. Visitors to the Agricultural Heritage Facilities and Learning Center from outside the neighborhood can access the facility via the Bob Jones Bike Path, transit, or car.

**Experience for children and adults:** Children and adults will enjoy the Agricultural Heritage Facilities and Learning Center. There will be various learning opportunities and activities, such as shopping for local produce, visiting farm animals, getting involved in communal farming, and attending special events.

**See where food is grown:** At the Agricultural Heritage Facilities and Learning Center, all produce is grown locally on the Central Coast. Residents and visitors can interact with farmers, learning about historic and current farming operations.

**Amenities**

**Learning Center:** The Agricultural Heritage Facilities and Learning Center hopes to provide information, activities, and tours about local produce, farm animals, building a compost pile, and food labeling. More intensive programs may include activities or workshops on nutrition, cooking, and sustainable agriculture. Programs will be suitable for adults, families, children, and groups.

**Market/Farm Stand:** There will be a market/farm stand to sell products sourced from local farms. Whenever possible, the market will carry products that are organic, pesticide free, and/or preservative free. The market will sell seasonal fruits and vegetables including cherries, peaches, tomatoes, onions, squash, green beans, and much more. The market may also carry local wine and beer, gourmet cheeses, nuts, and locally produced food and beverage.

**Community Garden:** The community garden can be a public space intended for communal farming. This garden can promote local food production, as well as maintain the historical agricultural tradition. The community garden hopes to encourage community interaction and access to healthy foods.

**Hay Rides:** Hay rides may be offered to allow visitors of San Luis Ranch to hop on board and head out into the fields to get a tour. Hayrides are a perfect family activity and promote local agriculture and healthy eating.

**Agricultural Processing Center:** The Agricultural Heritage Facilities and Learning Center may include an agricultural processing center to support the production of local produce.

**Farm Animals:** There may be various farm animals at the facility, such as goats, chickens, and sheep. Children may be able to pet and feed the animals.

**Food Services:** May include a restaurant or café that offers delicious home-grown and fresh-picked produce. All offerings will be Central Coast inspired and grown and will be handcrafted using the freshest, all-natural ingredients.
4.3 Open Space

San Luis Obispo is known for its open, rural character, punctuated by scenic peaks, parks, and trails serving its active community. As shown in Figure 4.5, San Luis Ranch is surrounded by parks and open space, including the Irish Hills Natural Reserve immediately west, Laguna Lake and the Main Open Space to the north, and the South Hills Open Space to the east. The City of San Luis Obispo seeks to provide park and trail amenities that are accessible to members of the community. Specifically, a goal of the Parks and Recreation Element is to ensure that new development provides parks and recreational facilities in proportion to increases in population.

The San Luis Ranch Specific Plan enhances the City’s open space by introducing new amenities, including adding a key link in the Bob Jones Trail and active linear parks. For additional discussion of amenities relevant to open space, please see Section 4.4 for parks and Chapter 6 for bicycle and pedestrian trails. Figure 4.7 illustrates the overall open space and parks concept for San Luis Ranch.

Figure 4.5 City of San Luis Obispo Open Space
4.3.1 Bob Jones City-to-Sea Trail

The Bob Jones City-to-Sea Trail is a bicycle and pedestrian path intended to expand the City's greenbelt, preserve scenic views along Highway 101, provide access to City amenities, such as the Octagon Barn, and connect the communities of San Luis Obispo and Avila Beach. The San Luis Ranch Specific Plan development will complete the integral connection of the Bob Jones Trail from Laguna Lake to the linear park behind Prefumo Creek Commons. The Bob Jones Trail alignment will also connect with a larger network of trails to join Laguna Lake Park to the San Luis Ranch Specific Plan Area and the Prado Road extension.

Figure 4.6 shows a possible alignment of the Bob Jones Trail as it traverses the Plan Area. San Luis Ranch proposes to connect the Bob Jones Trail along Froom Ranch Way in the form of a Class I Bike Trail. Also provided is a 6’ wide paved (or other surface material) trail that follows the Cerro San Luis Channel and Prefumo Creek Alignment. The connection will provide a significant benefit to bicyclists moving through the Plan Area, as well as members of the broader community, and will be given to the City as an offer of dedication.

For any shortfall in the project's amount of required parkland, REC-1 Parkland In-lieu Fees will apply. The project will pay parkland in-lieu fees in accordance with the City's parkland in-lieu fee program for any parkland shortage.

**Figure 4.6 Potential Bob Jones Trail Connection through the Plan Area**

*Source: SLO 2013 Bicycle Transportation Plan*

**Bob Jones Trail**

*From the Vision of San Luis Obispo’s 2013 Bicycle Transportation Plan:*

“Bicycling becomes an important element of the City’s economy, with connections provided to important regional destinations such as beaches and inland parks. For tourists and residents alike, the careful location and design of off-street paths (such as the Railroad Safety Trail and the Bob Jones City-to-Sea Trail) allow them to appreciate unique community features” (p. vi).
4.4 Parks

An objective of the City's Parks and Recreation Element is to ensure new developments provide needed parkland for new residents. San Luis Ranch will meet the City's requirements concerning new development parkland, and will enhance the City's already robust parkland inventory and experience through its varied park and open space amenities, shown overall in Figure 4.7.

Offers of dedication will be made to the City for all open space and parks, with the exceptions of the Central Neighborhood Park and the Pocket Parks, which will be owned and maintained by the San Luis Ranch Home Owners’ Association. All areas will have intermittent mutt-mitt stations installed, as well as trash and recycling receptacles.

4.4.1 Central Neighborhood Park

A large neighborhood park will provide recreational amenities to all age groups. Centrally located in the San Luis Ranch community, this park can be easily accessed by all residents, serve as a community gathering space, provide active recreational amenities such as sport courts and play activities for children, as well as passive recreational areas. Figures 4.8 and 4.9 illustrate the Central Neighborhood Park Concept.

4.4.2 Pocket Parks

Pocket parks provided throughout the San Luis Ranch community will provide both recreational and pedestrian amenities and open space breaks among the urban fabric, allowing connectivity between residential areas and creating a more open feel to the neighborhood. Figure 4.10 illustrates the Pocket Parks concept.

4.4.3 Community Gardens

Community gardens in the San Luis Ranch community provide an enhanced community benefit by allowing multiple residents the ability to utilize designated small-scale plots for the cultivation of fruits, vegetables, plants, flowers, or herbs.

4.4.4 San Luis Ranch Preserve and Trailhead

A key linear park element of the Specific Plan will be the San Luis Ranch Preserve and Trailhead that will link the Bob Jones Trail and connect the linear park behind Target to Laguna Lake. The San Luis Ranch Preserve and Trailhead will include natural habitat, native plants, open space experiences, park recreation features, nature viewing areas and art elements of interest. It will accommodate biking, hiking, walking, and dog playing. The San Luis Ranch Preserve and Trailhead will serve as a centrally located amenity for the City of San Luis Obispo and Specific Plan residents alike. Recreational facilities such as play mounds and exercise stations may also be included if eligible for Park fee credits.
4.4.5 Active Linear Park: Fitness Loop and Parkway

Linear parks in the San Luis Ranch community (as distinguished from the central neighborhood park and pocket parks) offer enhanced recreational opportunities for the entire San Luis Obispo community. The Froom Ranch Way linear park will include an active recreational area including walking and biking pathway providing natural connections.

The following parkland mitigation measure applies to San Luis Ranch in order to mitigate adverse impacts of insufficient parkland:

- REC-1. Parkland In-lieu Fees. The project applicant shall pay parkland in-lieu fees in accordance with the City’s parkland in-lieu fee program for the parkland shortage. The project’s specific fee shall be determined by the City at the time of project approval, after accounting for parkland provided within the San Luis Ranch Specific Plan Area. The in-lieu fees collected from the project shall be directed to new projects or improvements to existing parks and recreation facilities within the City of San Luis Obispo parks system.

Preserving open space helps maintain the quality of life enjoyed on our beautiful Central Coast. San Luis Ranch Preserve and Trailhead will protect and enhance some of the most exquisite natural habitats in the area. There will be significant recreational activities to accommodate all fitness levels. The “Ranch” offers a recreational experience to the community unlike anything else in San Luis Obispo County. The interconnectivity of the parks creates a variety of exploration opportunities for people and our four legged friends. There will be pet waste stations throughout the Ranch. Additionally, the parks connect directly to Laguna Lake Park and Cerro San Luis Hiking Trail. San Luis Obispo can add this beautiful, exceptional recreation area to its existing inventory of spectacular parkland.
Stormwater retention area, boulders, and native landscaping

Drought tolerant landscaping

Dero Corp. Fix-It Stations throughout

Native re-planting / water detention

Fitness loop

Landscape forms bike racks

OPEN SPACE AND PARK CONCEPT OVERVIEW
Nestled between Prefumo Creek and the charming neighborhood of San Luis Ranch will be a restored natural habitat with links to the Bob Jones Trail, Laguna Lake Park as well as the trailhead to the Cerro San Luis. At “The Preserve” the emphasis will be on reclaiming not rebuilding the open spaces. The multi-purpose trails will offer various recreational activities and adventures. In addition to hiking, there are running and cycling opportunities for the exercise enthusiast. The nature lover will enjoy bird-watching, viewing the various native plantings, sculptures, and serene views. Friends and families can gather for a midday picnic after working in the community gardens or enjoying the natural play structures throughout the Preserve.
FITNESS LOOP AND PARKWAY CONCEPT

Walk, Run, Ride - choose your pace. An innovative linear park will provide a tree lined fitness loop around the perimeter of the “Ranch.” A true multimodal experience, these accessible, sheltered recreational areas offer jogging, biking and pedestrian paths that create a fresh environment to enjoy fitness at any level. Bike to work, walk to get your morning coffee or use the “outdoor gym” of fitness stations disbursed throughout the Parkway. The “Loop” can be a carefree, social “walk and talk” outing with neighbors; an enhanced lifestyle choice in one’s own backyard.
A large neighborhood park centered in the heart of San Luis Ranch will provide a sanctuary and leisure opportunities for all ages. Young children and their neighborhood friends can create fun adventures on the inspired play structures. Basketball courts for the young and young at heart, yoga with the neighbors, sitting and gazing at the view, or a community gathering in the barbecue area are all possible. Social activities are encouraged with picnic benches, outdoor community oven and barbecues. The central park is easily accessible from home through pedestrian friendly walking paths and Pocket Parks.
Figure 4.9 Neighborhood Park Concept

- **Perimeter Path with Drought Tolerant Landscaping**
- **Half Basketball Courts**
- **Greenroof of Picnic Shelter with BBQ**
- **Tractor, Wagon and Hay Bales (2-5 yrs old)**
- **Flower Canopy Maze and Boulders (2-12 yrs old)**
- **Swing Set, Spinner (5-12 yrs old)**
- **Dry Stormwater Retention Area, Boulders, and Landscaping**
- **Agrarian Greenroof Picnic Shelter and BBQ**
- **Crosswalk to Linear Park and Open Space**

**Features:**
- **Flower maze**
- **Split rail fence**
- **Spinner**
- **Tractor and hay bales**
- **Bocce ball court**
- **Half basketball courts**

**Special Features:**
- **Half basketball courts**
- **Bocce ball court**
- **Tractor and hay bales**
- **Split rail fence**
- **Spinner**
- **Flower maze**

**Gardens:**
- **Flower Canopy Maze**
- **Agrarian Greenroof Picnic Shelter and BBQ**
- **Dry Stormwater Retention Area, Boulders, and Landscaping**

**Paths:**
- **Perimeter Path with Drought Tolerant Landscaping**
- **Crosswalk to Linear Park and Open Space**

**Areas:**
- **Central Neighborhood Park Concept**
A popular trend in urban areas, pocket parks will be interspersed throughout San Luis Ranch. These charming, tree-lined spaces will provide a sheltered place to cool down from a run, visit with a friend, read the latest best seller, or just enjoy nature. These quiet corridors will provide the connectivity for residents to get from their homes to the Central Park and open spaces.
Chapter 5

SUSTAINABILITY
5 SUSTAINABILITY

5.1 Introduction

Sustainability means living in a manner that balances social, economic, and environmental considerations with the community's current and, most importantly, future needs. A primary goal of this Specific Plan is to create a neighborhood that furthers the City's and region's sustainability. This Chapter introduces sustainable principles and practices that are found throughout the Specific Plan with regard for social, economic and environmental sustainability. While these categories are described separately, there is much overlap in terms of implementation and place-making.

SUSTAINABILITY GOALS

Contribute to the social, economic, and environmental sustainability of San Luis Obispo.

Provide workforce and affordable housing options that support the City's economic and social goals as expressed in the General Plan and Economic Development Plan.

Promote wellness and active lifestyles through innovative community design.

SUSTAINABILITY

Social Sustainability
- Live where you work
- Promote healthy, outdoor lifestyle
- Integrated community design with ag history

Economic Sustainability
- Workforce housing – jobs housing balance
- Diverse housing types
- Neighborhood commercial – easy walking and biking

Environmental Sustainability
- Reduce commuting & greenhouse gasses
- 50% Water Use reduction
- Energy & Water Efficiency Design
5.2 Social Sustainability

By design, San Luis Ranch offers a new foundation for social sustainability in the City of San Luis Obispo and on the Central Coast. As described below, the Specific Plan offers workforce housing, affordable housing, and neighborhood wellness. These key features provide equitable opportunities for the community and foster a good quality of life. San Luis Ranch is expressly focused on the needs of families and working professionals.

5.2.1 Workforce Housing

As defined in the San Luis Obispo County Housing Element, workforce housing applies to those households earning between 120 percent and 160 percent of area median income. In San Luis Obispo County, it is difficult for families in these brackets to find homes they can qualify to buy. San Luis Ranch is specifically designed to meet this need by providing smaller homes on compact lots. These small but high-quality homes are intended to sell below the current City averages and be more affordable to the City’s workforce. In addition, the project includes 14 deed-restricted workforce housing units, integrated throughout the project.

“The City has a wide range of housing, but lacks a sufficient range of housing oriented towards entry-level through executive level employees. A continuum of housing options is essential so that employers desiring to establish a business in San Luis Obispo can adequately expect that employee housing options can be accommodated with wages.”

City of SLO Economic Development Strategic Plan

How the San Luis Ranch Design Equates to Lower Cost Housing

San Luis Ranch is focused on entry level, affordable and workforce housing. The key to developing for this market is the quality of the design. Features for creating lower cost housing:

**Site Planning Efficiency**

Higher density clustered housing reduces infrastructure costs.

**Small Lots**

Less infrastructure means less cost per lot. People will pay less in San Luis Ranch due to the smaller lot size.

**Small Family Friendly Homes**

People will pay less in San Luis Ranch due to smaller home sizes and affordability by design.

**One Comprehensive Architectural Theme (with Material Variation)**

Limited elevations and floor plans equate to more production volume and lower costs.

**Accessory Dwelling Units Offered as an Option**

Accessory dwelling units can provide additional housing for multi-generational households, or can be configured as home offices, making overall cost of living lower for families and professionals.

**Efficient Engineering**

Top floor plans align exactly with bottom floor plans, allowing substantial cost savings in materials and construction.

**Streamlined Construction**

Streamlined development and construction process saves millions of dollars and leads to lower prices.

The nature of the property with its small lots and smaller homes will assure that the housing stock remains more affordable. San Luis Ranch home prices will stay low because people will choose to pay less for small houses on small lots in comparison to currently available housing choices.
5.2.2 Affordable Housing

**Background**

Affordable housing (below market-rate) is an important complement to the area's workforce and other market-rate housing and a key component of a balanced and sustainable residential inventory. Accordingly, the City’s Municipal Code (Chapter 17.91) and General Plan Housing Element (Goal 2, Appendix N: Table 2 and Table 2A) enact inclusionary housing requirements for new developments (see Table 5.1). Further, the City’s Municipal Code (Chapter 17.90) and General Plan Housing Element (Section 3.30) set incentives for affordable housing construction.

The San Luis Ranch Specific Plan proposes 500 residential units per the City’s Land Use and Circulation Element (LUCE) policies, as well as 80 additional units obtained through state bonus density law. A total of 580 units are being proposed, with the City’s inclusionary residential housing requirements being met within the first 500 units. The provision of affordable housing to meet the Inclusionary Housing Requirement allows the applicant to request a density bonus through the City’s Affordable Housing Incentive Ordinance, which is consistent with State law.

**Affordable Housing**

The affordable housing located within the San Luis Ranch Specific Plan Area will provide 34 units on site for very low, low, and moderate income households. Of the 34 units, 26 will be very low income units, which qualifies the project for a 20% state density bonus.

The tables below show the required inclusionary units as well as the proposed density bonus units. Median and low income units (Single-family and Townhomes) are intended to be for sale units. The very low units will either be for sale or rental units.

Deed restricted inclusionary units will be integrated throughout the various residential zones in the single-family detached, townhome, studio, and one to three-bedroom condominium units.

**NG-10 Zone.** The project includes approximately 200 small-lot, single family units. Units will range in size from approximately 1,300 square feet to 2,150 square feet. Four of these units will be deed restricted for moderate-income families. These inclusionary units will be provided on Lots 53, 64, 174, and 191.

**NG-23 Zone.** The project includes approximately 100 attached and detached townhome units. Units will range in size from approximately 1,300 square feet to 2,110 square feet. Four of these units will be deed restricted for low-income families. These inclusionary units will be provided on Lots 261, 267, 283, and 293.

**NG-30 Zone.** The project includes approximately 280 studio and one to three-bedroom multi-family units. Units will range in size from 220 square foot studios to approximately 1,100 square foot multi-family units. 26 of these units will be deed restricted for very low income families.

**City Residential Requirements**

The San Luis Ranch Specific Plan includes locations for on-site units to fulfill the affordable housing requirement for the residential development planned for the Specific Plan Area. Including residential uses only, the Specific Plan Area must provide a total of 34 deed restricted affordable units in the development, and must provide at least 5% low and 10% moderate income affordability per Table 2 of the Housing Element. Any additional units provided above the inclusionary requirement could be sold or rented at market rate. See residential calculation below.

<table>
<thead>
<tr>
<th># of Units</th>
<th>Density (units/acre)</th>
<th>Unit S.F.</th>
<th>Build 5% (very low income)</th>
<th>Build 10% (moderate income)</th>
<th>Total Base Required</th>
<th>Adjust Factor (2)</th>
<th>Required Inclusionary Units (2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>200</td>
<td>NG-30</td>
<td>1,000</td>
<td>10</td>
<td>20</td>
<td>30</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>100</td>
<td>NG-23</td>
<td>1,300</td>
<td>5</td>
<td>10</td>
<td>15</td>
<td>0.25</td>
<td>3.75</td>
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<td>NG-10</td>
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<td>30</td>
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<td>80</td>
<td>NG-30</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>NA</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>34</strong></td>
</tr>
</tbody>
</table>

1. See Table 5-2 for adjustment factors
2. Based on 580 units - numbers may vary in Final Map
City Commercial Requirements

The commercial uses provided within the Specific Plan Area will be required to provide an additional 34 units of affordable housing, which will either be provided on-site or through the payment of in-lieu fees based on 5% of the construction cost. Because of this, the project unit count remains at a maximum of 580 units. The commercial inclusionary calculations for the San Luis Ranch Specific Plan are as follows:

Table 5-3 Commercial Affordable Housing Calculation

<table>
<thead>
<tr>
<th>Use</th>
<th>Acreage</th>
<th>x 2</th>
<th>Required Inclusionary Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail</td>
<td>9.4</td>
<td>2</td>
<td>18.9</td>
</tr>
<tr>
<td>Hotel</td>
<td>3.5</td>
<td>2</td>
<td>7.0</td>
</tr>
<tr>
<td>Office</td>
<td>4.2</td>
<td>2</td>
<td>7.4</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>34</td>
</tr>
</tbody>
</table>

State Density Bonus (Government Code 65915(f)(1))

Per State law, providing 5% of very low income units qualifies for a 20% bonus density. The project meets the state bonus density requirement to obtain a 20% bonus density by providing 5% very low income units (26 units) within the project. The project includes a range of different types of units including:

Table 5-4 Mix of Housing Types and Income Levels to Meet Residential Requirement

<table>
<thead>
<tr>
<th># of Units</th>
<th>Income Level</th>
<th>Dwelling Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Moderate</td>
<td>SFR Detached - 3 Bedroom</td>
</tr>
<tr>
<td>4</td>
<td>Low</td>
<td>Townhomes - 2 Bedroom</td>
</tr>
<tr>
<td>26</td>
<td>Very Low</td>
<td>MFR - 2 Bedroom Condominiums, 1 Bedroom, Studios, or SROs</td>
</tr>
</tbody>
</table>

Housing Element Policies

1. Policy 4.3. Extremely low- and very low-income housing, such as that developed by the Housing Authority of the City of San Luis Obispo or other housing providers, may be located in any zone that allows housing, and should be dispersed throughout the City rather than concentrated in one neighborhood or zone.

2. Policy 5.4. In general, housing developments of twenty (20) or more units should provide a variety of dwelling types, sizes or forms of tenure.

3. Policy 6.19. Continue to incentivize affordable housing development with density bonuses, parking reductions and other development incentives, including City financial assistance.

4. Policy 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.

Affordable Housing for the San Luis Ranch Specific Plan Area is consistent with the Housing Element policies:

1. The project is consistent by providing affordable development consistent with the San Luis Ranch locational criteria in a newly developing neighborhood.

2. A range of housing products from studio to three-bedroom units will be provided. The variety of floor plans and sizes of units in the project will appeal to different ages and income levels.

3. Affordable units maintain high quality standards for unit design, privacy, security, on-site amenities, and public and private open space.
5.2.3 Neighborhood Wellness

Neighborhood wellness in San Luis Ranch is focused on health and access to agricultural resources. This section describes features in the San Luis Ranch Specific Plan that can lead to a more active and healthy lifestyle.

Active Lifestyle

Recent health impact studies in urban areas have identified the potential for bicycle and pedestrian amenities to increase physical activity, promote biking and walking over driving, enhance social cohesion, and improve health outcomes. Positive health impacts of increased pedestrian and bicycle activity have been linked to reducing obesity and diabetes, improving mental health, reducing cardiovascular disease, reducing osteoporosis, and lengthening lifespan. In addition, providing public transit improves mobility and access for vulnerable populations such as low-income households, minorities, the elderly, young people, and disabled persons.

Increased transit access makes it easier for these populations to get around, accomplish needed tasks, and to stay connected with the community. Through increased social interactions, these segments of the population are less likely to withdraw from society, promoting good mental health.

The Specific Plan includes neighborhood and transportation features designed to encourage a healthy and active lifestyle. In particular, San Luis Ranch's bicycle and pedestrian networks allow easy and scenic access to recreational areas, trails, and daily services and shopping (see Figure 6.2). See Chapter 4 for more information on recreational opportunities, such as the Bob Jones Trail extension, and Chapter 6 for multimodal amenities that will be provided throughout the Specific Plan Area.

“These areas are important to the physical and mental well-being of residents, offering recreational opportunities, social interaction, and an enhanced sense of place.”

Climate Action Plan, p. 48

Figure 5.1 Examples of Healthy & Active Lifestyle Amenities
Agricultural Heritage Facilities and Learning Center

Agriculture is a significant feature of San Luis Obispo’s culture and community character. The Agricultural Heritage Facilities and Learning Center in the Specific Plan Area is intended to perpetuate the City’s heritage and integrate the site’s historical agricultural practices into the neighborhood. Additionally, the San Luis Obispo General Plan Land Use Element (Policy 3.6.1) indicates that historic resources and educational/cultural facilities shall be emphasized for not only the local community, but for the continuation of a thriving tourism economy as well. The Agricultural Heritage Facilities and Learning Center will offer access to healthy food, create a connection to the land, and provide a community gathering place. Access to local food systems, like community supported agriculture and farmer’s markets, is indicated as a key healthy community policy in the San Luis Obispo General Plan Land Use Element (Policy 10.2). Words that describe the Vision for the Agricultural Heritage Facilities and Learning Center include:

- Iconic
- Visual
- Beauty
- Learning
- Local Goods
- Community Sales
- Community Gathering
- Like "Whole Foods", but Outdoors

A description of the agricultural resources of San Luis Ranch and how they are incorporated into open space and recreational amenities are described in Chapter 4 of the Specific Plan.

5.3 Economic Sustainability

San Luis Ranch will be an active contributor to the City and region’s economic growth while also creating sufficient revenue mechanisms to accomplish significant infrastructure improvements. Primary funding sources from San Luis Ranch include hotel transient occupancy taxes, sales taxes, and residential property tax assessments. Both of these will substantially contribute to the City’s economic sustainability and large infrastructure projects, such as Prado Road improvements and the Froom Ranch Way extension.

5.3.1 Residential Assessments

Residential assessments are a means of funding a fair-share portion of infrastructure projects needed within the City and region. The Mello-Roos Community Facilities Act allows the City to form a Community Facilities District (CFD) and authorize a special tax. The special tax makes possible a CFD bond issuance to finance the construction of regional infrastructure improvements such as roadways and utilities. See Chapter 7 for details on bond proceeds from the San Luis Ranch Specific Plan Area residential assessments as well as infrastructure and financing.

5.3.2 Hotel and Commercial Development

While the General Plan allows for up to 350,000 square feet of these uses, including retail and office, the buildout of the Specific Plan will not exceed 250,000 square feet of retail and office development. The proposed mix of uses will provide a number of economic benefits in terms of jobs and fiscal sustainability of the City. For example, Class A office spaces for medical and technology companies could attract head of household jobs, a key component of the City’s 2012 Economic Development Strategic Plan.

In addition, the Plan anticipates a 200 room hotel, which may include restaurant/dining facilities and a conference center to help draw regional and national visitors and support the expansion of existing and new industries. The site’s proximity to Highway 101, proximity to Cal Poly, access to Downtown, and scenic views make it a prime location for a successful hotel operation. A hotel will contribute to the City’s property and transient occupancy tax (TOT), as well as generate visitor spending in the City. Proposed stores, supporting ancillary retail, and dining will also generate sales tax revenue. (New residential sales tax revenue.)
development will also support economic activity for the existing commercial center and other local businesses adjacent the Plan Area.

5.3.3 Economic Benefits of Multimodal Approach

The Multimodal approach of the Specific Plan also has the ability to provide economic benefits greater than the costs of their development. For instance, the 2013 SLO Bicycle Transportation Plan quantified the costs and benefits of biking facilities based on expected demand and benefits to mobility, health, recreation, and reduced auto use. This creates a benefit to cost ratio of over 10:1. Similar economic benefits from pedestrian and transit services, namely small-scale, strategic improvements and coordinated land use organization, may also be achieved with the incorporation of these facilities in the Specific Plan.

Chapter 2 (Land Use) and Chapter 3 (Neighborhood Form) of the Specific Plan describe the hotel and related commercial developments, as well as the development standards governing intensities and possible build-out. Chapter 8 (Implementation) describes how the project will achieve build-out and Chapter 7 (Infrastructure and Financing) describes through what mechanisms the necessary infrastructure may be financed.

5.4 Environmental Sustainability

With the agricultural tradition, scenic landscape, and natural features of San Luis Ranch, environmental sustainability is not only essential for preservation of the area’s ecosystem, but imperative for supporting the community’s identity. The Specific Plan emphasizes the importance of the natural environment by including the following steps towards greater environmental sustainability:

- Preservation of agricultural land and open space
- Energy conservation and climate stabilization
- Natural resources management

5.4.1 Preservation of Agricultural Land and Open Space

Agriculture

San Luis Ranch will preserve agricultural land contiguous to existing urban farmland (SLO City Farm). By preserving agricultural uses along Highway 101, San Luis Ranch will achieve the community’s goals to maintain an agricultural view shed along this key highway corridor, framing the arrival to the City of San Luis Obispo. Moreover, as discussed above, the prominent location of the Agricultural Heritage Facilities and Learning Center will provide access to healthy food and foster greater appreciation for locally sourced agricultural products.

San Luis Ranch Specific Plan also incorporates agricultural aspects throughout the Plan Area through community gardens and edible landscaping. These features will be designed and sited in a manner that is consistent with the neighborhood character, encourages community participation, and ensures access to those who may benefit the most from these amenities.
Open Space: Parks

As of 2017, there were over 30 designated parks within the City, totaling approximately 152 acres of parkland of which approximately 34 acres are neighborhood parks. The City’s Land Use and Circulation Element requires a minimum of 5.8 acres of parkland for San Luis Ranch. Any shortfall in parkland acreage will be offset through payment of park in-lieu fees. In addition to developed parks, the City owns/manages over 6,970 acres of open space within and adjacent to the City, providing passive recreational activities as well as accommodating hiking and mountain biking.

Open Space: Creeks, Wetlands, and Trails

As shown in Chapter 4, the San Luis Ranch Specific Plan provides a significant amount of parks and open space and meets the City’s requirements. A key goal of the Plan is to connect with the City’s park and open space system and improve Prefumo Creek. In addition, the Project will complete an important segment of the Bob Jones Trail alignment to be determined during environmental review.

Within the Open Space, a host of biological resources exist, including wetlands and eucalyptus trees that provide habitat for monarch butterflies, great blue herons, and other bird species. The following are some of the mitigation measures listed in the EIR that reduce impacts to biological resources to an insignificant level:

- BIO-1(a). Best Management Practices. The applicant shall ensure the following general wildlife Best Management Practices (BMPs) are required for construction activity within the San Luis Ranch Specific Plan Area.
- BIO-1(b). Worker Environmental Awareness Program Training.
- BIO-1(c). Western Pond Turtle and Two-Striped Garter Snake Impact Avoidance and Minimization.

5.4.2 Energy Conservation and Climate Change

The City of San Luis Obispo adopted a Climate Action Plan (CAP) in 2012 to address greenhouse gas emissions at the local level. The CAP presents a comprehensive set of strategies and corresponding actions including: energy efficiency in buildings, reduced emissions via changes to transportation and land use, renewable energy, and reductions in water usage and solid waste (see Figure 5.6).

Development within the San Luis Ranch Specific Plan Area is consistent with strategies in the Climate Action Plan. As described in more detail in the Plan, the proposed infill housing and on-site agricultural preservation reduces regional traffic and the associated negative impacts to air quality and other environmental factors and supports implementation of the Climate Action Plan.
Building Energy Conservation

Development of the San Luis Ranch Specific Plan Area shall strive to meet leading technology standards in building design and construction. New structures, renovated buildings, and new infrastructure facilities will be designed to minimize energy consumption and maximize renewable energy generation in order to reduce greenhouse gas (GHG) emissions, save costs, and promote the conservation of natural resources.

Energy conservation construction techniques include:

- Meeting or Exceeding Title 24 Standards
- Natural Lighting and Ventilation
- High R-Value Insulation
- Energy Efficient HVAC Systems and Appliances
- Noise Reduction
- Water Usage Reduction
- Net Zero Energy Consumption

Electric Vehicle Charging Stations

All garages and some parking spaces in San Luis Ranch are encouraged to be outfitted with electric vehicle charging stations. These parking spaces will be reserved for electric vehicles, along with the area’s Multimodal transportation network, to encourage energy conscience transportation.

San Luis Ranch is committed to doing its part to reduce our carbon footprint via support for electric vehicles, and enabling and encouraging Multimodal transportation to reduce vehicle miles traveled (VMT), benefitting the whole community.
5.4.3 San Luis Obispo’s Carbon Footprint

A City’s carbon footprint is comprised of the amount of greenhouse gases and carbon dioxide emitted by the activities and transportation choices of its inhabitants. The Specific Plan aims to lower the City’s carbon footprint by incorporating horizontal mixed use enabling residents to access their daily needs within a short walking distance and by offering the ease of a multimodal transportation system. Additionally, San Luis Ranch will encourage residents to telecommute when possible and appropriate in order to further reduce any unnecessary vehicle emissions.

The following air quality mitigation measures are applied to the project to reduce short and long term emissions:

- AQ-2(a). Fugitive Dust Control Measures. Construction projects shall implement dust control measures so as to reduce PM10 emissions in accordance with SLOAPCD requirements.
- AQ-2(c). Best Available Control Technology (BACT) for Construction Equipment.
- AQ-2(d). Architectural Coating. To reduce ROG and NOX levels during the architectural coating phase, low or no VOC-emission paint shall be used with levels of 50 g/L or less.
- AQ-3(b). Off-Site Mitigation. If AQ-3(a) is insufficient to reduce emissions to below daily threshold levels, then the applicant shall coordinate with SLOAPCD to provide funding for off-site emission reduction measures to reduce emissions to below daily threshold levels.
- Net Zero Carbon Policy. Applicant will explore ways to promote a Net Zero Carbon concept in new development.
- Electric Vehicle (EV) Charging Stations. Garages will be “EV-ready” to allow for installation of EV charging stations, without actually requiring the EV stations to be installed as part of development. In addition some EV stations will be provided adjacent to apartment buildings in higher density portion of the project.

5.5 Stormwater Grading and Drainage

The grading and drainage strategy for the San Luis Ranch project is based on the development of the property in a manner which supports the goals of providing workforce housing through higher density clustered development and associated commercial developments and office space, mitigating potential flooding impacts and establishing areas of developable land.

San Luis Ranch drainage facilities will include a combination of bio-swales, detention and retention facilities, and cisterns that will recharge the aquifer on-site. They will be designed in conformance with stormwater management requirements as presented in the City waterways Management Plan, the Regional Water Quality Control Board Resolution No. R3-2013-0032 for Post Construction Stormwater Control, and the State’s General Permit for Stormwater Discharge.

The design of on-site detention facilities will be addressed in the following manner (see also Section 7.3.2 Existing Conditions and Floodplain Management Plan):

- Limit 2-year post-development peak runoff to the 2-year pre-development runoff
- Limit 10-year post-development runoff to the 10-year pre-development runoff
- Limit 50-year post-development runoff to a maximum increase of 5% over pre-development as described in the City Waterways Management Plan (see Section 7.3.2 for more information on floodplain management.

Detention of the 100-year storm is not recommended for this project based on the timing of peak flows within Prefumo Creek.

Specific design details and diagrams on stormwater and flooding can be found in Chapter 7.
The EIR addressed a number of mitigation measures that limit adverse impacts of the project, which are required for all applicable projects under the Specific Plan. The following are some of those measures that directly relate to stormwater grading and drainage:

- **HWQ-1(a).** Stormwater Pollution Prevention Plan. All required actions shall be implemented pursuant to a SWPPP and SWMP to be prepared by the project applicant and submitted by the City to the Regional Water Quality Control Board under the NPDES Phase II program. At a minimum, the SWPPP/SWMP shall including the following BMPs:
  - The use of sandbags, straw bales, and temporary de-silting basins during project grading and construction during the rainy season to prevent discharge of sediment-laden runoff into stormwater facilities;
  - Revegetation as soon as practicable after completion of grading to reduce sediment transport during storms;
  - Installation of straw bales, wattles, or silt fencing at the base of bare slopes before the onset of the rainy season (October 15th through April 15th);
  - Installation of straw bales, wattles, or silt fencing at the project perimeter and in front of storm drains before the onset of the rainy season (October 15th through April 15th); and/or
  - Alternative BMPs as approved by the RWQCB as part of the SWPPP submittal.

- **HWQ-1(b).** Berms and Basins. As specified in the SWPPP, the applicant shall be required to manage and control runoff by constructing temporary berms, sediment basins, runoff diversions, or alternative BMP’s as approved by the RWQCB as part of the SWPPP submittal, in order to avoid unnecessary siltation into local streams during construction activities where grading and construction shall occur in the vicinity of such streams.

- **HWQ-1(c).** Concept Grading Plan and Master Drainage Plan. As specified in the SWPPP and the City’s Floodplain Management Regulations, the applicant shall be required to submit a Grading Plan and Master Drainage Plan to the Planning Division and City Public Works Director for approval prior to approval of the VTTM.

- **HWQ-3(a).** Stormwater Quality Treatment Controls. BMP devices shall be incorporated into the stormwater quality system depicted in the Master Drainage Plan (refer to Mitigation Measure HWQ-1(c)).
Chapter 6

MULTIMODAL CIRCULATION
6 MULTIMODAL CIRCULATION

6.1 Introduction
The San Luis Ranch Specific Plan Area is adjacent to existing developed areas, streets, and bike paths. As such, connections with the existing urban pattern are a key component of the Specific Plan. The City of San Luis Obispo General plan puts forth the following performance standard for development in the San Luis Ranch Specific Plan Area:

Circulation connections to integrate property with surrounding circulation network for all modes of travel. (Section 8.1.4-a, p. 1-87)

6.2 Multimodal Approach
The multimodal approach considers connections among various transportation modes including walking, bicycling, public transit, and automobile (see Figure 6.1). Figure 6.2 illustrates the multimodal access plans including transit stops and bike staging areas that have been incorporated in the site plan to satisfy the City’s performance standard for connectivity. Figures 6.3, 6.4, 6.5, and 6.6 break out the circulation network for each mode of transportation including bicycle, pedestrian, vehicular, and dog-friendly routes. The remainder of this section discusses transit facilities and pedestrian and bicycle amenities.

6.2.1 Goals

MULTIMODAL CIRCULATION GOALS

Consider connections among various transportation modes, including walking, bicycling, public transit, and automobiles.

Connect the street network within the Plan Area to adjacent large capacity streets, and design to lower volume within the San Luis Ranch.

Reduce automobile traffic and encourage alternatives to vehicular travel.
Traffic Reduction Benefits of San Luis Ranch

- Less regional traffic
- Traffic decongestion due to Froom Ranch Way and Dalidio Road improvements
- Neighborhood services and adjacent employment will reduce vehicle trips
- Pedestrian and bike amenities will encourage people to walk or bike versus drive
- Improved access to transit facilities with new transit stop
- The traffic impact from San Luis Ranch will be significantly lessened
Figures 6.3-6.6 illustrate the considerable community benefits of multimodal design at San Luis Ranch. Multiple paths are provided, and designed for pedestrians, cyclists, joggers, and dog walkers, as well as vehicular travel. An emphasis is put on safety first, with Class I bike paths running on the main streets throughout the project, as well as Class II paths and sharrows on local streets. The bicycle circulation network will connect the single and multi-family residential areas with the Bob Jones Trail and a series of loops that join the various San Luis Ranch Specific Plan land uses.

San Luis Ranch’s paths and streets will be open and accessible, further increasing safety via wide visual corridors and continual “eyes on the parks.” Whether enjoying a walk, bike ride, fitness activity, or drive, scenic vistas of the surrounding mountains and open space will allow enjoyment of the best of what San Luis Obispo has to offer.
6.3 Transit Facilities

San Luis Ranch will feature enhanced transit facilities and a new transit center that will increase the accessibility of transit to the area. A key purpose of transit amenities is to de-emphasize the use of private automobiles as a primary mode of transportation for the neighborhood.

6.3.1 Transit Facilities

Transit facilities in the San Luis Ranch Specific Plan Area will be developed with the extension of roadways based on the land use concepts discussed in Chapter 2. Adjacent San Luis Obispo Transit (SLO Transit) bus routes shown in Figure 6.7 below will require changes to provide direct access within the Specific Plan Area. Revised bus routes and the creation and maintenance of transit facilities will be coordinated with the City of San Luis Obispo based on an analysis of expected demand. Access to SLO Transit will also provide San Luis Ranch residents a connection to the Regional Transit Authority (RTA) bus routes.

6.3.2 Transit Center

The City of San Luis Obispo General Plan Land Use Element puts forth a performance standard for the San Luis Ranch Specific Plan Area:

Development shall include a transit hub. Subdivider shall work with transit officials to provide express connections to Downtown area (see Section 8.1.4-d, p. 1-87).

This Specific Plan proposes a transit center that will provide direct transit access between the San Luis Ranch Specific Plan Area and Downtown. Location of the proposed transit center will be coordinated with SLO Transit and RTA (if applicable) upon submittal of individual project plans. Amenities of this transit center may include transit lane turnouts, designated right-of-way area, shelters, benches, access for the disabled, trash and recycle receptacles, comprehensive signage, and real-time arrival-status displays. If transit ridership meets specified demand thresholds, direct Regional Transit Authority access will be considered at this future transit center.

Figure 6.7 Existing Transit - Local Bus Route Map
6.4 Pedestrian and Bicycle Amenities

San Luis Ranch Specific Plan pedestrian and bicycle transportation concepts draw upon the idea of Complete Streets. Complete Streets are roadways designed and operated to enable safe access and travel for all users including pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities. The City of San Luis Obispo General Plan Land Use Element puts forth a performance standard for development in the San Luis Ranch Specific Plan Area:

Site should include walkable retail and pedestrian and bicycle connections to surrounding commercial and residential areas (see Section 8.1.4-i, p. 1-87).

Pedestrian and bicycle amenities will be included throughout the Specific Plan Area so as to promote walking and bicycling to nearby daily-need amenities. Figure 6.3 shows bicycle circulation in a conceptual design. Figures 6.4 and 6.6 illustrate conceptual pedestrian circulation and amenities.

Figure 6.8 shows a five and ten minute walk from the center of the neighborhood. Within this short distance, residents will have access to a wide variety of goods and services.

In terms of pedestrian and bike amenities, the San Luis Ranch Specific Plan Area will include the following:

- Pedestrian connections that are fully separated from the roadway and connect residential areas and commercial activity centers
- Pedestrian paths that extend through the open space and parks
- Safe and convenient pedestrian crossings, including providing crosswalks spaced at appropriate intervals, reducing crossing distance, and managing speed and flow of vehicular traffic
- Class I and Class II bike paths planned to maximize safety, as well as Class II, sharrow lanes, and colored bike lanes (see Figure 6.11).
- Link to the Bob Jones City-to-Sea Trail.
Pedestrian Facilities in San Luis Ranch

**Sidewalks:** Key sidewalk characteristics that affect pedestrian safety and comfort are width, alignment, and slope. Wider sidewalks within mixed-use or heavy traffic areas act as a physical buffer from vehicular traffic and can accommodate more foot traffic. Level, straight sidewalks provide the safest walking surface for residents of all ages and abilities. San Luis Ranch sidewalks shall not jog or slope at driveways, and shall maintain a straight-line, level configuration so as to make safe and convenient a continuous path of pedestrian travel.

**Street Furniture:** Street furniture such as benches and planters break the larger public realm down to the pedestrian scale, and thereby increase comfort and security of walking.

**Landscaping:** Landscaping in the public realm contributes to the environment, adds beauty, increases pedestrian comfort, and adds visual relief to the street. To optimize pedestrian comfort and safety, landscaping will complement the built character, views and pedestrian movements.

**Adequate Lighting:** The quality of lighting is a critical factor in pedestrian safety and security during low-light times of day and night. Lighting will be designed not only for vehicular traffic on the roadways, but also for pedestrians on sidewalks and pedestrian paths.

**High-Visibility Cross Walks:** Crosswalk striping patterns with lines longitudinal to the roadway are more visible to approaching motorists than the two transverse lines used on many crosswalks. High visibility patterns are especially beneficial at uncontrolled crossing locations (i.e., where there are no stops signs or traffic signals requiring vehicles to stop).

**Pedestrian Crossing Warning Signs:** Warning signs alert motorists that they should expect pedestrians at defined locations or along roadway segments. Pedestrian warning signs also may remind motorists of the rules of the road.

**Medians & Pedestrian Refuge Islands:** Medians can take the form of raised islands placed in a street right-of-way at intersections or midblock locations to separate pedestrians from motor vehicles. If designed and applied appropriately, medians improve pedestrian safety by allowing pedestrians a safe place to stop at the mid-point of the roadway, enhancing the visibility of pedestrian crossings, and reducing the speed of vehicles approaching pedestrian crossings.

**Bulb-Outs and Curb-Extensions:** Bulb-outs and curb-extensions can reduce the distance for pedestrian crossing while still accommodating bike paths and on-street parking. Additionally, bulb-outs reduce vehicular speed and increase visibility at busy intersections, increasing pedestrian safety (see Figures 6.9 and 6.10).

Unless otherwise approved by the Public Works Director, prior to issuance of building permits for the multi-family units, the subdivider shall construct a “hawk” pedestrian signal and crossing at the intersection of Dogwood and Madonna interconnected with the adjacent traffic signals.

![Figure 6.9 Pedestrian Crosswalks with Curb Extensions](image)

![Figure 6.10 Residential Street Corner Curb Extensions](image)

![Figure 6.11 NACTO Example Intersection](image)

Source: https://nacto.org/publication/urban-street-design-guide/intersections/intersections-of-major-and-minor-streets/
Bicycle Facilities in San Luis Ranch

**Visible Bike Lanes and Sharrows:** Colored markings or patterns on the roadway highlight the path of bicyclists. The purpose of the prominent markings is to make bicyclists more visible to drivers and to let drivers know where to expect bicyclists. Bicycle lane markings that clearly distinguish shared lane markings (also known as sharrows) are used to indicate a shared lane environment for motorists and bicyclists. See images below.

**Separate Bike Paths:** Bike paths vary by the type of separation that is created between car and vehicle lanes of travel. A Class I and Class II bike paths provide a separated right-of-way for exclusive use of bicycles with crossflow by motorists minimized. A Class II bike path provides a striped lane for one-way bicycle travel on a roadway.

**Directional Bicycle Signage:** Effective bicycle signage provides guidance and destination information to bicyclists and may incorporate a bike symbol, destination, direction and distance (if appropriate) into a single sign panel.

**Bicycle Racks and Storage:** Bicycle racks and storage generally fall into “short-term” and “long-term” categories. Short-term bicycle parking accommodates visitors and customers, who are generally parking for less than four hours. Long-term bicycle parking is meant to accommodate employees, residents, commuters, and others expected to park on a regular basis for more than four hours. Long-term bicycle parking is to be provided in a secure, weather-protected manner and location consistent with City standards. San Luis Ranch Specific Plan development shall incorporate a combination of short-term and long-term bicycle parking to meet the needs of a variety of bicycle users. The images below illustrate residential and commercial bicycle storage examples.

**Adequate Lighting:** Appropriate lighting levels along bicycle paths and around storage and signage amenities increase the safety and security of bicyclists.

**Enhanced Madonna Pedestrian/Bicycle Crossings:** Unless otherwise approved by the Public Works Director; prior to issuance of building permits, the subdivider shall upgrade the pedestrian crossing at Madonna and Oceanaire to include curb extensions and a pedestrian refuge island with push button signal activation. Space for Curb extensions and refuge island should be accommodated by removing frontage street parking.
6.4.1 Bicycle Transportation Standards

The San Luis Ranch Specific Plan adopts bicycle transportation guidelines set forth in the San Luis Obispo Bicycle Transportation Plan as a means of “promoting increased use of bicycles as a transportation choice and encouraging bicycling for health, economic, community, environmental, or other personal reasons”. Key bicycle guidelines and standards from the SLO Bicycle Transportation Plan include:

Where cul-de-sacs are used in subdivisions, pedestrian/bikeway connections and/or pathways will be provided or accessible that allow access to the appropriate through street(s).

Where competing demands for the use of the right-of-way present unique challenges, alternative design facilities such as colored pavement, bike boxes, and buffered bicycle lanes may be considered.

Directional signs should be installed where bikeways intersect, turn, terminate, or at bikeway connections.

New or modified traffic signals along designated Class II or III bikeways shall include detection for bicycles.

Bicycle parking shall be provided whenever a new structure is erected or enlarged or whenever a new use is established which requires a total of 10 or more vehicle parking spaces.

6.4.2 San Luis Ranch Key Bicycle Facilities

San Luis Ranch will contribute to the City’s existing bicycle network with several notable improvements. The Specific Plan includes at least three protected Bicycle paths, including along Dalidio Drive, Froom Ranch Way, and through the San Luis Ranch Preserve and Trailhead. A link to the Bob Jones Bike Trail will provide a much desired community amenity, and will provide connections to Laguna Lake Park and the Madonna Road Bike Path (final alignment to be determined during environmental review). Both safety and circulation aspects for cyclists will be greatly enhanced throughout the Plan Area.

Figure 6.12 Nature Trail Design Adjacent to Prefumo Creek
Bob Jones City-to-Sea Trail

The San Luis Ranch Specific Plan includes the planned segment of the Bob Jones City-to-Sea Trail that occurs in the Specific Plan Area. This section of the Bob Jones City-to-Sea Trail alignment will be determined during the environmental review process, and will be given to the City through an offer of dedication. A portion of the trail is contained on the Class I bike path on Froom Ranch Road.

Madonna Bike Path

Prior to issuance of building permits for the construction of units, the subdivider shall upgrade the existing pathway to Class I standards from El Mercado to its South Western Terminus, unless otherwise deferred by the Community and Public Works Department Directors.

Prado West Connection

The SLO Bicycle Transportation Plan puts forth the need for a Class I crossing of Hwy 101 between Los Osos Valley Road and Madonna Road. San Luis Ranch Specific Plan development shall consider as part of the Prado Road connection, either a bicycle/pedestrian only crossing, or a motor vehicle crossing with both Class I and Class II facilities. The SLO Bicycle Transportation Plan looks to provide connectivity from the planned “Prado East extension to Broad” project, as a main east/west connector across town to shopping and, most notably, Laguna Middle School (see Figure 6.13). San Luis Ranch Specific Plan development is only responsible for its fair share of improvements in the San Luis Ranch Specific Plan Area.
6.5 Neighborhood Traffic Management Program

A Neighborhood Traffic Management (NTM) program addresses methods of enhancing pedestrian flows, slowing vehicular speeds, reducing traffic volumes, and ensuring an efficient transportation network. The City of San Luis Obispo is currently undertaking a series of NTM programs to address observed traffic issues throughout the City. The San Luis Ranch NTM strategies incorporate elements of these plans. Moreover, because of less retail development proposed in San Luis Ranch, San Luis Ranch will generate less traffic volume than would be realized under existing entitlements.

Pedestrian crosswalks and streetscape amenities are a key component to enhancing pedestrian safety through NTM.

The intent for pedestrian facilities in the San Luis Ranch Specific Plan is outlined in Section 6.4. Other key components of NTM are the slowing of traffic speeds and reduction of traffic volumes. Traffic calming measures undertaken in the San Luis Ranch Specific Plan Area are to be considered where traffic volumes and speeds exceed maximum levels, as established in Policy 8.1.3 of the City's Circulation Element. Froom Ranch Way and the completion of its connecting bridge to the driveway of Dick's Sporting Goods during the beginning of project construction will alleviate some traffic concerns of the proposed street pattern. However, it may be of specific concern in regards to the existing street pattern, as it could serve San Luis Ranch neighborhood residents in addition to Prado Road connection traffic. San Luis Ranch Specific Plan Area traffic demand management measures shall be coordinated with the City of San Luis Obispo Public Works Department. A range of traffic control strategies for San Luis Ranch Specific Plan residential streets are identified below.

Traffic Control Strategies in San Luis Ranch

Narrow Drive Lanes: Reducing the width of streets can be an effective strategy for reducing traffic speeds in a neighborhood environment. Residential road typologies with a road width of less than 20’ have been shown to have substantial fewer collisions and slower traffic.

Speed & Warning Signs: A comprehensive speed and warning signage program works to calm traffic and slow speeds. This can raise driver awareness of surroundings, provide a tool to meter and calm traffic (as in the case of crossing beacons, Rapid Rectangular Flashing Beacons, and digital speed feedback devices), and serve as a directional tool.

Turn Restriction Signs: Signage that limits turning movements allows for directional control of traffic and neighborhood diversion. This can help alleviate neighborhood congestion and direct heavier volumes to local collectors and arterials, thereby limiting neighborhood cut-through traffic.

Roundabouts: Roundabouts can serve as a traffic-calming feature in areas that have a need for traffic calming but do not require formal stop control. Roundabouts slow traffic speeds and provide an opportunity for plantings, seating, and play-based activities.

Speed Humps: Speed humps or tablespops serve as tools to reduce traffic speeds and increase safety in the neighborhood environment. They decrease speed at critical junctions or crossings and allow for pedestrians to be at eye level with auto traffic. They should be used strategically to maximize benefit.
6.6 Street Network & Standards

The existing street network adjacent to the Specific Plan Area includes a freeway (U.S. Highway 101) and arterials (Madonna Road and Los Osos Valley Road). The large capacity of these streets provides an opportunity for these roadways to branch out to a lower volume neighborhood network. Mitigation measures shall be employed to ensure noise from the street network, as illustrated based on the approved tentative map, complies with required standards.

The street network within the Specific Plan Area, as illustrated based on the approved tentative map, consists primarily of collector and residential streets, enhancing of the City’s existing street network and surrounding mobility. Access to the residential areas is provided on the south from Froom Ranch Way and on the north from Madonna Road (see Figure 6.15).

6.6.1 Arterial Streets

Arterials are generally four lane streets with higher volumes than collectors and provide for circulation between neighborhoods and major transportation nodes. Separated bicycle lanes are typically included where feasible. These roads serve relatively short trips and are meant to collect distributed vehicles from collector streets. The key arterial street serving the San Luis Ranch Specific Plan Area is Dalidio Drive/Prado Road. Figure 6.16 illustrates the Dalidio Drive/Prado Road cross-section.

6.6.2 Collector Streets

Collectors are generally two lane streets with lower volumes than arterials and provide for circulation within and between neighborhoods. Separated bicycle lanes are typically included where feasible. These roads serve relatively short trips and are meant to collect vehicles from local streets and distribute them to the arterial network. The key collector street serving the San Luis Ranch Specific Plan Area is Froom Ranch Way. Figure 6.17 illustrates the cross section for Froom Ranch Way, which extends from the southern boundary of the San Luis Ranch site to the Prado Road connection on the north. As shown, this two-lane collector is planned for a seventy seven foot right-of-way, ten-foot median, Bike Lanes, sidewalks, and parkways.

Figure 6.15 Street Network Plan
Figure 6.16 Arterial Street Cross-section - Dalidio Drive/Prado Road
6.6.3 Local Street Cross Sections

Local streets provide access to individual properties, primarily residences and businesses, and connect to the City's network of arterial and collector streets. These streets consist of two-way vehicular traffic with available street parking on both sides of the street. Aside from Prado Road and Froom Ranch Way, most internal San Luis Ranch Specific Plan Area streets will be classified as local streets (see Figure 6.18).
6.6.4 Alleys

Alleys provide rear access to some of the smaller lots in San Luis Ranch. Figure 6.19 shows potential configurations of 15 and 20 foot wide alleys.

Figure 6.19 Example 20-foot Alley

6.7 Summary of Supportive Interface with Adjacent Streets and Paths

The street network within the San Luis Ranch Specific Plan Area provides access to nearby neighborhoods and commercial centers through connections with adjacent streets and paths.

Chapter 4.12 of the project EIR lists many of the required traffic improvements that aim to maintain adequate levels of service within and outside of the project boundaries. Several of the required improvements are listed in this Section. For a full description of traffic mitigation measures, see Appendix B.

6.7.1 Bicycle Pedestrian Pathway Connections

The San Luis Ranch Specific Plan will provide a key connection of the Bob Jones Bicycle Trail. By implementing a key link of the Bob Jones Trail, the San Luis Ranch Specific Plan contributes to the regional effort to connect downtown San Luis Obispo to Avila Beach. The Specific Plan Area also contains interior bicycle trails and lanes including a Class II lane that connects to the future Class I Bike Lanes along the Prado Road overcrossing, and Class I Bike Lanes on Froom Ranch Way and through the active linear park. These facilities are consistent with the goals and objectives outlined in San Luis Obispo's 2013 Bicycle Transportation Plan and increase connections for the City's existing bicycle transportation network. See section 6.2.1 for additional details on San Luis Ranch bicycle and pedestrian pathway connections to the surrounding circulation network.

6.7.2 Integration with Existing Street Network

The San Luis Ranch Specific Plan Area looks to accommodate traffic generated by future residents and businesses, while simultaneously enhancing the City's existing street network and area mobility.

All farm access will be via Calle Joaquin and will be in conformance with the Calle Joaquin Agricultural Plan.

6.7.2 A Prado Road Connection

The construction of an overcrossing from the San Luis Ranch site across U.S. Highway 101 via an overpass will connect to the existing section of Prado Road on the east side of the freeway. This overpass will serve the expanded commercial and residential development of San Luis Ranch and will provide an additional east-west connection in San Luis Obispo that would reduce congestion at the Los Osos Valley Road and Madonna Road interchanges and route traffic to and from the Airport Area via the Prado Road connection. The overpass will also have a Class I Bike Lane. This improvement would be constructed as a future project independent of development under the Specific Plan, and development under the Specific Plan would pay a fair share contribution to the future construction.
6.7.2 B Froom Ranch Way

A connection will be provided to Froom Ranch Way to enable access from Los Osos Valley Road to San Luis Ranch and Prado Road. The Froom Ranch Way connection will meet regional traffic needs by providing a connection between commercial centers while not bifurcating on-site or neighborhood agricultural lands. It is planned as a two-lane collection with turn lanes, a median, sidewalk, parkways, and a Class I bicycle path.

The Froom Ranch Way bridge includes a new 2-lane bridge over Prefumo Creek to connect the Froom Ranch Way extension on the San Luis Ranch site to the existing roadway section located south of the creek. This bridge will provide a connection between the Specific Plan Area and Los Osos Valley Road.

6.7.2 C Dalidio Road Improvements

The existing segment of Dalidio Drive south of Madonna Road includes two northbound lanes and two southbound lanes until the first access driveway that serves the Central Coast Plaza Shopping Center, at which point the road narrows to two lanes in accordance with traffic mitigation measures from the EIR. Dalidio Drive will require widening to its planned 4-lane arterial width from this point easterly through the Specific Plan Area. Additionally, the intersection at Madonna Road and Dalidio Drive will be expanded to accommodate the added traffic, as required by the City.

6.7.2 D Madonna Road Improvements

The existing segment of Madonna Road adjacent to the Specific Plan contains two eastbound and two westbound lanes. A right-in and right-out connection with acceleration and deceleration lanes will be provided on this section of Madonna Road to serve the residential units. This segment will require widening to match the segments east and west of the Specific Plan Area and provide curb, gutter and sidewalk along the project’s frontage.

6.7.2 E Traffic Signal Improvements

The additional traffic will require modifications to the Dalidio/Madonna Road intersection to implement dual westbound left turns.

6.7.2 F Roundabouts

San Luis Ranch may, as appropriate, explore the use of roundabouts when connecting to the existing and planned City roadway network. Specifically, a multilane roundabout will be added on Dalidio Drive when appropriate.

6.7.2 G Madonna & Dalidio/Prado Widening

Madonna & Dalidio/Prado Widening of the Madonna & Dalidio/Prado intersection per Table 4.12-1 #2 of the San Luis Ranch EIR, Class I path on the South side, and ADA ramp upgrades on all corners shall be constructed by the subdivider prior to issuance of building permits for the construction of units. Prior to recordation of the final map the applicant shall complete the design of the conceptual plans and exhaust all feasible efforts to acquire the necessary off-site dedications, easements, and agreements for construction, all to the satisfaction of the Public Works Director. Madonna Road Travel Lanes shall be a minimum of 11’ with a minimum 2’ median or wider as necessary if pedestrian refuge is required adjacent to the left turn pockets. Where ROW is limited widening should be accommodated on the park side. Please refer to Engineering Development Review condition on dedications and easements. If the Subdivider cannot acquire the necessary interests in land to implement this mitigation measure, the Public Works Director may authorize the Subdivider in writing to mitigate to the greatest extent feasible within right-of-way, dedication areas, and easements under the control of the Subdivider and/or City. Alternative measures shall be established with recordation of the final map.

6.7.2 H Enhanced Madonna Pedestrian/Bicycle Crossings

Unless otherwise approved by the Public Works Director, prior to issuance of building permits for the construction of the initial units of the project, the subdivider shall upgrade the pedestrian crossing at Madonna and Oceanaire to include curb extensions and a pedestrian refuge island with push button signal activation. Space for Curb extensions and refuge island should be accommodated by removing frontage street parking. Unless otherwise approved by the Public Works Director, prior to issuance of building permits for the Multi-Family Residential Units, the subdivider shall construct a “hawk” pedestrian signal and crossing at the intersection of Barn View Place and Madonna interconnected with the adjacent traffic signals.

6.7.2 I Dalidio/Prado & Froom Roundabout

A conceptual design of a multilane roundabout at the intersection of Dalidio/Prado & Froom Ranch Way shall be provided by the subdivider prior to recordation of the Final Map in accordance with the Development Agreement.
6.7.2 J Madonna Bike Path

A protected bike facility along Madonna Road shall be constructed within the existing right-of-way between El Mercado & Hwy 101 SB Ramps and between the existing bike trail termini and the intersection of Oceanaire & Madonna prior to the construction of units, unless otherwise deferred by the Community and Public Works Department Directors. Prior to recordation of the final map the applicant shall complete design of conceptual plans. Prior to issuance of building permits, the subdivider shall upgrade the existing pathway to Class I standards from El Mercado to its South Western Terminus, unless otherwise deferred by the Community and Public Works Department Directors.

6.7.2 K Froom Ranch Way Improvements

Froom Ranch Way shall have a design speed of no more than 35 miles per hour and include buffered bicycle lanes. Adjustments to lots as a result of the design shall be reflected with recordation of the final map.

6.7.2 L Final Map

Final map shall include a trail connection between San Luis Ranch Road and commercially zoned lot either along the drainage channel or via Haystack Place and between any two of parcels 293-296.

As part of final map the subdivider shall dedicate access easements for pedestrian/bicycle connections including the Cul-De-Sacs to Froom Ranch Rd., San Luis Ranch Rd. Bridge, San Luis Ranch Rd. to the commercially zoned lot/Dalidio Road, and Lot 216 & Legacy lane to open space and the central park.

The following transportation mitigation measures apply to San Luis Ranch in order to mitigate applicable adverse impacts:

• T-6. Project Site Intersection Roundabout Control. New roadway intersections within the Specific Plan Area shall be controlled using roundabout design, unless the City Public Works Department determines that roundabout control is infeasible.
• T-7. Traffic Calming Features. New roadway intersections along San Luis Ranch Road shall include neighborhood traffic circles at key intersections, and traffic-calming features, such as diverters, along longer uninterrupted segments.
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Chapter 7

INFRASTRUCTURE & FINANCING
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7 INFRASTRUCTURE & FINANCING

7.1 Introduction

This Chapter addresses the availability of public infrastructure and services, and the financing mechanisms available to fund San Luis Ranch Specific Plan Area infrastructure build-out. The goal is to provide certainty and direction for Plan Area development to proceed in a manner that serves the interests of the community.

7.1.1 Goals

**INFRASTRUCTURE GOALS**

Provide certainty and direction for Plan Areas’ infrastructure and services to proceed in a manner that serves the interests of the community.

Provide floodplain and stormwater management strategies that will protect stormwater quality, mitigate potential flooding impacts, and establish areas of developable land.

Provide utilities and streets, public services, and roadway improvements that will adequately serve the Plan Area.

Provide a Public Facilities Financing Plan that outlines a funding strategy for its enactment.

7.2 Infrastructure Improvements

This Section evaluates the infrastructure and utility improvements necessary to accommodate Specific Plan Area development. This Section contains information on water systems, wastewater, solid waste and recycling, stormwater, electricity and natural gas, high-speed data access, telecommunications, Prado Road connection, and Froom Ranch Way extension is provided in the following subsections.

7.2.1 Potable and Non-Potable Water Systems

The City of San Luis Obispo Utilities Department provides water supply, treatment, and distribution for the City’s population of 45,119 (US Census 2010). As shown in Table 7-1, the City’s water demand (4.94 million gallons per day (MGD) in 2012) is principally supplied by four water sources (totaling 8.91 MGD in 2012).
The San Luis Ranch Specific Plan Area’s 0.15 MGD (see Table 7-2) will increase the City’s water demand (4.94 MGD) by about 3.02 percent and accounts for only 1.67 percent of the City’s water supply (8.91 MGD). However, “the per capita water use introduced by development of the San Luis Ranch Specific Plan Area is offset by the existing irrigated row crops and associated groundwater use.” (City of San Luis Obispo, June 2014, LUCE 2035: Vol. I Draft EIR, p. 4-363).

Historically, the project site’s agricultural water use has varied from 498 acre-feet per year (0.37 MGD) (City of San Luis Obispo, April 2004 Dalidio Final EIR) to approximately 380 acre-feet per year (0.28 MGD) (Supplemental Statement of Water Diversion and Use for 2012) depending on the particular crop rotation. Agricultural water use on the site, as around California, varies annually depending on the types of crops planted, the number of crop rotations, and seasonal rainfall. Water supply to the property is sourced from on-site wells used for irrigation of the ongoing agricultural use. It is anticipated that these wells will continue to be used for irrigation of the San Luis Ranch Specific Plan agricultural activities.

Table 7-3 shows the projected water savings from the San Luis Ranch Specific Plan Area as compared to existing conditions based on City of SLO Draft Final Water Master Plan, April 2015. This Table does not include anticipated reductions in water demand from the implementation of additional conservation measures and graywater systems planned for the site. San Luis Ranch would save between 56 and 103 AFY of water as compared to existing conditions. Water for use on the site is being drawn from the San Luis Valley portion of the San Luis Obispo Valley Groundwater Basin as described in California Groundwater Bulletin 118, State of California, February 27, 2004. The groundwater in storage in the San Luis Valley portion of the basin was estimated to average of 16,300 acre-feet. The City of San Luis Obispo has drawn water from this basin in the past, most recently during the drought of 1986 through 1990, and this basin remains a viable alternative for future groundwater pumping to supplement the City’s existing four sources of water.

The City of San Luis Obispo is in the process of completing its 2015 Water Master Plan, for which it has prepared a hydraulic model that analyzes the existing water system and effects of future development. Assumptions for the San Luis Ranch project are included in the City hydraulic model. Corresponding recommendations are provided for the proposed San Luis Ranch Specific Plan Area backbone water system. New 12-inch mains will extend through the site from Madonna Road to the existing line at Highway 101 across from Prado Road, as well as within the proposed Froom Ranch Way extension. San Luis Ranch Specific Plan buildout will connect to the existing 8 inch mains at the end of Froom Ranch Way, at the end of Oceanaire Drive and at the end of Dalidio Drive. These lines are depicted in Figure 7.1.

### Table 7-1 City Water Demand and Supply (2012)

<table>
<thead>
<tr>
<th></th>
<th>Acre-Feet per Year</th>
<th>Million Gallons per Year (1)</th>
<th>Million Gallons per Day</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of San Luis Obispo Water Demand</td>
<td>5,541</td>
<td>1,805</td>
<td>4.94</td>
</tr>
<tr>
<td><strong>2012 WATER SUPPLY</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salinas Reservoir</td>
<td>6,940 (2)</td>
<td>2,261</td>
<td>6.19</td>
</tr>
<tr>
<td>Whale Rock Reservoir</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nacimiento Reservoir</td>
<td>3,380</td>
<td>1,101</td>
<td>3.02</td>
</tr>
<tr>
<td>Recycled Water</td>
<td>165</td>
<td>54</td>
<td>0.15</td>
</tr>
<tr>
<td>Subtotal</td>
<td>10,485</td>
<td>3,415</td>
<td>9.36</td>
</tr>
<tr>
<td>Situation (3)</td>
<td>-500</td>
<td>-163</td>
<td>-0.45</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>9,985</td>
<td>3,252</td>
<td>8.91</td>
</tr>
</tbody>
</table>

1. 1 million gallons = 3.07 acre-feet.
2. Supplies for Salinas and Whale Rock Reservoirs are totaled.
3. Reservoir silting is a natural occurrence that reduces storage capacity over long periods.

Source: City of San Luis Obispo, June 2014, LUCE 2035: Vol. I Draft EIR, pp. 4-355 to 4-356.
Table 7-2  Projected Water Demand for San Luis Ranch

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Count</th>
<th>Unit</th>
<th>Unit Factor</th>
<th>Demand Factor</th>
<th>Demand (GPD)</th>
<th>Demand (MGD)</th>
<th>Demand (Ac-Feet/Yr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-family</td>
<td>281</td>
<td>Residences</td>
<td>Avg. 2.5 persons per residence (1)</td>
<td>73 GPD per person</td>
<td>51,283</td>
<td>0.051</td>
<td>57</td>
</tr>
<tr>
<td>Multi-family</td>
<td>299</td>
<td>Residences</td>
<td>Avg. 2.5 persons per residence (1)</td>
<td>73 GPD per person</td>
<td>54,568</td>
<td>0.055</td>
<td>61</td>
</tr>
<tr>
<td>Commercial and Office</td>
<td>250,000</td>
<td>SF</td>
<td>0.10 GPD per SF</td>
<td>25,000</td>
<td>0.025</td>
<td>28</td>
<td></td>
</tr>
<tr>
<td>Hotel</td>
<td>200</td>
<td>Rooms</td>
<td>82 GPD per room</td>
<td>16,400</td>
<td>0.0164</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td><strong>Total (2)</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>147,221</strong></td>
<td><strong>0.147</strong></td>
<td><strong>165</strong></td>
<td></td>
</tr>
</tbody>
</table>

1. Based on average number of persons per residence in San Luis Obispo County, U.S. Census Bureau 2009-2013.
2. Before implementation of conservation measures and graywater systems planned for the project.

Table 7-3  Projected Water Demand Savings for San Luis Ranch

<table>
<thead>
<tr>
<th></th>
<th>Acre-Feet per Year</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Low</td>
</tr>
<tr>
<td>On-Site Water Demand</td>
<td>380</td>
</tr>
<tr>
<td>Projected San Luis Ranch Water Demand (1)</td>
<td>164</td>
</tr>
<tr>
<td>Projected Agricultural Demand (2)</td>
<td>157</td>
</tr>
<tr>
<td><strong>Projected Water Demand Savings</strong></td>
<td>56</td>
</tr>
</tbody>
</table>

1. Before implementation of conservation measures and graywater systems planned for project.
2. Approximately 50 acres will remain in agricultural production.

Water Conservation

Management of on-site water consumption will be crucial in all aspects of the development of the San Luis Ranch site. All of the structures, as well as all of the site components and facilities, will include the latest water conserving technology as a means to actively reduce the project's water footprint.

Water conservation measures will include:

- Requirements that all landscaped areas include drought-tolerant landscape to the maximum extent possible.
- Use of recycled water for exterior landscaped areas reducing the consumption of potable water.
- Use of the latest technology in low-flow water fixtures, including water efficient heating appliances, in the project.
- Interior reuse of gray water to the maximum extent allowed by law.
- On-site rainwater harvesting, including water storage cisterns as a means of capturing rainwater for use where feasible.
- San Luis Ranch will use less water than the current agricultural use by a significant amount.
Figure 7.1 San Luis Ranch Domestic Water Supply System Schematic Layout
Analysis from the City’s Recycled Water Master Plan Update indicates that extending recycled water main lines through San Luis Ranch so as to loop the system does not appreciably help service pressures at Laguna Golf Course or Laguna Middle School. The loop system is therefore not hydraulically required. The proposed extension of a 6-inch Recycled Water Main from Madonna Road through the site is depicted on Figure 7.2. Open Space areas along the creek, parks, and areas within the commercial and office areas will be irrigated using recycled water sourced from an extension of the City’s Recycled Water System. Proper separation shall be maintained between existing wells and recycled water.

Prior to issuance of a building permit for the construction of units, the development's recycled water system shall have: an 8-inch recycled water main along San Luis Ranch Road from Madonna Road to Froom Ranch Way, and along Froom Ranch Way from Prefumo Creek to Highway 101, and a 14" recycled water main shall extend easterly from the intersection of San Luis Ranch and Madonna Road up to the northeastern corner of the project's frontage along Madonna Road.

Figure 7.2  San Luis Ranch Recycled Water System Schematic Layout
7.2.2 Wastewater System

The City’s wastewater collection and treatment are maintained by the City of San Luis Obispo Utilities Department. The City’s current wastewater collection system is designed for a dry-weather flow of 5.2 MGD and currently receives an average of 4.39 MGD (City of San Luis Obispo, June 2014, LUCE 2035: Vol. III Background Report, p. 5-21).

Table 7-4 shows the projected wastewater demand for the San Luis Ranch Specific Plan Area based on wastewater generation factors included in the City of San Luis Obispo, April 27, 2015, Draft Wastewater Collection System Infrastructure Renewal Strategy Report.

San Luis Ranch’s projected wastewater demand of 0.097 MGD accounts for 2.21 percent of the City’s current demand (4.39 MGD). However, projected build-out population from anticipated development in the City (including San Luis Ranch) is estimated to result in 5.5 MGD of wastewater demand (City of San Luis Obispo, LUCE 2035: Vol. III Background Report, p. 5-20). The City’s 2013-15 Capital Improvement Plan (CIP) allocates $12.4 million for improvements to the wastewater collection system through 2018 to accommodate the projected demand. Further, the City’s wastewater treatment system will also be upgraded to accommodate anticipated development. The CIP allocates nearly $66 million on system improvements to increase treatment capacity from 5.5 MGD to 5.8 MGD (City of San Luis Obispo, June 2014, LUCE 2035: Vol. III Background Report, p. 5-26).

Existing City wastewater facilities that surround the site consist of an 8-inch line in Madonna Road and two 8-inch lines that create a siphon from the main in Oceanaire Drive under Prefumo Creek to a 15-inch and ultimately 18-inch line which extends through the existing San Luis Ranch agricultural fields and through a siphon under Highway 101 to the Laguna Lift Station. 2013 upgrades to the Laguna Lift Station provide sufficient capacity for San Luis Ranch Specific Plan Area build-out.

Service to the San Luis Ranch Specific Plan Area will be provided via a parallel line constructed within the agricultural open space area and with a new crossing at Highway 101 and connection to the Laguna Lift Station. Proposed backbone sewer improvements for the San Luis Ranch project are shown in Figure 7.3.

Sewer flow rates and velocities shall comply with the requirements of the 2016 Wastewater Collection System Infrastructure Renewal Strategy. Prior to issuance of a building permit the development’s sewer system shall have: a 24-inch sewer main extending along the south boundary of the parcel within a new sewer easement from Lot 209 to the Laguna Lift Station, and shall include associated improvements at the lift station to accommodate the proposed casing and sewer line. Easements and encroachment permits from Caltrans shall be secured to cross the highway, and shall include the installation of a new sewer casing per requirements of the encroachment permit.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Count</th>
<th>Units</th>
<th>Demand Factor</th>
<th>Demand (GPD)</th>
<th>Demand (MGD)</th>
<th>Demand (Ac-Ft/Yr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>281</td>
<td>Dwelling unit</td>
<td>150 GPD/DU</td>
<td>42,150</td>
<td>0.042</td>
<td>47</td>
</tr>
<tr>
<td>Multi-family</td>
<td>299</td>
<td>Dwelling unit</td>
<td>105 GPD/DU</td>
<td>31,395</td>
<td>0.031</td>
<td>35</td>
</tr>
<tr>
<td>Commercial</td>
<td>150,000</td>
<td>SF</td>
<td>60 GPD/1000 SF</td>
<td>9,000</td>
<td>0.009</td>
<td>10</td>
</tr>
<tr>
<td>Office</td>
<td>100,000</td>
<td>SF</td>
<td>54 GPD/1000 SF</td>
<td>5,400</td>
<td>0.005</td>
<td>6</td>
</tr>
<tr>
<td>Hotel</td>
<td>200</td>
<td>Rooms</td>
<td>70 GPD/1000 SF</td>
<td>14,000</td>
<td>0.014</td>
<td>16</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>101,945</strong></td>
<td><strong>0.101</strong></td>
<td><strong>114</strong></td>
</tr>
</tbody>
</table>
Figure 7.3 Wastewater System Schematic Layout
7.2.3 Solid Waste and Recycling

The City’s solid waste is managed by the Utilities Department and operates through an exclusive franchise agreement with the San Luis Garbage Company. Between 2007 and 2010, the resident-related solid waste disposal rate ranged between 4.4 and 5.4 pounds per person, and the employee-related solid waste disposal rate ranged between 11.7 and 13.8 pounds per person (City of San Luis Obispo, June 2014, LUCE 2035: Vol. I Draft EIR, p. 4-360).

Most of the City’s solid waste, including recycling and household hazardous waste, is disposed of at the Cold Canyon Landfill, located about 8 miles southwest of the City. In 2011, the City sent 49,979 tons of solid waste to the Cold Canyon Landfill. In 2012, Cold Canyon accepted 1,620 tons of solid waste per day (591,300 tons per year) with 16.8 percent remaining capacity, but was granted an expansion to accept 2,050 tons per day (748,250 tons per year). Two other landfills in San Luis Obispo County, Chicago Grade Landfill and Paso Robles Landfill are operating at 93 percent and 82 percent remaining capacity, respectively (City of San Luis Obispo, June 2014, LUCE 2035: Vol. I Draft EIR, p. 4-360).

As shown in Table 7-5, with 1,145 residents and 855 employees, the San Luis Ranch Specific Plan Area is projected to generate 3,013 tons of solid waste annually. Existing landfills used to accommodate City solid waste and recycled items will likely be able to accommodate increased demand produced by the San Luis Ranch Specific Plan build-out. Furthermore, San Luis Ranch residents will be incentivized to recycle by the provision of curbside recycling, elimination of single-stream recycling (where item separation is required) and by education programs that discuss and identify recyclables.

<table>
<thead>
<tr>
<th></th>
<th>Count</th>
<th>Generation Factor (Pounds per Day)</th>
<th>Pounds per Day</th>
<th>Tons per Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residents</td>
<td>1,450</td>
<td>4.90 (1)</td>
<td>7,105</td>
<td>1,297</td>
</tr>
<tr>
<td>Employees</td>
<td>855</td>
<td>12.75 (2)</td>
<td>10,901</td>
<td>1,989</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>18,006</strong></td>
<td><strong>3,286</strong></td>
</tr>
</tbody>
</table>


7.2.4 Infrastructure Financing

The Development Agreement shall include a financing plan that specifies the form and mechanism of public financing to be used and the obligations of City and Subdivider as to such public financing (“Financing Plan”). To ensure timely construction of necessary improvements as discussed in The Development Agreement, the Financing Plan may require Subdivider to pay for some portion of the public improvements beyond the Project’s “fair share” of costs and before funding for related reimbursement by City has been secured. This may be accomplished through reimbursement agreements; land-secured public financing for the Project, such as formation of a community facilities district; use of tax increment financing through an infrastructure financing district; negotiation of the Tax Exchange Agreement with the County of San Luis Obispo; or outside sources of public investment, such as grants. City's General Fund shall not be obligated for such debt. City agrees to create and administer the financing mechanism(s) and to make best efforts in consultation with Subdivider to identify other funding sources to support the orderly development of the Project. Nothing in the Development Agreement shall constitute an unlawful pre-commitment of the City's legislative discretion or its discretion as to quasi-judicial matters which are required to be determined after notice and hearing and on the basis of an adequate administrative record. Nothing in the Development Agreement shall be in denigration of the rights of third parties under applicable law.
7.3 Natural Resources Management

The floodplain and stormwater management strategies are focused on protecting stormwater quality, mitigating potential flooding impacts, and establishing areas of developable land in accordance with the Specific Plan land use goals. The following is a list of the planned stormwater strategies.

7.3.1 Stormwater Management

Stormwater management is an important function in the preservation and maintenance of natural creek processes and ecosystems, as well as protecting built structures from flooding and preventing costs and impacts associated with reconstruction. The Specific Plan provides direction for stormwater management before and after development of the site. Stormwater management offers the following benefits to the San Luis Ranch Specific Plan Area and its neighboring areas:

- Preserve existing drainage channels
- Prevent erosion and flooding
- Improve runoff water quality
- Protect clean water resources
- Recharge ground water
- Reduce minerals washed away
- Contain and treat on-site

Development within the Specific Plan Area will conform to stormwater management requirements of the City of San Luis Obispo, including new standards for Low Impact Development (LID) set forth by the State Regional Water Quality Control Board, through the use of bio swales, detention and retention basins, cisterns, and other low impact methods to recharge the aquifer on-site. See Section 7.3.2 for general stormwater management goals.

7.3.2 Existing Conditions and Floodplain Management Plan

San Luis Ranch is located in a designated 100-year floodplain (1% probability of occurrence per year). The overall general flow of surface water is from northeast to southwest, along the Cerro San Luis Drainage Channel and along the west side of the 101 freeway, across the agricultural fields in a generally widening surface flow path, finally draining into Prefumo Creek (see Figure 7.4).

While the risk of potential flooding is not severe, the Specific Plan still accounts for these floodplain conditions and plans accordingly for accommodation of floodwaters. The Specific Plan’s floodplain management strategy includes both preventative and corrective measures to reduce these flood-associated risks.

When fully developed and under normal conditions, San Luis Ranch will manage natural resources responsibly by not increasing runoff as it currently exists, by:

- Limiting 2-year post-development peak runoff to the 2-year pre-development runoff;
- Limiting 10-year post-development runoff to the 10-year pre-development runoff;
- Limiting 50-year post-development runoff to a maximum increase of 5% over pre-development as described in the City’s Waterways Management Plan.

Figure 7.6 shows specific details regarding drainage and location of detention and retention basins, as well as stormwater treatment areas. Figure 7.5 shows grading within the Plan Area, specifically noting areas of cut and fill, and general flow direction of potential floodwaters post-development.

Examples of Low Impact Development Features for Stormwater Management
### 7.3.3 General Grading and Drainage Info

The project will be designed to comply with the requirements of the City of San Luis Obispo for Post Construction Stormwater Treatment. Stormwater detention for the project will be designed to:

- Limit 2-year post development runoff to 2-year pre-development flows
- Limit 10-year post development runoff to 10-year pre-development flows
- Limit 50-year post-development runoff to a maximum increase of 5% over pre-development flows as described in the City's Waterways Management Plan.
- Due to the location of the project within the Prefumo Creek drainage basin, and in order to avoid conflict with peak flows within Prefumo Creek, the 100-year storm will not be detained.

Figure 7.4  Floodplain Management Plan
CONCEPTUAL FLOODPLAIN MANAGEMENT PLAN

1. Area 1– Multi-Family

The multi-family area (Area 1) will be graded using standard methods, incorporating stormwater treatment and retention upstream of discharge to the adjacent water-ways. Stormwater treatment will be addressed within individual neighborhoods and commercial areas, along roadways, and in park areas adjacent to creeks. A portion of off-site flows from the existing Promenade Shopping Mall will be diverted and detained in a manner which allows for residential portions of the project adjacent to Prefumo Creek and Cerro San Luis Channel to release treated runoff directly to the waterway(s). This detention may be within adjacent commercial properties or the underground system adjacent to Froom Ranch Way.

2. Area 2– Residential & Commercial

Area 2 is the largest proposed development area and includes residential and commercial uses. This area experiences shallow flooding and is located within the Federal Emergency Management Agency (FEMA) and City 100-year floodplain. It is proposed to be raised by fill above the floodplain elevation, with floodwaters conveyed by the increased capacity in Prefumo Creek and Cerro San Luis Drainage Channel and the widespread shallow flow path provided in the agricultural open space. The placement of fill will modify the flood zones and require revisions to the FEMA and City flood maps. Low impact development features will be included throughout the development area and detention basins may be included in this area.

3. Area 3– Commercial Area

(Potential Office and Hotel)

This commercial area is within the FEMA and City 100-year floodplain. The building areas of this site are proposed to be raised by fill above floodplain elevations with floodwater being conveyed along the edges, through parking areas, and through box culverts. The placement of fill will modify the flood zones and require revisions to the FEMA and City flood maps. Low impact development features will be included throughout the site and detention basins may be included in this area.

4. Area 4– Agricultural Open Space

Area 4 is subject to 100-year event flooding from two off-site sources: San Luis Obispo Creek (crossing over Highway 101) and flows entering from the Promenade shopping mall. These off-site flows combine with on-site runoff and spread across the field in a wide, shallow floodplain. The volume of this floodplain will need to be increased to accommodate additional development. However the existing flood path characteristics must be preserved as the flow crosses the downstream property line. This area will be preserved for open space and agricultural use.
Figure 7.5 Conceptual Grading Plan
CONCEPTUAL GRADING PLAN

1. Area 1– Grading Area 1
The multi-family area will be graded using standard methods. It is currently and will remain outside of the limits of the 100-year flood plain.

2. Area 2– Grading Area 2
The current limits of the 100-year flood plain extend across the proposed single-family and commercial areas of the site. Through the placement of fill these properties will be graded such that, at a minimum, all structures will be removed from the flood plain and the 100-year storm will be contained in the streets. The project will process FEMA Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) documentation as described in Section 7.3.2.

3. Area 3– Grading Area 3
(Potential Office and Hotel)
The limits of Area 3 also lie within the 100-year flood plain and the potential office and hotel sites will also receive fill such that, at a minimum, structures will be removed from the flood plain. An overland drainage path will be provided to accommodate overland flood flows from the north.

4. Area 4– Grading Area 4
With the exception of the proposed Agricultural Center, the agricultural area is in and will remain in the 100-year flood plain, with grading taking place within this area to facilitate the placement of fill on adjacent properties. The agricultural area will be lowered to offset the diverted flows from Areas 2 and 3 such that no change in flood water depths or flows will occur on surrounding properties. Grading in the Agricultural Center area will include the placement of fill to protect the proposed structures from flooding.
Figure 7.6 Conceptual Drainage Plan

- LAGUNA LAKE
- EXIST CERRO SAN LUIS BOX CULVERT
- EXIST, PROMENADE SHOPPING MALL
- RUNOFF DIVERSION PIPING
- EXIST CERRO SAN LUIS DRAINAGE CHANNEL
- FROOM RANCH WAY EXTENSION
- PREFUMO CREEK
- OUTFALL TO CREEK
- HWY 101
- SAN LUIS OBIÑO CREEK

POSSIBLE UNDERGROUND DETENTION LOCATION
POSSIBLE STORMWATER TREATMENT AREAS
CONCEPTUAL DRAINAGE PLAN

Area 1– Drainage Area 1
Multifamily housing will be laid out in a manner which will allow the incorporation of stormwater treatment and retention upstream of the discharge to adjacent water-ways. This stormwater treatment will be addressed in park areas, at street medians and curb bump-outs in order to meet the requirements for Post Construction Stormwater Treatment. Required detention for this site will be provided on-site where possible, or may be provided within other portions of the project through the diversion of upstream runoff and remote detention such that the detention criteria associated with this area is met.

Area 2– Drainage Area 2
Drainage from the Commercial property will be treated and detained on-site. Flows from this area will be released to project storm drain network which eventually outfalls to Prefumo Creek, or to Cerro San Luis Channel.

New drainage facilities at the existing Cerro San Luis Channel and Dalidio Drive will be installed to convey the off-site flows generated by the 10-year storm under Dalidio Drive to the Cerro San Luis Channel. Improvements to Dalidio Drive will convey larger storms from properties to the north across Dalidio Drive to the Cerro San Luis Channel. Some of this water may be diverted through underground piping to project detention areas in order to facilitate some regional detention as needed.

The Single Family Residential area will provide required stormwater treatment within street landscape areas, the central park area, and areas adjacent to the creek and channel. Required stormwater detention will be provided on-site where possible or may be provided within other portions of the project through the diversion of upstream runoff and remote detention such that the detention criteria associated with this area is met.

Area 3– Drainage Area 3
Drainage from the potential Hotel and Office properties will be treated and detained on-site. Flows from this area will be released to project storm drain network which eventually outfalls to Prefumo Creek. Drainage from the existing parking areas to the north will be conveyed through the project to the project storm drain network.

Area 4– Drainage Area 4
The Agricultural Open Space Area will remain within the 100-year flood zone. With the exception of the Agricultural Center, no development is proposed in this area and no stormwater treatment or detention is required for agricultural uses. Required storm water treatment associated with the Agricultural Center will be contained within that development area, and detention may be proposed in that area as well.

In order to support the needs of Areas 1 and 2 and the Agricultural Center there may be some regional detention facilities adjacent to Froom Ranch Road in the form of linear shallow basins or underground storage. Flows from these basins will be released to Prefumo Creek.

Opportunities to utilize the regional detention facilities in creative ways to support sustainable practices will be explored.
7.4 Utilities and Streets

7.4.1 Electricity and Natural Gas

The City's electricity is provided by Pacific Gas & Electric (PG&E). In 2005, the City's electricity consumption was approximately 251.5 gigawatt hours (GWh), 37 percent of which was accounted for by the residential sector. PG&E owns all the power transition lines that provide electricity to the City of San Luis Obispo (City of San Luis Obispo, June 2014, LUCE 2035: Vol. III Background Report, p. 5-45).

Southern California Gas Company provides natural gas throughout the City. In 2005, the City's natural gas consumption was approximately 1,085,520 decatherms (Dth) (City of San Luis Obispo, LUCE 2035: Vol. III Background Report, p. 5-47). The natural gas and oil refineries and terminals closest to the City are located near the southern border of San Luis Obispo County. The closest transmission lines to the San Luis Ranch Specific Plan Area run along Los Osos Valley Road and Highway 101. These operate at pressures above 200 pounds per square inch (psi) (SoCalGas, 2015, Gas Transmission and High Pressure Distribution Pipeline Interactive Map: San Luis Obispo, http://www.socalgas.com/safety/pipeline-maps/san-luis-obispo.shtml).

The existing electricity and natural gas infrastructure in the City is most likely sufficient to cover the development in San Luis Ranch.

7.4.2 High-speed Data Access

Residences and businesses in San Luis Ranch will have access to high-speed Internet delivered via a recently installed fiber-optic cable network. In 2012, Digital West, in cooperation with the City, installed new fiber-optic cables in San Luis Obispo expanding access to the fiber-optic network beyond government and Cal Poly facilities (City of San Luis Obispo, June 2014, LUCE 2035: Vol. III Background Report, p. 5-48). One of the new Digital West fibers runs along South Higuera Street, very close to the San Luis Ranch Specific Plan Area; another runs along Los Osos Valley Road, also close to the Specific Plan Area. These fibers provide speeds of up to one gigabit per second (San Luis Obispo County, February 1, 2011, SLO County Fiber Optics: A Broadband Discussion, http://www.slocounty.ca.gov/Assets/IITD/Presentations/Broadband+Fiber+02-01-2010-114.pdf; City of San Luis Obispo, June 2014, LUCE 2035: Vol. III Background Report, p. 5-48).

Broadband internet service in the area is provided by Charter Communications, AT&T, and Comcast. 92 percent of the San Luis Obispo-Paso Robles area has access to one or more providers for the wire-line connection required for broadband service (City of San Luis Obispo, June 2014, LUCE 2035: Vol. III Background Report, p. 5-49).

The existing high-speed data infrastructure is most likely sufficient to supply development in San Luis Ranch.

7.4.3 Telecommunications

The San Luis Obispo-Paso Robles area has access to one or more wireless providers, and approximately 99.4 percent of the population has access to two or more wireless providers. Phone service providers that cover the area include AT&T, Verizon, T-Mobile, Sprint, and Nextel. (City of San Luis Obispo, June 2014, LUCE 2035: Vol. III Background Report, p. 5-44).

The existing telecommunications infrastructure is most likely sufficient to cover development in San Luis Ranch.

7.4.4 Prado Road Connection

As discussed in Chapter 6, the eventual construction of a new overcrossing at Prado Road will serve the expanded commercial and residential development of San Luis Ranch and will provide an additional east-west connection in San Luis Obispo that would reduce congestion at the Los Osos Valley Road and Madonna Road interchanges and route traffic to and from the Airport Area via the Prado Road connection. The Prado Road connection is also a “Designated STAA Truck Routes” in the San Luis Obispo General Plan Circulation Element.

The City’s Land Use and Circulation Elements specifically address the Prado Road connection and the responsibilities of new development. The Land Use Element puts forth that the San Luis Ranch Specific Plan shall:

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. (City of San Luis Obispo General Plan Land Use Element Section 8.1.4-a, p. 1-87)

The City’s Circulation Element identifies Prado Road improvements as a Transportation Capital Project. As such, the Prado Road connection is subject to the following under the Circulation Element:
1) “Development” means that the proposed changes to the street system would be paid for by the subdividers of adjoining property or properties that directly impact the street section or facility. In general, development-funded projects will be constructed at the time that development occurs. However, projects may be built prior to or after development when it is necessary to complete an important circulation link. In these cases, future developments may be assessed for existing improvements.

2) The design of the Prado Road interchange and modifications to the ramp system for the Los Osos Valley Road interchange will be determined as part of Project Study Reports (PSRs) required by CalTrans. The alignment of Prado Road northwest of Route 101 and its connection point to Madonna Road will be coordinated with the City's consideration of plans to expand commercial development consistent with the General Plan Land Use Element. The San Luis Ranch Specific Plan assumes that construction of a vehicular and/or bicycle and pedestrian extension of Prado Road will eventually occur and that construction of a Prado Road interchange at Highway 101 may occur based on performance triggers established by the City. Once these triggers have been established, San Luis Ranch will fund its fair share component of the Prado Road infrastructure improvement costs, as discussed further in Sections 7.5-7.7.

7.4.5 Froom Ranch Way Connection

As discussed in Chapter 6, San Luis Ranch will also provide a connection to Froom Ranch Way to enable access from Los Osos Valley Road to San Luis Ranch and Prado Road. The Froom Ranch Way connection will meet regional traffic needs by providing a connection between commercial centers. The City's General Plan states the following for this extension.

The Land Use Element puts forth:

Connection to Froom Ranch Way and Calle Joaquin, if proposed, shall not bifurcate on-site or neighboring agricultural lands. Any connection to Calle Joaquin shall be principally a secondary/emergency access by design (Section 8.1.4-c, p. 1-87).

The Circulation Element states:

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. (Section 9.2.5, p. 2-31)

The San Luis Ranch Specific Plan proposes to extend Froom Ranch Way without bifurcating agricultural lands.

7.4.6 U.S. Highway 101

The applicant shall fund monitoring of Hwy 101 mainline merge, diverge, and weave level of service between Marsh and LOVR at occupancy of 100 units or equivalent PM peak hour vehicle trips and again at occupancy of 200 units or equivalent PM peak hour vehicle trips. If deemed necessary by the City, components of the Prado Road Interchange Project, such as ramp metering or auxiliary lanes may be advanced.

The following transportation mitigation measures apply to San Luis Ranch in order to mitigate applicable adverse impacts:

- T-1(e). Intersection #9. Los Osos Valley Road & Froom Ranch Way. Install dedicated 230’ right turn lane on northbound Froom Ranch Way approach to Los Osos Valley Road (with Froom Ranch Way bridge construction); extend right turn lane on southbound Froom Ranch Way approach to Los Osos Valley Road to 110’ (with Froom Ranch Way bridge construction); install 2nd southbound left turn lane on Froom Ranch Way approach to eastbound Los Osos Valley Road (with Froom Ranch Way bridge construction).
- T-1(h). Intersection #21: Prado Road/Dalidio Drive & Froom Ranch Way. Install multilane roundabout control (when connection is constructed).
- T-5. Froom Ranch Way Bridge Phasing. The Froom Ranch Way Bridge connection shall be completed prior to occupancy of any structure.

7.4.7 Water for Construction

Potable City water shall not be used for major construction activities, such as grading and dust control, as required under Prohibited Water Uses; Chapter 17.07.070.C of the City's Municipal Code. An annual Construction Water Permit is available from the City’s Utilities Department. Recycled water is readily available near the intersection of Madonna Road and San Luis Ranch Road, and shall be stubbed within the project site with a temporary filling station / recycled water hydrant assembly before grading operations begin.
7.5 Public Services

7.5.1 Police and Fire Protection

Police services for the San Luis Ranch Specific Plan Area will be provided by the City of San Luis Obispo and will be based out of the San Luis Police Department (SLOPD) offices located at 1042 Walnut Street. There are currently 1.27 police officers per 1,000 San Luis Obispo residents. While neither the City of San Luis Obispo General Plan nor the SLOPD establishes staffing ratio goals for the Department, this staffing ratio is lower than other police departments in the region, with the exceptions of Atascadero and Paso Robles. According to the California Commission on Peace Officer Standards and Training, this ratio is also slightly below the state average for comparable communities (City of San Luis Obispo, June 2014, LUCE 2035: Vol. I Draft EIR, p. 4-292).

According to the LUCE DEIR, the City should consider hiring 74 additional police officers by 2035 to accommodate all build out anticipated under the LUCE update, which includes the San Luis Ranch Specific Plan Area (City of San Luis Obispo, June 2014, LUCE 2035: Vol. I Draft EIR, p. 4-291). An additional 74 police officers would enable the City to maintain the existing police staffing ratio 1.27 officers per 1,000 San Luis Obispo residents. The City’s police department is most likely sufficient to serve development in San Luis Ranch.

The San Luis Obispo City Fire Department (SLOFD) will provide fire protection services to the Specific Plan Area. Development in the Specific Plan Area will primarily be served by Fire Station No. 4 located at the intersection of Madonna Road and Los Osos Valley Road, approximately one half mile away from the San Luis Ranch Specific Plan Area, and by Fire Station No. 1 located near the intersection of Broad Street and Santa Barbara Avenue. The Specific Plan Area lies within a four-minute response time area, meeting the SLOFD target response time for all areas served. The City’s fire protection is most likely sufficient to serve development in San Luis Ranch.

7.5.2 Schools

Public education in the City is provided by the San Luis Coastal Unified School District (SLCUSD), which includes preschool, primary, secondary, and adult education. The San Luis Ranch Specific Plan Area falls in the attendance areas for C.L. Smith Elementary School, Laguna Middle School, and San Luis Obispo High School. Table 7-6 shows the enrollment and student-teacher ratio for these schools and the district-at-large.


As shown in Table 7-7 on the following page, San Luis Ranch residential development is estimated to add approximately 200 school-age students to the City’s population.

Table 7-6 Public Schools Serving San Luis Ranch

<table>
<thead>
<tr>
<th>School</th>
<th>Grade Level</th>
<th>Enrollment</th>
<th>Teachers</th>
<th>Students per Teacher</th>
</tr>
</thead>
<tbody>
<tr>
<td>C.L Smith Elementary</td>
<td>Pre K-6</td>
<td>418</td>
<td>20</td>
<td>21</td>
</tr>
<tr>
<td>Laguna Middle School</td>
<td>7-8</td>
<td>688</td>
<td>36</td>
<td>19</td>
</tr>
<tr>
<td>San Luis Obispo High School</td>
<td>9-12</td>
<td>1,431</td>
<td>70</td>
<td>20</td>
</tr>
<tr>
<td>District-wide</td>
<td></td>
<td>7,090</td>
<td>336</td>
<td>21</td>
</tr>
</tbody>
</table>

Source: City of San Luis Obispo, June 2014, LUCE 2035: Vol. III Background Report, p. 5-71
### Table 7-7 San Luis Ranch Student Generation

<table>
<thead>
<tr>
<th>Grade Level</th>
<th>Generation Factors (Students per Unit)</th>
<th>San Luis Ranch Development</th>
<th>Number of Students</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SINGLE-FAMILY RESIDENTIAL UNITS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pre K-6</td>
<td>0.302</td>
<td></td>
<td>84.9</td>
</tr>
<tr>
<td>7-8</td>
<td>0.064</td>
<td>281</td>
<td>18.0</td>
</tr>
<tr>
<td>9-12</td>
<td>0.119</td>
<td></td>
<td>33.4</td>
</tr>
<tr>
<td>Total</td>
<td>0.485</td>
<td></td>
<td>136.3</td>
</tr>
<tr>
<td><strong>MULTI-FAMILY RESIDENTIAL UNITS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pre K-6</td>
<td>0.116</td>
<td></td>
<td>34.7</td>
</tr>
<tr>
<td>7-8</td>
<td>0.032</td>
<td>299</td>
<td>9.6</td>
</tr>
<tr>
<td>9-12</td>
<td>0.066</td>
<td></td>
<td>19.7</td>
</tr>
<tr>
<td>Total</td>
<td>0.214</td>
<td></td>
<td>64.0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pre K-6</td>
<td></td>
<td></td>
<td>119.6</td>
</tr>
<tr>
<td>7-8</td>
<td></td>
<td></td>
<td>27.6</td>
</tr>
<tr>
<td>9-12</td>
<td></td>
<td></td>
<td>53.1</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>200.3</td>
</tr>
</tbody>
</table>

Source: SLCUSD 2015b.

New students from San Luis Ranch Specific Plan Area development will continue the citywide trend of a growing student population—total district enrollment has increased by 3 percent over the past three years (City of San Luis Obispo, June 2014, LUCE 2035: Vol. I Draft EIR, p. 4-292). To account for the cost of the growing student population presented by new development, SLCUSD sets school impact fees for developments within the district at $3.36 per square foot of residential use and $0.54 per square foot of commercial use (San Luis Coastal Unified School District, 2015, Subdivider Fees). As shown in Table 7-8 below, San Luis Ranch Specific Plan Area development would generate over $3.1 million in impact fees for the district.

### Table 7-8 San Luis Ranch School Impact Fees

<table>
<thead>
<tr>
<th></th>
<th>Average Square Feet</th>
<th>Number of Unit</th>
<th>Total Square Feet</th>
<th>Developer Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Per Square Feet</td>
<td>Per Unit</td>
</tr>
<tr>
<td>Residential, Single-family</td>
<td>1,814</td>
<td>281</td>
<td>509,734</td>
<td>$3.36</td>
</tr>
<tr>
<td>Residential, Multi-family</td>
<td>1,296</td>
<td>299</td>
<td>387,504</td>
<td>$4.354.56</td>
</tr>
<tr>
<td>Commercial/Office</td>
<td>250,000</td>
<td></td>
<td></td>
<td>$0.54</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: San Luis Coastal Unified School District, 2015, Developer Fees.
### 7.6 Performance Triggers

In addition to the utility infrastructure discussed in Section 7.2, various other roadway improvements are necessitated to support San Luis Ranch Specific Plan Area build-out and implement the City’s General Plan. The transportation improvements will be constructed to match the development sequencing and accommodate the forecasted traffic volumes. Many of the transportation impacts to local roads are mitigated through the construction of the Prado Road / US Hwy 101 overcrossing and interchange.

See Chapter 6 for more information on the circulation system and street cross sections.

**Table 7-9 San Luis Ranch Performance Triggers**

<table>
<thead>
<tr>
<th>Use</th>
<th>Circulation</th>
<th>Water</th>
<th>Wastewater</th>
<th>Storm Drain</th>
<th>Recycled Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>NG-10</td>
<td>Construct Dalidio Drive from Madonna Road to Froom Ranch Way and Froom Ranch Way to Prefumo Creek bridge Timing of Bridge TBD Construct San Luis Ranch Road to Froom Ranch Way</td>
<td>Construct 12&quot; line from corner of Dalidio Drive/ Froom Ranch Way to connection in west of Prefumo creek Install 10&quot; line from Madonna Road to Froom Ranch Way Install 8&quot; lines within SFD (NG-10)</td>
<td>Install 8&quot; lines in San Luis Ranch Road and Froom Ranch Way from San Luis Ranch Road to 24&quot; line and 8&quot; lines within residential area</td>
<td>Install underground detention in commercial area Install underground retention area in neighborhood park and pocket park near Froom Ranch Way bridge Install vegetated retention areas Channel &amp; creek widening full length of channel, and from confluence of channel to Froom Ranch Way bridge Install 6&quot; line in San Luis Ranch Road from Madonna Road to Froom Ranch Way</td>
<td>Install 6&quot; line in San Luis Ranch Road for multi-family</td>
</tr>
<tr>
<td>NG-23</td>
<td>Construct Dalidio Drive from Madonna Road to Froom Ranch Way and Froom Ranch Way to Prefumo Creek bridge Funding Mechanism for Prado Road Overpass/ Interchange San Luis Ranch Road to Froom Ranch Way</td>
<td>Connect to 10&quot; line in San Luis Ranch Road Loop 8&quot; lines within 30x80 lots (NG-23)</td>
<td>Install 8&quot; lines internally connecting from San Luis Ranch Road</td>
<td>Connect to 6&quot; line in San Luis Ranch Road/Froom Ranch Way/Froom Ranch Way</td>
<td></td>
</tr>
<tr>
<td>NG-30</td>
<td>Madonna Road Improvements/ Internal roads</td>
<td>Connect to 10&quot; line in San Luis Ranch Road or connect to 12&quot; line in Froom Ranch Way for AG Heritage Center Connect to 8&quot; line in San Luis Ranch Road</td>
<td>Connect to 8&quot; line in San Luis Ranch Road</td>
<td>Connect to 8&quot; line in Froom Ranch Way/ San Luis Ranch Road to Dalidio Drive/ Froom Ranch Way intersection</td>
<td>Connect to 6&quot; line in San Luis Ranch Road for multi-family</td>
</tr>
<tr>
<td>Hotel</td>
<td>Internal only</td>
<td>Connect to 12&quot; line in Froom Ranch Way</td>
<td>Connect 8&quot; line in Froom Ranch Way/ San Luis Ranch Road to Dalidio Drive/ Froom Ranch Way intersection</td>
<td>Underground stormwater detention and vegetated bioswales as needed</td>
<td>Install 6&quot; line from San Luis Ranch Road/Froom Ranch Way/Froom Ranch Way/Froom Ranch Way intersection</td>
</tr>
<tr>
<td>Office</td>
<td>Obtain access easement from Madonna Shopping center owner</td>
<td>Connect to 12&quot; line in Froom Ranch Way</td>
<td>Connect 8&quot; line in Froom Ranch Way/ San Luis Ranch Road to Dalidio Drive/ Froom Ranch Way intersection</td>
<td>Underground stormwater detention and vegetated bioswales as needed</td>
<td>Install 6&quot; line from San Luis Ranch Road/Froom Ranch Way/Froom Ranch Way/Froom Ranch Way intersection</td>
</tr>
<tr>
<td>Retail</td>
<td>Dalidio Drive/Prado Road extension/ overpass timing TBD</td>
<td>Connect from Harvest Street to existing line in Dalidio Drive</td>
<td>Connect from Harvest Street to existing line in Dalidio Drive</td>
<td>Connect from Harvest Street to existing line in Dalidio Drive</td>
<td>Install 6&quot; line from San Luis Ranch Road/Froom Ranch Way/Froom Ranch Way/Froom Ranch Way intersection</td>
</tr>
</tbody>
</table>
7.6.1 Construction of Improvements

The Development Agreement requires Subdividers to construct certain improvements in addition to those “in-tract” improvements required pursuant to the subdivision map(s). Subdivider shall construct and convey to City identified infrastructure and community facilities concurrently with development of the discrete uses of the Project to be served by each infrastructure element or community facility.

7.7 Financing Strategy – Required Facilities

The San Luis Ranch Development Agreement provides a Public Facilities Financing Plan (PFFP), and outlines a funding strategy to enact the PFFP. The PFFP will outline construction and maintenance costs for required facilities and services that would be impacted by the project. The PFFP also presents strategies for bond and other public financing options.

7.7.1 Build-Out

Tables 7-10 and 7-11 outline a conceptual residential and commercial build-out scenario by year, respectively, in terms of dwelling units, square footage, and acreages. These conceptual plans are intended to provide short and long-term goals over a multi-year period; however, the actual development of the project could overlap, be out of sequence, or be concurrent, depending on market conditions (i.e., development identified to occur in a particular year could be advanced to occur in an earlier year or development that does not occur in any given year(s) may be carried over into a later year(s)). Such development has been determined to be consistent with the City’s General Plan and Growth Management Ordinance and represents the maximum total development contemplated under the Specific Plan at full buildout; though, actual buildout may occur at a lower level, depending on market conditions.

The Community Development Director may authorize the developer, in any given year, to also allow the construction of up to 50% of the units allocated to the project in the following year if the Director determines that doing so is necessary to facilitate construction of beneficial public facilities and infrastructure. The purpose of this authorization is to realize the public benefits associated with the project, mitigate known potential impacts resulting from the project, and implement development requirements, including infrastructure requirements, which the City has found to be consistent with, and not a waiver of, the requirements of the City’s Growth Management Ordinance.

7.7.2 Funding Mechanisms

The Development Agreement includes a Public Facilities Financing Plan (PFFP) and lays out the funding mechanisms to implement the Financing Plan.

The PFFP outlined in the Development Agreement may be amended separately, without amending the Specific Plan.

### Table 7-10 San Luis Ranch Residential Build-Out

<table>
<thead>
<tr>
<th>Year</th>
<th>Dwelling Units</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>196</td>
<td>8.0</td>
</tr>
<tr>
<td>2</td>
<td>86</td>
<td>15</td>
</tr>
<tr>
<td>3</td>
<td>175</td>
<td>15</td>
</tr>
<tr>
<td>4</td>
<td>123</td>
<td>4.0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>580</strong></td>
<td><strong>42</strong></td>
</tr>
</tbody>
</table>

### Table 7-11 San Luis Ranch Non-Residential Build-Out

<table>
<thead>
<tr>
<th>Year</th>
<th>Commercial</th>
<th>Office</th>
<th>Hotel + Conference Center</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Square Feet</td>
<td>Acres</td>
<td>Square Feet</td>
</tr>
<tr>
<td>1</td>
<td>50,000</td>
<td>4.00</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>50,000</td>
<td>4.00</td>
<td>25,000</td>
</tr>
<tr>
<td>3</td>
<td>50,000</td>
<td>4.00</td>
<td>25,000</td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td>25,000</td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td>25,000</td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>150,000</strong></td>
<td><strong>12.00</strong></td>
<td><strong>100,000</strong></td>
</tr>
</tbody>
</table>
Chapter 8

IMPLEMENTATION
8 IMPLEMENTATION

As introduced in Chapter 1, the implementation component of the Specific Plan provides a process and guidelines for implementation of the Plan’s goals, programs, and policies.

8.1 Implementation Plan

The following sections below outline the process for implementation of the San Luis Ranch Specific Plan.

8.1.1 Development Agreement

The development agreement is essentially a planning tool that allows public agencies greater latitude to advance local planning policies, sometimes in new and creative ways. While an alternative to the traditional development approval process, in practice it is commonly used in conjunction with it. For example, the subdividers of San Luis Ranch applied for Annexation, a Specific Plan, and a Development Agreement.

Table 8-1 Implementation Measures

<table>
<thead>
<tr>
<th>Type</th>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goal</td>
<td>1</td>
<td>A mixed-use development that fosters a sense of community.</td>
</tr>
<tr>
<td>Policy</td>
<td>1.1</td>
<td>Support multiple land uses that work to enhance the surrounding residential, open space, agriculture, and commercial uses. (See Policy 3.2)</td>
</tr>
<tr>
<td>✓ Program</td>
<td>1.1.2</td>
<td>Create zoning standards that allow for horizontal or vertical mixed use buildings in commercial areas and pedestrian and bicycle connections to integrated agriculture and open space.</td>
</tr>
<tr>
<td>Policy</td>
<td>1.2</td>
<td>Encourage an aggressive approach to parking that allows tucked-behind parking, parking courts and strategic placement of parking lots.</td>
</tr>
<tr>
<td>✓ Program</td>
<td>1.2.1</td>
<td>Create zoning standards which regulate the location of parking for residential and commercial buildings. Standards should ensure that parking lots and driveways are not the dominant visual feature from the sidewalk.</td>
</tr>
<tr>
<td>✓ Program</td>
<td>1.2.2</td>
<td>Develop flexible parking requirements, and parking alternatives which focus on meeting Specific Plan goals of walkability and connectivity within the site and to surrounding uses.</td>
</tr>
<tr>
<td>Policy</td>
<td>1.3</td>
<td>Encourage an attractive and relevant streetscape design to provide appropriate options for street development depending on the adjacent land use.</td>
</tr>
<tr>
<td>✓ Program</td>
<td>1.3.1</td>
<td>Develop guidelines for streetscape improvements including street planters, benches, and lights, as appropriate for each street type.</td>
</tr>
<tr>
<td>Policy</td>
<td>1.4</td>
<td>Promote high intensity, clustered development that promotes walking, biking, and transit use.</td>
</tr>
<tr>
<td>✓ Program</td>
<td>1.4.1</td>
<td>Cluster development on approximately 50% of site. Create street and pathway connections for multimodal use. Orient buildings to address the street.</td>
</tr>
<tr>
<td>Policy</td>
<td>1.5</td>
<td>Promote development of public open space and recreation in the form of pocket parks, neighborhood parks, parklets, and walking and biking trails.</td>
</tr>
<tr>
<td>Policy</td>
<td>1.6</td>
<td>Provide public and private open space in all residential developments. (See Policy 4.1)</td>
</tr>
</tbody>
</table>

Neither the applicant nor the public agency is required to enter into a development agreement. When they do, the allowable land uses, required infrastructure and its financing, and other terms and conditions of approval are negotiated between the parties, subject to the public agencies’ ultimate approval.

8.1.2 Goals, Policies, and Programs

The goals, policies, and programs of the Specific Plan will be enforced and implemented in private and public development within San Luis Ranch. The programs supporting the goals and policies are drawn from the previous chapters of the Specific Plan. These programs are not all intended for immediate and simultaneous enactment, but to be implemented throughout the development and future of San Luis Ranch. For potential funding sources for these programs, please see the options discussed in Chapter 7.
<table>
<thead>
<tr>
<th><strong>Goal</strong></th>
<th>2</th>
<th><strong>A community that maintains and promotes the land's agricultural heritage.</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Policy</strong></td>
<td>2.1</td>
<td>Encourage open space and agricultural uses that support a green buffer surrounding residential and commercial neighborhoods in the Plan Area.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>2.1.1</td>
<td>Dedicate 50% of the net site to open space.</td>
</tr>
<tr>
<td><strong>Policy</strong></td>
<td>2.2</td>
<td>Preserve visual prominence of the site as a gateway to the City.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>2.2.1</td>
<td>Provide public visual arts in a manner consistent with the City's policies and requirements. (See Program 2.6.1)</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>2.2.2</td>
<td>Maintain areas adjacent to Highway 101 and other scenic corridors as open space to maintain mountain views.</td>
</tr>
<tr>
<td><strong>Policy</strong></td>
<td>2.3</td>
<td>San Luis Ranch Specific Plan buildout shall protect scenic vistas from the site.</td>
</tr>
<tr>
<td><strong>Policy</strong></td>
<td>2.4</td>
<td>Strictly monitor the conversion of active agriculture to non-agricultural uses and consider the possible effects of new development on character of the community as a whole.</td>
</tr>
<tr>
<td><strong>Policy</strong></td>
<td>2.5</td>
<td>Protect associated structures such as the Dalidio Home, Laguna Race Track viewing stand, barn, and water tower.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>2.5.1</td>
<td>Evaluate historic structures on the site for purposes of preservation and protective reuse.</td>
</tr>
<tr>
<td><strong>Policy</strong></td>
<td>2.6</td>
<td>Provide agricultural resources along with destinations for visitors and local residents that will emphasize the region's agricultural economy.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>2.6.1</td>
<td>Develop an on-site farm and learning center.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>2.6.2</td>
<td>Provide opportunities for public participation in on-site agricultural activities. (See Program 2.2.1)</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>2.6.3</td>
<td>Support street closures for temporary farmers markets to attract visitors and locals.</td>
</tr>
<tr>
<td><strong>Policy</strong></td>
<td>2.7</td>
<td>Incorporate appropriate agricultural uses in public places and neighborhoods.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>2.7.1</td>
<td>Support community gardens in public places and neighborhoods that promote the principle of local food production, maintain the local agricultural tradition, and are designed and sited to be consistent with the Plan Area's character.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>2.7.2</td>
<td>Modify Community Design Guidelines to allow agricultural uses, such as fruit trees, in landscaped medians and other open areas.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>2.7.3</td>
<td>Allow diversified urban landscapes (annuals/perennials/food gardens) in front yards.</td>
</tr>
<tr>
<td><strong>Policy</strong></td>
<td>2.8</td>
<td>Promote building architectural styles that are consistent with agricultural history of the community.</td>
</tr>
<tr>
<td><strong>Goal</strong></td>
<td>3</td>
<td><strong>A community with commercial, office, and visitor serving uses that are integrated with existing and future commercial areas and neighborhoods.</strong></td>
</tr>
<tr>
<td><strong>Policy</strong></td>
<td>3.1</td>
<td>Encourage commercial, office, and visitor serving development.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>3.1.1</td>
<td>Create zoning standards to allow neighborhood and community commercial, hotel, and office uses integrated with new and existing in commercial areas.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>3.1.2</td>
<td>Allow neighborhood commercial uses in residential areas, providing residents with convenient access to daily goods and services.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>3.1.3</td>
<td>Create flexible zoning standards to accommodate a variety of shops, restaurants, services, and neighborhood retail stores.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>3.1.4</td>
<td>Create zoning standards to allow high quality over-night accommodations, including hotel with conference center, to support tourism and business functions.</td>
</tr>
<tr>
<td><strong>Policy</strong></td>
<td>3.2</td>
<td>Support land uses and development that enhance the surrounding residential, open space, agriculture, and commercial uses. (See Policy 1.1)</td>
</tr>
<tr>
<td><strong>Policy</strong></td>
<td>3.3</td>
<td>Encourage pedestrian scale development that fosters walking to and from commercial uses.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>3.3.1</td>
<td>Non-residential buildings shall provide pedestrian entryways accessible from the sidewalk, that are separate and distinct from driveways and parking lot access points.</td>
</tr>
<tr>
<td>------------</td>
<td>-------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>3.3.2</td>
<td>Commercial development adjacent to residential uses shall provide pedestrian paths to commercial centers.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>3.3.3</td>
<td>Development on long lots or blocks shall provide cut through pedestrian pathways so pedestrians do not need to traverse the perimeter of the block to access parallel streets.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>3.3.4</td>
<td>Develop minimum building frontage requirements for commercial buildings that ensure that building facades improve the visual aesthetic of the public realm.</td>
</tr>
<tr>
<td><strong>Policy</strong></td>
<td>3.4</td>
<td>Strictly monitor the possible effects of development on the downtown and surrounding businesses.</td>
</tr>
<tr>
<td><strong>Goal</strong></td>
<td>4</td>
<td>A community of diverse housing opportunities, including workforce housing.</td>
</tr>
<tr>
<td><strong>Policy</strong></td>
<td>4.1</td>
<td>Focus on traditional neighborhood design integrated with adjacent open space amenities, walkable safe streets, and pocket parks.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>4.1.1</td>
<td>Provide standards for minimum landscaping and approved plant species including street trees and drought tolerant species.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>4.1.2</td>
<td>Provide minimum lighting requirements, including shielding of commercial lighting, the type and placement of street lights, and pedestrian scale lighting.</td>
</tr>
<tr>
<td><strong>Policy</strong></td>
<td>4.2</td>
<td>Transform San Luis Ranch Specific Plan Area into a vibrant residential area.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>4.2.1</td>
<td>Create zoning standards to accommodate low density residential, medium density residential, medium-high density residential, and high density residential units.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>4.2.2</td>
<td>Amend the General Plan to allow for residential units at densities up to 87 dwelling units per acre.</td>
</tr>
<tr>
<td><strong>Policy</strong></td>
<td>4.3</td>
<td>Promote affordable, entry level, and workforce housing opportunities whenever possible.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>4.3.1</td>
<td>Conduct a study to determine affordable housing types that are economically feasible in the Plan Area.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>4.3.2</td>
<td>Allow small lot single and multi-family homes which are “affordable by design.”</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>4.3.3</td>
<td>Develop incentives, in addition to City Density Bonus standards, for projects that meet the City’s minimum affordability requirements.</td>
</tr>
<tr>
<td><strong>Policy</strong></td>
<td>4.4</td>
<td>Promote park and recreation uses throughout the Plan area to create a livable, walkable, connected neighborhood. (See Policy 5.4)</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>4.4.1</td>
<td>Create zoning standards to allow open space for recreational uses in residential zones.</td>
</tr>
<tr>
<td><strong>Goal</strong></td>
<td>5</td>
<td>A community that protects and enhances the adjacent creek and habitat.</td>
</tr>
<tr>
<td><strong>Policy</strong></td>
<td>5.1</td>
<td>Support restoration efforts for the creek and visual resource.</td>
</tr>
<tr>
<td><strong>Policy</strong></td>
<td>5.2</td>
<td>Promote development of public open space and recreation areas that have connections to and from the creek.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>5.2.1</td>
<td>Establish guidelines that provide a framework to create an attractive and sustainable landscape pattern and built environment that unifies and enhances quality of the proposed development with surrounding open space and habitats.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>5.2.2</td>
<td>Provide connection to the Bob Jones Trail and separate pedestrian paths that connect to the residential neighborhood.</td>
</tr>
<tr>
<td><strong>Policy</strong></td>
<td>5.3</td>
<td>Focus on preservation of biological and habitat resources.</td>
</tr>
<tr>
<td><strong>Program</strong></td>
<td>5.3.1</td>
<td>Identify sensitive habitats and species early in the development process.</td>
</tr>
<tr>
<td><strong>Policy</strong></td>
<td>5.4</td>
<td>Promote Park and Recreation uses throughout the San Luis Ranch Specific Plan so as to create a livable, walkable, connected neighborhood. (See Policy 4.4)</td>
</tr>
<tr>
<td><strong>Goal</strong></td>
<td>6</td>
<td>A community seamlessly integrated into the existing circulation system.</td>
</tr>
</tbody>
</table>
Policy 6.1
Apply a multimodal approach to transportation networks for the site (i.e., considering safety and mobility of all users, including pedestrians, cyclists, drivers, and transit riders).

✓ Program 6.1.1
Develop a city (potentially regional) public transit center within the Plan Area.

✓ Program 6.1.2
Provide for key pedestrian and bicycle amenities such as sidewalks, lighting, and pedestrian paths that support walkability within the Plan Area.

✓ Program 6.1.3
Provide minimum of eight feet of usable sidewalk along local, and arterial streets, arterials and collector roads to provide pedestrian linkages to commercial and employment centers including Froom Ranch Way and Prado Road.

✓ Program 6.1.4
Require new development to provide bicycle parking.

Policy 6.2
Develop a circulation system within the Plan Area that successfully interfaces with existing adjacent streets and paths.

✓ Program 6.2.1
Construct an overcrossing for Prado Road to continue over Highway 101.

✓ Program 6.2.2
Extend Froom Ranch Road to connect to Prado Road.

✓ Program 6.2.3
Provide access to the Plan Area’s residential neighborhood via Froom Ranch Way to the south and Madonna Road to the north in a manner that discourages “cut-through” traffic.

✓ Program 6.2.4
Implement an interconnected street grid, absent of dead ends or cul-de-sacs.

✓ Program 6.2.5
Provide bike paths consistent with the City’s Bicycle Master Plan.

Policy 6.3
Ensure a safe and efficient circulation system within the Plan Area.

✓ Program 6.3.1
Develop a neighborhood traffic management plan that addresses methods of enhancing pedestrian safety and ensuring an efficient transportation network.

✓ Program 6.3.2
Manage speeds of local/residential streets to ensure safety of all roadway users by utilizing narrow lane widths, shorter curb radii, and traffic calming elements such as roundabouts, specialized intersection treatment, and bulb-outs.

✓ Program 6.3.3
Provide high-visibility crosswalks at high traffic intersections.

✓ Program 6.3.4
Minimize future driveways and curb-cuts along pedestrian streets including local/residential roads.

Goal 7
A community built with architectural integrity and material sustainability.

Policy 7.1
Ensure that buildings are designed in a manner consistent with the character of the Plan Area.

✓ Program 7.1.1
Establish guidelines for: building facades, orientation and form, and materials that reflect and convey human scale and the historic traditions of the Plan Area.

Policy 7.2
Ensure buildings are constructed, operated, and maintained with sustainable materials and practices.

✓ Program 7.2.1
Maximize use of building materials that are locally resourced, require minimal mineral extraction and production, and are easily salvaged and recycled.

✓ Program 7.2.2
Support use of green roofs or other roofs specifically designed to absorb heat from the sun.

✓ Program 7.2.3
Maximize use of natural, ambient light to reduce the use of energy for lighting.

✓ Program 7.2.4
Pairing ventilation intake with a heat recovery ventilation unit to recover the thermal energy present in exhaust air and reduce conditioning requirements from incoming air.

✓ Program 7.2.5
Outfitting air-conditioned spaces with appropriate windows to prevent energy loss.
8.2 Statement of Severability

If any provision of this Specific Plan or its application to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, the invalidity shall not affect other Specific Plan provisions, clauses, or applications which can be implemented without the invalid provision, clause, or application, and to this end the provisions and clauses of the Specific Plan are declared to be severable.
Appendix A

GENERAL PLAN CONSISTENCY
Appendix B

FEIR AND SEIR MITIGATION MEASURES