

# General Plan Policies

## Land Use Element

### 1.3 Urban Edges Character

The City shall maintain a clear boundary between San Luis Obispo's urban developments and surrounding open land should be clear. Development just inside the boundary shall provide measures to avoid a stark-appearing edge between buildings in the city and adjacent open land. Such measures may include: using new or existing groves or windrows of trees, or hills or other landforms, to set the edge of development; increasing the required side-yard and rear-yard setbacks; and providing open space or agricultural transition buffers.

***Response: The urban edges for the project are outside of the URL and will be preserved with conservation easements. Along the Buckley Road frontage the west one third of the project is buffered by Tank Farm Creek. The middle third between Tank Farm Creek and Jespersion will be buffered by landscaping, a terra-formed sound wall berm and fence, and the eastern third will have substantial open space inside the URL.***

### 1.7.5 Building Design and Siting

All new buildings and structures should be subordinate to and in harmony with the surrounding landscape. The City should encourage County adoption of regulations prohibiting new structures on ridge lines or in other visually prominent or environmentally sensitive locations, and allowing transfer of development rights from one parcel to another in order to facilitate this policy.

### 1.8.2 Prime Agricultural Land

The City may allow development on prime agricultural land, if the development contributes to the protection of agricultural land in the urban reserve or greenbelt by one or more of the following methods, or an equally effective method: acting as a receiver site for transfer of development credit from prime agricultural land of equal quantity; securing for the City or for a suitable land conservation organization open space or agricultural easements or fee ownership with deed restrictions; helping to directly fund the acquisition of fee ownership or open space easements by the City or a suitable land conservation organization. Development of small parcels which are essentially surrounded by urbanization need not contribute to agricultural land protection.

***[NOTE: PORTIONS OF THE SITE MAY BE CONSIDERED PRIME BASED ON NRCS DEFINITION]***

### **1.9.2 Means of Protection**

The City shall require that open space is to be preserved either by dedication of permanent easements or transfer of fee ownership to the City, the County, or a responsible, nonprofit conservation organization.

***Response: The urban edges for the project are outside of the URL and will be preserved with conservation easements restrictive covenants, will be held by conservation groups.***

### **1.9.3 Public Access**

Areas preserved for open space should include public trail access, controlled to protect the natural resources, to assure reasonable security and privacy of dwellings, and to allow continuing agricultural operations. Public access through production agricultural land will not be considered, unless the owner agrees.

***Response: The land plan and circulation plan included public streets that side on to the Tank Farm Creek open space, and a multi-use trail provides access along the entire reach of Tank Farm Creek on the Avila Ranch site. See Policy 3.3.2.***

### **1.10.3 Phasing Residential Expansions**

Before a residential expansion area is developed, the City must have adopted a specific plan or a development plan for it. Such plans for residential expansion projects will provide for phased development, consistent with the population growth outlined in Table 3, and taking into account expected infill residential development.

***Response: Figure 10 of the Avila Ranch Development Plan shows the phasing plan. Project phasing is described on page of 17 of the Avila Development Plan.***

### **1.12.5 Required Plans**

The City shall not allow development of any newly annexed private land in any of the following annexation areas may be developed only after until the City has adopted a specific or development plan for land uses, open space protection, roads, utilities, the overall pattern of subdivision, and financing of public facilities for the area.

### **1.12.6 Development and Services**

The City shall approve development in newly annexed areas only when adequate City services can be provided for that development, without reducing the level of public services or increasing the cost of services for existing development and for buildout within the City limits.

### **1.12.7 Open Space**

The City shall require that each annexation help secure permanent protection for areas designated Open Space, and for the habitat types and wildlife corridors within the annexation area that are identified in the Conservation and Open Space Element. Properties, which are both along the urban reserve line and on hillsides, shall dedicate land or easements for about four times the area to be developed (developed area includes building lots, roads, parking and other paved areas, and setbacks required by zoning). (See also the Hillside Planning policies, Section 6.2). The following standards shall apply to the indicated areas:

Airport Area Specific Plan properties shall secure protection for any on-site resources as identified in the Conservation and Open Space Element. These properties, to help maintain the greenbelt, shall also secure open space protection for any contiguous, commonly owned land outside the urban reserve. If it is not feasible to directly obtain protection for such land, fees in lieu of dedication shall be paid when the property is developed, to help secure the greenbelt in the area south of the City's southerly urban reserve line.

***Response: The project's open space requirement is contained in Land Use Element Policy 8.3.2.6 which requires a fifty percent open space requirement, two thirds of which must be provided on site. As demonstrated in Table 2 of the Avila Ranch Development Plan, the project will have 59.9 acres of onsite open space ("Other Open Space", "Community Gardens" and "Bike Trails") and 33.1 acres of offsite open space associated with the balance of the 75-acre open space requirement for the 150 acre parcel, and the additional agricultural land preservation requirement. In total there will be 93.0 acres of open space preserved as part of the project, 62 percent of the total site area.***

***The property is not a hillside property near the URL and the 4:1 open space requirement does not apply.***

### **1.13 Costs of Growth**

The City shall require the costs of public facilities and services needed for new development be borne by the new development, unless the community chooses to help pay the costs for a certain development to obtain community-wide benefits. The City shall consider a range of options for financing measures so that new development pays its fair share of costs of new services and facilities required to serve the project.

### 2.1.6 Neighborhood Amenities

The City shall promote livability and safety for all residents. Characteristics of quality neighborhoods vary from neighborhood to neighborhood, but often include one or more of the following characteristics:

- A mix of housing type styles, density, and affordability.
- Design and circulation features that create and maintain a pedestrian scale.
- Nearby services and facilities including schools, parks, retail (e.g., grocery store, drug store), restaurants and cafes, and community centers or other public facilities.
- A tree canopy and well-maintained landscaping.
- A sense of personal safety (e.g., low crime rate, short police and emergency response times).
- Convenient access to public transportation.
- Well-maintained housing and public facilities.

***Response: The project will include a mix of housing types, styles, density and affordability. Policies 4.2.5 through 4.2.8 of the amended AASP describe the housing types to be provided in the Avila Ranch area. Policy 4.2.12 describes the affordable housing policy for the project that will result in the provision of low, moderate, workforce, and above moderate income housing. Architectural guidelines contained in Goal 5.9 of the Amended AASP's Goal 5.9 provides for the architectural treatment of the structures on Avila Ranch.***

***Safety issues will be addressed through a combination of onsite and offsite improvements and design features that promote defensible space strategies. Policy 7.9.1 through 7.9.4 describe the actions to be taken to ensure the adequate of public safety facilities, including road connections, interim improvements site, and establishment of a financing mechanism for needed facilities.***

***Amended AASP Policy 4.3.5 promotes public transportation and alternative transportation modes will be promoted by the extension of Transit Route 2 to the project site, installation of transit stops at Earthwood/Venture and the Town Center, and extension of the multiuse trails and bike paths through the project. R3 and R4 portions of the project are located near the transit facilities.***

***Maintenance of the public facilities is described Section 8.4.2 and Table 8-2 of the amended AASP Public Facilities Financing Framework.***

### 2.2.3 Residential Next to Non-residential

In designing development at the boundary between residential and non-residential uses, the City shall make protection of a residential atmosphere the first priority.

***Response: The project site abuts the Suburban Road business park to the north and vacant M-1 zoned BP zoned property to the northwest. Policy 4.2.8 requires that the R-4 units be designed so that the***

*sleeping and living units are buffered by car ports and other non-living spaces (e.g., recreational facilities, community buildings).*

#### **2.2.4 Street Access**

The City shall ensure new residential developments and redevelopments involving large sites, should be designed to orient low-density housing to local access streets, and medium- or high-density housing to driveways accessible from collector streets. Major arterials through residential areas shall provide only limited private access or controlled street intersections.

***Response: The project does not include arterials through residential areas. A Residential Collector is located along the east-west axis of the project site, connecting to Buckley Road. No direct access is permitted (except by public safety vehicles, and all access to residential portions of the project are from side streets which connect to the Residential Collector. The R3 and R4 portions of the project are located near the Residential Collector. All access to the R1 and R2 portions of the site are from Local Streets.***

#### **2.2.5 Neighborhood Pattern**

The City shall require that all new residential development be integrated with existing neighborhoods. Where physical features make this impossible, the new development should create new neighborhoods.

#### **2.2.6 Housing and Businesses**

The City shall encourage mixed use projects, where appropriate and compatible with existing and planned development on the site and with adjacent and nearby properties. The City shall support the location of mixed use projects and community and neighborhood commercial centers near major activity nodes and transportation corridors / transit opportunities where appropriate.

***Response: The project proposes up to 35,000 square feet of neighborhood commercial uses in conformance with Land Use Policy 8.3.2.2. An alternative to be considered as part of the project includes additional business park uses, up to 250,000 square feet. The project site is near existing shopping, offices, employment areas, and community services. Those elements do not need to be duplicated on the project site.***

#### **2.2.7 Natural Features**

The City shall require residential developments to preserve and incorporate as amenities natural site features, such as land forms, views, creeks, wetlands, wildlife habitats, wildlife corridors, and plants.

***Response: The Tank Farm Creek corridor is the principal design feature of the site. It will be augmented by connecting it to the Chevron open space area. This open space corridor will include***

***bike trails, adjacent mini-parks and a neighborhood park. Amended AASP policies 3.2.5, 3.2.10, 3.2.14 and 3.3.9 address the preservation, improvement and use of the onsite open space.***

#### **2.2.10 Site Constraints**

The City shall require new residential developments to respect site constraints such as property size and shape, ground slope, access, creeks and wetlands, wildlife habitats, wildlife corridors, native vegetation, and significant trees.

***Response: The project has taken into consideration the required creek setbacks, open space requirements, airport land use compatibility guidelines established in the Airport Land Use Plan, wetlands, and other features. Table 1 of the Avila Ranch Development Plan summarizes the impacts and proposed mitigations associated with the realignment of Tank Farm Creek, and the overall development of the project. Proposed mitigations are in excess of state and federal agency requirements. Development and improvement of the Tank Farm Creek corridor will enhance its biotic value.***

#### **2.2.11 Residential Project Objectives**

Residential projects should provide:

- A. Privacy, for occupants and neighbors of the project;
- B. Adequate usable outdoor area, sheltered from noise and prevailing winds, and oriented to receive light and sunshine
- C. Use of natural ventilation, sunlight, and shade to make indoor and outdoor spaces comfortable with minimum mechanical support.
- D. Pleasant views from and toward the project;
- E. Security and safety.
- F. Bicycle facilities consistent with the City's Bicycle Plan;
- G. Adequate parking and storage space;
- H. Noise and visual separation from adjacent roads and commercial uses. (Barrier walls, isolating a project, are not desirable. Noise mitigation walls may be used only when there is no practicable alternative. Where walls are used, they should help create an attractive pedestrian, residential setting through features such as setbacks, changes in alignment, detail and texture, places for people to walk through them at regular intervals, and planting.)
- I. Design elements that facilitate neighborhood interaction, such as front porches, front yards along streets, and entryways facing public walkways.
- J. Buffers from hazardous materials transport routes, as recommended by the City Fire Department.

***Response: The project complies with the policy in the following ways:***

**Privacy, for occupants and neighbors of the project.** Goals 5.8 through 5.11 of the amended AASP and the associated guidelines provide for the architectural design of the project. Final unit and site design will be subject to ARC review.

**Adequate usable outdoor area, sheltered from noise and prevailing winds, and oriented to receive light and sunshine.** Goals 5.8 through 5.11 of the amended AASP and the associated guidelines provide for the architectural design of the project. Final unit and site design will be subject to ARC review.

**Use of natural ventilation, sunlight, and shade to make indoor and outdoor spaces comfortable with minimum mechanical support.** Goals 5.8 through 5.11 of the amended AASP and the associated guidelines provide for the architectural design of the project. Final unit and site design will be subject to ARC review.

**Pleasant views from and toward the project.** The design of the roadways and the orientation of the buildings preserves view of the surrounding agricultural area, and of the Tank Farm Creek corridor. Streets are designed to side-on to the corridor so that building do not block the views of this amenity. The Residential Collector has been designed so that residential units front on to this street, but have individual driveway access from a Local Street, creating a residential street scene that is essentially devoid of garages or driveway access. Further, Goal 5.7 of the amended AASP and its associated guidelines provide for the preservation of key scenic features.

**Security and safety.**

**Bicycle facilities consistent with the City's Bicycle Plan.** Pedestrian and Bicycle Facilities are identified in Policy 6.4.8 of the amended AASP.

**Adequate parking and storage space.** Parking will be in compliance with the City Zoning Regulations and Policy 4.4.5 of the amended AASP.

**Noise and visual separation from adjacent roads and commercial uses.** Noise mitigation will be required along the residential units located between Jespersion and Tank Farm Creek which back onto Buckley Road. Additional terraforming/berming will be made to create a natural looking landscape sound wall.

**Design elements that facilitate neighborhood interaction.** The project has a liberal use of R2 units which allow the garage unit to be oriented to a common drive away from the street front. Local and Collector streets are intended to have residential units fronting. In selected areas, a "paseo" is provided along the common side yards creating a small "pocket neighborhoods". See Building Design Standards in the Avila Development Plan.

### 3.0.2 Access

The City shall require that commercial and industrial uses have access from arterial and collector streets, and be designed and located to avoid increasing traffic on residential streets.

### 3.0.2 Residential Area

Except for neighborhood-oriented services and commercial uses, the City shall prohibit the expansion of commercial centers and industrial uses into adjacent residential areas.

### 3.2.1 New or Expanded Areas of Neighborhood Commercial Use

The City shall provide for new or expanded areas of neighborhood commercial uses that:

- A. Are created within, or extended into, nonresidential areas adjacent to residential neighborhoods;
- B. Provide uses to serve nearby residents, not the whole city;
- C. Have access from arterial streets, and not increase traffic on residential streets;
- D. Have safe and pleasant pedestrian access from the surrounding service area, as well as good internal circulation;
- E. Are designed to be pedestrian-oriented, and architecturally compatible with the adjacent neighborhoods being served. Pedestrian-oriented features of project design should include:
  - i. Off-street parking areas located to the side or rear of buildings rather than between buildings and the street;
  - ii. Landscaped areas with public seating; and
  - iii. Indoor or outdoor space for public use, designed to provide a focus for some neighborhood activities.

***Response: The Neighborhood Commercial portion of the project will be provided in a Town Center format, with direct access to the Residential Collector, transit and all project neighborhoods. Page 32 of the Avila Development Plan, Policy 4.2.11 of the amended AASP, and Design Goal 5.9 provide design guidance for this land use.***

### 6.4.1 Creek and Wetlands Management Objectives

The City shall manage its lake, creeks, wetlands, floodplains, and associated wetlands to achieve the multiple objectives of:

- A. Maintaining and restoring natural conditions and fish and wildlife habitat;
- B. Preventing loss of life and minimizing property damage from flooding;
- C. Providing recreational opportunities which are compatible with fish and wildlife habitat, flood protection, and use of adjacent private properties.

- D. Recognizing and distinguishing between those sections of creeks and Laguna Lake which are in urbanized areas, such as the downtown core, and sections which are in largely natural areas. Those sections already heavily impacted by urban development and activity may be appropriate for multiple use whereas creeks and lakeshore in a more natural state shall be managed for maximized ecological value.

***Response: The Conservation and Resource Management Framework policies in the amended AASP address the above issues.***

#### **6.4.3 Amenities and Access**

The City shall require new public or private developments adjacent to the lake, creeks, and wetlands to respect the natural environment and incorporate the natural features as project amenities, provided doing so does not diminish natural values. Developments along creeks should include public access across the development site to the creek and along the creek, provided that wildlife habitat, public safety, and reasonable privacy and security of the development can be maintained, consistent with the Conservation and Open Space Element.

***Response: The project has taken into consideration the required creek setbacks, open space requirements, airport land use compatibility guidelines established in the Airport Land Use Plan, wetlands, and other features. Table 1 of the Avila Ranch Development Plan summarizes the impacts and proposed mitigations associated with the realignment of Tank Farm Creek, and the overall development of the project. Proposed mitigations are in excess of state and federal agency requirements. Development and improvement of the Tank Farm Creek corridor will enhance its biotic value. The design of the roadways and the orientation of the buildings preserves view of the surrounding agricultural area, and of the Tank Farm Creek corridor. Streets are designed to side-on to the corridor so that buildings do not block the views of this amenity. The Residential Collector has been designed so that residential units front on to this street, but have individual driveway access from a Local Street, creating a residential street scene that is essentially devoid of garages or driveway access. Further, Goal 5.7 of the amended AASP and its associated guidelines provide for the preservation of key scenic features.***

#### **6.4.5 Porous Paving Runoff Reduction and Groundwater Recharge**

The City shall encourage the use of methods to facilitate rainwater percolation for roof areas and outdoor hardscaped areas where practical, to reduce surface water runoff and aid in groundwater recharge.

#### 6.4.6 Development Requirements

The City shall encourage project designs that minimize drainage concentrations and impervious coverage and avoid floodplain areas and, where feasible, any channelization shall be designed to provide the appearance of a natural water course.

***Response: The project will be subject to the Water Board's Low Impact Development requirements. Part of those requirements include water quality subbasins to cleanse the water before final disposal into Tank Farm Creek. These subbasins are to be scattered throughout the development based on sub-area drainage needs. The rechannelization of Tank Farm Creek to its original water course will be in conformance with California Fish and Wildlife and Army Corp of Engineer's requirements. It will include riparian plantings. This work will directed by a professional biologist with experience in wetland creation and restoration per amended AASP Policy 3.2.8. AASP Policies 3.2.4 through 3.2.7 will guide this effort.***

#### 6.4.7 Discharge of Urban Pollutants

The City shall require appropriate runoff control measures as part of future development proposals to minimize discharge of urban pollutants (such as oil and grease) into area drainages.

***Response: The project will be subject to the Water Board's Low Impact Development requirements. Part of those requirements include water quality sub-basins to cleanse the water before final disposal into Tank Farm Creek.***

#### 6.4.8 Erosion Control Measures

The City shall require adequate provision of erosion control measures as part of new development to minimize sedimentation of streams and drainage channels.

***Response: The project will be subject to the Water Board's Low Impact Development requirements. Part of those requirements include water quality sub-basins to cleanse the water before final disposal into Tank Farm Creek. The project's improvement plans will include an erosion control plan as required by City Improvement Standard 1010.***

#### 6.5.4 Evaluate Use of Financing Districts

The City shall evaluate the feasibility of establishing a financing district or districts to address flood concerns in affected areas. Cost and benefits will be weighed in relation to the cost of flood insurance for affected property owners.

***Response: The Public Facility Finance Framework includes an evaluation and recommendations on the usage of financing districts for construction and maintenance of Avila Ranch Development Plan facilities.***

### **7.3.3 Airport Land Use Plan**

Land use density and intensity shall carefully balance noise impacts and the progression in the degree of reduced safety risk further away from the runways, consistent with California Airport Land Use Planning Handbook guidelines. The City shall use the Airport Master Plan forecasts of aviation activity as a reasonably foreseeable projection of ultimate aviation activity sufficient for long-term land use planning purposes.

***Response: amended AASP Goal 4.1.9, Policies 4.3.2, 4.3.3, and 4.3.4 provide for the development of the project site in conformance with the Airport Land Use Plan and the City's ACOS. A preliminary application was submitted to the Airport Land Use Commission and a preliminary determination was made that it was consistent with the ALUP. A formal determination will be made as part of the entitlement process.***

### **7.3.5 Greenbelt Protection**

The City shall ensure annexation of the Airport Area Specific Plan is consistent with the growth management objectives of maintaining areas outside the urban reserve line in rural, predominantly open space uses. Annexation shall not take effect unless the annexed area helps protect an appropriate part of the greenbelt near the Airport Area, through one or more of the following methods:

- A. Dedicating an open-space easement or fee ownership to the City or to a responsible land-conservation organization.
- B. Paying fees to the City in-lieu of dedication, which that shall be used within a reasonable time to secure greenbelt open space near the Airport Area.

***Response: The project's open space requirement is contained in Land Use Element Policy 8.3.2.6 which requires a fifty percent open space requirement, two thirds of which must be provided on site. As demonstrated in Table 2 of the Avila Ranch Development Plan, the project will have 59.9 acres of onsite open space ("Other Open Space", "Community Gardens" and "Bike Trails") and 33.1 acres of offsite open space associated with the balance of the 75-acre open space requirement for the 150 acre parcel, and the additional agricultural land preservation requirement. In total there will be 93.0 acres of open space preserved as part of the project, 62 percent of the total site area.***

### **7.3.6 Internal Open Space**

The City shall ensure that areas designated for urban uses in the Airport Area Specific Plan, but not necessarily each parcel, should include open areas as site amenities and to protect resources, consistent

with the Conservation and Open Space Element. In addition, the City shall ensure wildlife corridors across the Airport Area shall be identified and preserved.

***Response: The Tank Farm Creek corridor is the principal design feature of the site. It will be augmented by connecting it to the Chevron open space area. This open space corridor will include bike trails, adjacent mini-parks and a neighborhood park. Amended AASP policies 3.2.5, 3.2.10, 3.2.14 and 3.3.9 address the preservation, improvement and use of the onsite open space.***

### **7.3.11 Open Space Dedication and In-lieu Fees**

In approving development proposals, the City will assure that Airport Area properties noted in the Airport Area Specific Plan secure protection for any on-site resources as identified in the Conservation and Open Space Element. These properties, to help maintain the greenbelt, shall also secure open space protection for any contiguous, commonly owned land outside the urban reserve. If it is not feasible to directly obtain protection for such land, fees in lieu of dedication shall be paid when the property is developed, to help secure the greenbelt in the area south of the City's southerly urban reserve line. The City shall set fee levels that would be appropriate in-lieu of open space dedication.

***Response: The project's open space requirement is contained in Land Use Element Policy 8.3.2.6 which requires a fifty percent open space requirement, two thirds of which must be provided on site. As demonstrated in Table 2 of the Avila Ranch Development Plan, the project will have 59.9 acres of onsite open space ("Other Open Space", "Community Gardens" and "Bike Trails") and 33.1 acres of offsite open space associated with the balance of the 75-acre open space requirement for the 150 acre parcel, and the additional agricultural land preservation requirement. In total there will be 93.0 acres of open space preserved as part of the project, 62 percent of the total site area. No additional open space is required. There are no contiguous properties outside of the project area that are owned by the Avila Ranch developers/owners***

### **8.3.2.1 Specific Plan / General Plan Amendment**

The City shall require the completion and approval of a specific plan and associated General Plan Amendment prior to annexation (if applicable) and development of land within an area designated as a Specific Plan Area on Figure 10. The required General Plan Amendment will modify the General Plan and Use Diagram to reflect the land use diagram from the approved specific plan, based on the land uses listed under "Performance Standards" for each site.

For each specific plan site identified in this section, the location, purpose and performance standards for that site are defined. The performance standards section defines the following standards that must be met as part of the specific plan submitted for each site.

- Type. This defines the basic type of use being described.
- Designations Allowed: This defines the standard General Plan designations that can be used to describe the development proposed. See Table 1 for ranges allowed.
- % of Site: This defines the percent of each site dedicated to open space (using the gross project site).
- Minimum: This provides a minimum development assumed for each site. For residential and commercial types, these are not considered requirements, and a number lower than that shown can be proposed.
- Maximum: In order to exceed the minimum development for a given site, transfer of development credits or other permanent protection of open space would be provided. Development credits would be transferred from areas in the city, the urban reserve, or the greenbelt where development would be less appropriate, generally those designated conservation/open space or, on the County's map, agriculture or rural lands.

The performance standards listed are to supplement other City requirements, standards, and Zoning Code requirements. If a conflict occurs, the most stringent standard shall apply.

***Response: The property was annexed in 2008 based on the approval for the Airport Area Specific Plan in 2005. Land Use Policy 8.3.2.6 SP-4, specifies the performance requirements applicable to the project site.***

### **8.3.2.2 Specific Plan Content**

All specific plans prepared for a Specific Plan Area must meet the requirements of State law and be comprised of four planning frameworks. Within each framework, the specific plan will provide the goals and policies that will guide future decisions on projects within the specific plan area. The plan will also include a detailed implementation plan that will identify responsibilities, financing requirements, and phasing / timing.

The Land Use Framework will include the proposed land use pattern, actual development densities in each subarea on the project site, and development phasing. The framework will also include specifics on development standards. The Specific Plan prepared will provide complete guidance on the land use provisions that will guide future development within the Planning Area. At a minimum, these provisions will address the following topics. In consultation with City staff, other topics may be required depending on site specific needs.

Land Use Classification. A land use classification system that clearly identifies the uses that may be allowed in each subarea. Based on the land use designations listed under “Performance Standards” section for each site, the specific plan will provide further details on development standards for each subarea. This classification system would use clear terminology to define and further describe allowable uses. Both the land use classification system and the uses allowed within the various subareas will provide for an overall mix of uses.

***Response: The land use classification system is contained in Section 4.2 of the amended AASP policies.***

General Site Planning and Development Standards. These standards will specify the requirements that would be applied to all development and land uses regardless of the applicable land use designation. These would address, as appropriate, sensitive resources; site access requirements; energy efficiency; fences, walls, hedges, buffers, and other screening; noise regulations; outdoor lighting standards; performance standards (e.g., air quality, glare, vibration, etc.), undergrounding of utilities; and other similar topics. Planning should also address how the development will be designed to enhance compatibility with adjacent properties.

***Response: The site planning and development standards are contained in Section 4.4 of the amended AASP.***

Development Standards. Development standards for each land use designation (e.g., building forms, design objectives, land use objectives, height limitations, setback requirements, site coverage requirements, etc.) will be organized in tables and graphically illustrated wherever possible.

***Response: The site planning and development standards are contained in Section 4.4 of the amended AASP. They are also contained in the Building and Design Standards in the Avila Ranch Development Plan, including Figures 16, 17 and 18.***

Housing Mix. The specific plan will discuss the proposed mix of housing types within the area. In keeping with the City’s Housing Element, affordable housing requirements and density bonus provisions and related incentives will be incorporated as appropriate. A key to the housing component will be to incorporate a mix of housing types, and to provide phasing mechanisms that ensure to the City the development of this housing mix as a part of each phase of the project.

***Response: Table 2 of the Avila Ranch Development Plan shows the planned housing mix for the project site. Section 4.2.12 further addresses affordable housing requirements and compliance and the mix of housing. Policies 4.2.6, 4.2.7 and 4.2.8 address housing mix and affordable housing requirements.***

The Design Framework will provide detailed design guidelines that will be used as the specific plan is implemented / developed. The purpose of these guidelines will be to establish the expected level of design within the area while still maintaining project flexibility and innovation. The objective of this framework is not to dictate a specific design, but to establish design expectations. The design guidelines will be illustrated to help explain the intent and expectations. This part of the Specific Plan will also incorporate detailed landscaping standards.

***Response: Section 5.0 of the amended AASP includes the Design Framework.***

The Design Framework will also provide guidance on the integration of the streetscape into the overall project design. The framework will define public improvements and the public rights-of-way to define the overall character of the streetscape.

***Response: Goal 5.8 includes guidelines for creation of attractive gateways. The Avila Ranch Development Plan, including Figures 13, 14 and 15 illustrate the functional portions of the roads and the interface of the roads with adjacent urban and open space areas.***

The Circulation Framework will include the proposed circulation network system elements, design standards, and system phasing. This framework will address all modes of circulation as well as parking and loading standards if different from the standard City requirements.

***Response: Section 6.0 includes the goals and policies for the amended AASP, including connectivity, transit, bike and pedestrian policies, commercial/industrial streets, and residential streets.***

The Infrastructure/Public Facilities Framework will cover infrastructure requirements (water, sewer, storm drainage, electricity, natural gas, and communications) as well as parkland, schools, and other public facilities. For infrastructure, the framework will address the proposed trunk infrastructure system improvements and system phasing necessary to support implementation of the land use plan and financing mechanisms to implement planned facilities.

***Response: Section 7 of the amended AASP includes the Infrastructure/Facilities Framework, including goals, policies and standards for storm drainage, water, water conservation, wastewater, energy, telecommunications, high speed data access, public safety, and parks. Section 8.0 of the amended AASP includes a Public Facilities Financing Framework to financing and maintain the facilities.***

#### **8.3.2.6 SP-4, Avila Ranch Specific Plan Area**

Location: Avila Ranch is located on the north side of Buckley Road at the far southern edge of the City of San Luis Obispo. The three parcels that make up the Avila Ranch area comprise approximately 150 acres. The entire site is located within the Airport Area Specific Plan.

Purpose: This area will be developed as primarily a residential neighborhood development with supporting neighborhood commercial, park, recreation facilities, and open space/resource protection. Within the project, emphasis should be on providing a complete range of housing types and affordabilities. The specific plan for this area should consider and address the following land use and design issues:

- a. Provision of a variety of housing types and affordability levels.  
***Response: Table 2 of the Avila Development Plan shows the mix of residential units, including 354 R2 units, 68 R1 units, 178 R3 units and 129 R4 units. R2 units will include a mix of small lot 4-packs and 6-packs, cluster development, and pocket neighborhoods. R4 units will be principally stacked flats, and the R3 units are intended to be a mix of townhomes and larger stack-flat units. Section 4.2.12 further addresses affordable housing requirements and compliance and the mix of housing. Policies 4.2.6, 4.2.7 and 4.2.8 address housing mix and affordable housing requirements.***
  
- b. Modification of the Airport Area Specific Plan to either exclude this area or designate it as a special planning area within the Airport Area Specific Plan.  
***Response: The AASP will be amended with additional policies as described in the amended AASP, and the special development requirements in the Avila Ranch Development Plan.***
  
- c. Provision of buffers along Buckley Road and along eastern edge of property from adjacent agricultural uses.  
***Response: The eastern edge of the property includes a 150-foot open space buffer, and the Buckley Road frontage includes a 300-foot buffer.***
  
- d. Provision of open space buffers along northern and western boundaries to separate this development from adjacent service and manufacturing uses.  
***Response: Residences adjacent to the service and manufacturing uses to the west and to the north will be buffered by the location of onsite parking facilities (carports, drive aisles, non-living portions of the building) and other methods. The northern boundary includes a 20-30 foot open space/drainage buffer that will serve to convey existing storm drainage to Tank Farm Creek, which will be landscaped. Solid fencing and potentially block walls will be placed between these uses. Noise studies indicate that there is not a significant noise impact from stationary noise sources along Suburban.***
  
- e. Provision of open space buffers and protections for creek and wildlife corridor that runs through property.

**Response: Site plan demonstrates a widening of the riparian corridor, replacement of any removed riparian assets and connection of the Tank Farm Creek to the Chevron open space.**

- f. Safety and noise parameters described in this General Plan and the purposes of the State Aeronautics Act; or other applicable regulations relative to the San Luis Obispo Regional Airport.

**Response: Project has been designed in compliance the Airport Land Use Plan. ALUC has review the preliminary design and endorsed the location of the safety zones, noise contours and the general conformity of the project with the ALUP. The Avila Ranch ALUP Pre-application demonstrates compliance with the ALUP policies and standards.**

- g. Participation in enhancement to Buckley Road and enhancement of connection of Buckley Road to South Higuera Street.

**Response: Buckley Road has been included as part of the project description with principal financing from the project. See the Section 8 of the amended AASP policies. Buckley's cross section and amenities will vary depending on the location and constraints. See Avila Ranch Development Plan for cross sections at various points.**

- h. Appropriate internal and external pedestrian, bicycle, and transit connections to the City's circulation network.

**Response: There are connections to the Suburban Road via Earthwood and Horizon (future), as well as connection of the project's Residential Collector to Vachell and Buckley. Transit stops are planned at Earthwood/Venture and at the Town Center. Bicycle connections will be made from the South Higuera to the northern property line at the Chevron open space.**

- i. Implementation of the City's Bicycle Transportation Plan including connections to the Bob Jones Trail.

**Response: There are connections to the Suburban Road via Earthwood and Horizon (future), as well as connection of the project's Residential Collector to Vachell and Buckley. Transit stops are planned at Earthwood/Venture and at the Town Center. Bicycle connections will be made from the South Higuera to the northern property line at the Chevron open space.**

- j. Water and wastewater infrastructure needs as detailed in the City's Water and Wastewater Master Plans. This may include funding and/or construction of a wastewater lift station.

**Response: A wastewater lift station/force main is proposed in conformance with the wastewater master plan, with routing through Earthwood to Tank Farm Road. The Avila Ranch Development Plan water master plan uses the Residential Collector as the location for mains.**

- k. Fire protection and impacts to emergency response times.

**Response: Section 7.9.1 of the amended AASP describes the following strategies to address fire protection response times: 1) development of a community facilities district to fund construction operation of a new fire station; 2) interim improvements on the project site at Earthwood and Venture; and, new connections to Suburban (and indirectly Tank Farm Road) to improve response times.**

- l. Architectural design that relates to the pastoral character of the area and preserves view of agrarian landscapes.

**Response: Goal 5.9 describes the architectural guidelines for the project site including, that the Town Center "...shall have an "agrarian" or "pastoral" theme as recommended by LUCE Policy 8.3.2.6. This can be accomplished by the usage of Modern Barn Architecture, Rustic Barn Architecture or contemporary barn elements. Other agricultural elements may also be used such as Aeromotor windmills and battered wall water tower if consistent with the height limitations in the SLO Zoning Ordinance and the ALUP. [Otherwise] no specific architectural style is preferred for the residential portion of the Avila Ranch project."**

- m. Provision of a neighborhood park.

**Response: According to Table 2 of the Avila Development Plan the projected residential population on the project site is 1,450 persons. This will create a park requirement of 15 acres. The neighborhood, mini-park and pocket park facilities on the project site will total 19.7 acres. A contribution to community wide facilities of 1.5 acres in equivalent improvements will also be made. A central 9.3- acre (7.5 acre minimum per the Parks and Recreation Element) neighborhood park will be provided which fronts on the Residential Collector.**

Performance Standards: This specific plan shall meet the following performance standards.

Type	Designations	Allowed % of Site	Minimum	Maximum	<b>Project</b>
	Residential LDR				<b>68</b>
	MDR				<b>354</b>
	MHDR				<b>178</b>
	HDR				<b>129</b>
	Total	500	700		<b>729<sup>1</sup></b>
	<sup>1</sup> with assumed density bonus				
Commercial	NC		15,000 SF	25,000 SF	<b>35,000</b>
Open Space /Agriculture	OS				
	AG				
		Minimum	75.0 acres (50.0%)		
		Minimum Onsite	50.0 acres (33.3%)		
		Onsite	59.9 acres (39.9%)		
		Offsite	93.0 acres (62.0%)		

## Circulation Element

### **3.0.2 City Bus Service**

The City shall improve and expand city bus service to make the system more attractive, convenient and accessible for everyone. Transit services owned and operated by the City shall endeavor to maintain and improve all system-side transit standards identified in the City's Short Range Transit Plan.

**Response:** *See Policy 4.3.5 and Goal 6.1.C of the amended AAASP.*

### **4.0.4 New Development**

The City shall require that new development provide bikeways, secure bicycle storage, parking facilities and showers, consistent with City plans and development standards. When evaluating transportation impacts, the City shall use a Multimodal Level of Service analysis.

Response:

### **5.0.3 New Development**

New development shall provide sidewalks and pedestrian paths consistent with City policies, plans, programs and standards.

### **Policy 6.0.C Multimodal Priorities**

In addition to maintaining minimum levels of service, multimodal service levels should be prioritized in accordance with the established modal priorities designated in Table 3, such that construction, expansion, or alteration for one mode should not degrade the service level of a higher priority mode. Priority for residential collectors and neighborhoods: 1. Pedestrians, 2. Bicycles, 3. Vehicle and, 4. Transit.

### **6.0.5 Policy Mitigation**

For significant impacts, developments shall be responsible for their fair share of any improvements required. Potential improvements for alternative mode may include, but are not limited to:

- a. Pedestrian: Provision of sidewalk, providing or increasing a buffer from vehicular travel lanes, increased sidewalk clear width, providing a continuous barrier between pedestrians and vehicle traffic, improved crossings, reduced signal delay, traffic calming, no right turn on red, reducing intersection crossing distance.

- b. Bicycle: Addition of a bicycle lane, traffic calming, provision of a buffer between bicycle and vehicle traffic, pavement resurfacing, reduced number of access points, or provision of an exclusive bicycle path, reducing intersection crossing distance.
- c. Transit: For transit-related impacts, developments shall be responsible for their fair share of any infrastructural improvements required. This may involve provision of street furniture at transit stops, transit shelters, and/or transit shelter amenities, pullouts for transit vehicles, transit signal prioritization, or exclusive transit lanes.

#### **6.0.6 City Review**

When new projects impact the existing circulation system, the City shall review the effectiveness and desirability of “direct fix” mitigation improvements to address MMLOS impacts. Where a significant impact is found, alternative system-wide project mitigations may be submitted for consideration to the City in accordance with the modal priorities established in Policy 6.0.2C. Exceptions shall be based on the physical conditions of the right-of-way to support additional improvements. If the right-of-way in question cannot address on-site mitigation, appropriate off-site improvements that have direct nexus to and effectively address the specific impacts created by the project may be considered.

#### **8.0.6 Non-Infill Development**

In new, non-infill developments, dwellings shall be set back from Regional Routes and Highways, Parkway Arterials, Arterials, Residential Arterials, and Collector streets so that interior and exterior noise standards can be met without the use of noise walls.

#### **9.0.1 New Development**

The City shall require that new development assumes its fair share of responsibility for constructing new streets, bike lanes, sidewalks, pedestrian paths and bus turn-outs or reconstructing existing facilities.

#### **15.0.2 Development Along Scenic Routes**

The City will preserve and improve views of important scenic resources from streets and roads. Development along scenic roadways should not block views or detract from the quality of views.

- A. Projects, including signs, in the viewshed of a scenic roadway should be considered as "sensitive" and require architectural review.
- B. Development projects should not wall off scenic roadways and block views.
- C. As part of the city's environmental review process, blocking of views along scenic roadways should be considered a significant environmental impact.
- D. Signs along scenic roadways should not clutter vistas or views.

- E. Street lights should be low scale and focus light at intersections where it is most needed. Tall light standards should be avoided. Street lighting should be integrated with other street furniture at locations where views are least disturbed. However, safety priorities should remain superior to scenic concerns.
- F. Lighting along scenic roadways should not degrade the nighttime visual environment and night sky per the City's Night Sky Preservation Ordinance.

## Safety Element

### 2.1 Policy S: Flood Hazard Avoidance and Reduction

- A. The City will develop and carry out environmentally sensitive programs to reduce or eliminate the potential for flooding in previously developed, flood-prone areas of the city.
- B. The City should allow flood waters to move through natural channels. Flow should be accommodated by removing debris and man-made obstructions.  
The City recognizes that many natural channels cannot contain runoff from a storm greater than a 25-year event. Areas flooded by storms as large as a 100-year event will be mapped.
- C. No new building or fill should encroach beyond, or extend over, the top-of-bank of any creek.
- D. Within predominantly developed areas (such as downtown) infill, remodel, and replacement projects should not displace more flood water than previous structures on the site or in the vicinity. Commercial buildings may be floodproofed where providing floor levels above the 100-year storm flow is not appropriate due to adjacent improvements. New infill buildings may be required to have greater setbacks than their older neighbors.
- E. Within new development areas, such as the potential expansion areas shown in Figure 2 of the Land Use Element, substantial displacement of flood waters should be avoided by:
  - 1. Keeping a substantial amount of flood-prone land in the vicinity as open space;
  - 2. Enlarging man-made bottlenecks, such as culverts, which contribute to flood waters backing up from them;
  - 3. Accommodating in such places uses which have relatively low ratios of building coverage to site area, for which shallow flooding of parking and landscape areas would cause minimum damage.
  - 4. Requiring new buildings to be constructed above the 100-year flood level.
- F. Creek alterations shall be considered only if there is no practical alternative, consistent with the Conservation and Open Space Element.
- G. Development close to creeks shall be designed to avoid damage due to future creek bank erosion. Property owners shall be responsible for protecting their developments from damage caused by future bank loss due to flood flows.

### 3.0 Adequate Fire Services

Development shall be approved only when adequate fire suppression services and facilities are available or will be made available concurrent with development, considering the setting, type, intensity, and form of the proposed development.

***Response: Section 7.9.1 of the amended AASP describes the following strategies to address fire protection response times: 1) development of a community facilities district to fund construction operation of a new fire station; 2) interim improvements on the project site at Earthwood and Venture; and, new connections to Suburban (and indirectly Tank Farm Road) to improve response times.***

#### **8.0 Policy: Uses in the Airport Land Use Plan Area**

Development should be permitted only if it is consistent with the requirements of the California State Aeronautics Act (Public Utilities Code §21670, et. seq.), guidance from the California Airport Land Use Planning Handbook, other related federal and state requirements relating to airport land use compatibility planning, and the San Luis Obispo County Regional Airport Land Use Plan unless the City overrules a determination of inconsistency in accordance with Section 21676.5 et. seq. of the Public Utilities Code. San Luis Obispo County Airport Land Use Plan. Prospective buyers of property that is subject to airport influence should be so informed.

***Response: Project has been designed in compliance the Airport Land Use Plan. ALUC has review the preliminary design and endorsed the location of the safety zones, noise contours and the general conformity of the project with the ALUP. The Avila Ranch ALUP Pre-application demonstrates compliance with the ALUP policies and standards.***

## Conservation and Open Space Element

### 2.3.3 Alternative transportation/land use strategies

Implement public transit-, bicycle- and pedestrian-oriented land use and design strategies in new development, as described in the Land Use and Circulation Elements of the General Plan to reduce the number of single-occupant trips in fossil-fueled vehicles.

### 4.3.6 Energy efficiency and Green Building in new development.

The City shall encourage energy-efficient “green buildings” as certified by the U.S. Green Building Council’s LEED (Leadership in Energy and Environmental Design) Program or equivalent certification, as further described in Chapter 5.5.7.

### 4.4.3 Compact, high-density housing

The City will promote higher-density, compact housing to achieve more efficient use of public facilities and services, land resources, and to improve the jobs/housing balance.

***Response: According to Table 2, the project will provide 729 dwelling units on approximately 62.3 acres an average density of 11.7 dwelling units per acre. Portions also been designated for cluster, stacked flat and townhouse units.***

### 4.5.1 Solar access standards

To encourage use of solar energy, reasonable solar access shall be provided and protected. The City will protect reasonable solar exposure for existing collectors and likely locations of future collectors, both active and passive. Standards for the subdivision and development of property should assure desirable solar access, as described in Table 2. Protection beyond that established by the City may be provided by recorded agreement among private parties.

- Residential uses up to about six dwellings per acre, on sites of one acre or more: All south walls and all roof areas should be unshaded between 10 a.m. and 3 p.m. on the winter solstice.
- Residential uses up to about six dwellings per acre, on sites of less than one acre: Nearly all south walls and all roof areas should be unshaded between 10 a.m. and 3 p.m. on the winter solstice.
- Residential uses between six and 12 dwellings per acre, office uses and neighborhood commercial uses, on sites of one acre or more: All roof areas, nearly all second-story and most first-story south walls should be unshaded between 10 a.m. and 3 p.m. on the winter solstice.

- Residential uses between six and 12 dwellings per acre, office uses and neighborhood commercial uses, on sites less than one acre: Most roof areas, nearly all second-story and most first-story south walls should be unshaded between 10 a.m. and 3 p.m. on the winter solstice.
- Residential uses at densities greater than 12 dwellings per acre, public facilities and general commercial and industrial uses on large parcels or in newly subdivided areas: All roof areas and most south walls should be unshaded between 10 a.m. and 3 p.m. on the winter solstice.
- Residential uses at densities greater than 12 dwellings per acre, public facilities, and general commercial and industrial uses within downtown and other locations previously subdivided into relatively small Lots: Most roof areas and some south walls on upper floors should be unshaded between 10 a.m. and 3 p.m. on the winter solstice.

***Response: The project will comply with the City's and State solar access and easement regulations.***

#### **4.5.2 Subdivision design for solar access**

In subdivisions, the layout of streets and lots shall provide and protect solar exposure. To assure maximum control over potential shading features, the longest dimension of each lot should be oriented within 30 degrees of south, unless the subdivider demonstrates that for certain lots any of the following applies:

- A. The lots are large enough to allow desirable solar access, regardless of lot orientation.
- B. Buildings will be constructed as part of the tract development, and the buildings will be properly orientated, with adequate solar access.
- C. Topography makes variations from the prescribed orientation desirable to reduce grading or tree removal, or to take advantage of a setting that would favor greater reliance on early morning or late afternoon solar exposure.
- D. Topographical conditions, such as steep, north-facing slopes or shading by the mass of a hill, make solar energy use infeasible.
- E. The size of the subdivision, combined with the existing orientation of surrounding streets and lots, precludes desirable lot orientation.

***Response: R2 lots are essentially square. They can be adopted in any direction for optimum solar access. R1 lots adjacent to the Town Center comply with this requirement. R1 lot along Buckley will have their principal ridge lines running east and west for noise attenuation purposes and to create wider areas for solar collectors.***

#### 4.5.3 Solar Access Easements

Solar access easements will be required in all new subdivisions, as provided in the State of California Solar Rights Act, unless any of the following applies:

- A. The subdivision incorporates a building development plan that will assure desirable solar access.
- B. Desirable solar exposure will be protected by the City's Zoning Regulations.
- C. The subdivision establishes yard or height standards designed to assure desirable solar access, supplementary to the Zoning Regulations, which would make a system of easements for each lot unnecessary.

#### 4.6.17 Require solar power for new dwellings

Within new single-family residential projects of 20 or more dwelling units, 5% of the total number of dwellings shall be built with photovoltaic solar collectors beginning in 2008; this percentage shall increase 4% each year until 2020. Multi-family residential developments shall be exempt from this requirement, except for common-use facilities such as recreation rooms, spas or swimming pools. In these cases, the common facilities shall be built with photovoltaic solar collectors.

***Response: The project will set a performance objective of 50 percent of the single family units to be equipped with solar photovoltaic units.***

#### 7.7.8 Protect wildlife corridors

Condition development permits in accordance with applicable mitigation measures to ensure that important corridors for wildlife movement and dispersal are protected. Features of particular importance to wildlife include riparian corridors, wetlands, lake shorelines, and protected natural areas with cover and water. Linkages and corridors shall be provided to maintain connections between habitat areas.

***Response: The Tank Farm Creek corridor is the principal design feature of the site. It will be augmented by connecting it to the Chevron open space area. This open space corridor will include bike trails, adjacent mini-parks and a neighborhood park. Amended AASP policies 3.2.5, 3.2.10, 3.2.14 and 3.3.9 address the preservation, improvement and use of the onsite open space.***

#### 7.7.9 Creek Setbacks

As further described in the Zoning Regulations, the City will maintain creek setbacks to include: an appropriate separation from the physical top of bank, the appropriate floodway as identified in the Flood Management Policy, native riparian plants or wildlife habitat and space for paths called for by any City-adopted plan (Figure 4). In addition, creek setbacks should

be consistent with the following:

- A. The following items should be no closer to the wetland or creek than the setback line: buildings, streets, driveways, parking lots, aboveground utilities, and outdoor commercial storage or work areas.
- B. Development approvals should respect the separation from creek banks and protection of floodways and natural features identified in part A above, whether or not the setback line has been established.
- C. Features which normally would be outside the creek setback may be permitted to encroach where there is no practical alternative, to allow reasonable development of a parcel, consistent with the Conservation and Open Space Element.
- D. Existing bridges may be replaced or widened, consistent with policies in this Element. Removal of any existing bridge or restoration of a channel to more natural conditions will provide for wildlife corridors, traffic circulation, access, utilities, and reasonable use of adjacent properties.

***Amended AASP Goal 5.5, Program 6.3.H, and Program 3.3.1 require appropriate creek setbacks in conformance with City regulations.***

#### **8.2.2 GOAL: Open space within the urban area [RELEVANT PORTIONS]**

Within the urban area, the City will secure and maintain a diverse network of open land encompassing particularly valuable natural and agricultural resources, connected with the landscape around the urban area. Particularly valuable resources are:

- A. Creek corridors, including open channels with natural banks and vegetation.
- C. Wetlands and vernal pools.
- D. Undeveloped land within the Urban Reserve not intended for urban uses.
- E. Grassland communities and woodlands.
- F. Wildlife habitat and corridors for the health and mobility of individuals and of the species.
- G. The habitat of species listed as threatened or endangered by the State or Federal governments.
- H. Prime agricultural soils and economically viable farmland (Figure 10).
- J. Historically open-space settings for cultural resources, native and traditional landscapes.
- L. Scenic rock outcroppings and other significant geological features.
- M. Unique plant and animal communities, including “species of local concern.”

#### **8.3.2 Open-space buffers**

When activities close to open space resources within or outside the urban area could harm them, the City will require buffers between the activities and the resources. The City will actively encourage individuals, organizations and other agencies to follow this policy. Buffers associated with new development shall be on the site of the development, rather than on neighboring land containing the open space resource. Buffers provide distance in the form of setbacks, within which certain features or

activities are not allowed or conditionally allowed. Buffers shall also use techniques such as planting and wildlife-compatible fencing. Buffers shall be adequate for the most sensitive species in the protected area, as determined by a qualified professional and shall complement the protected area's habitat values.

Buffers shall be required in the following situations:

- A. Between urban development -- including parks and public facilities—and natural habitats such as creeks, wetlands, hillsides and ridgelines, Morros, scenic rock outcrops and other significant geological features, and grassland communities, to address noise, lighting, storm runoff, spread of invasive, nonnative species, and access by people and pets (see also the Safety Element for “defensible space” next to wildland fire areas).
- B. Between urban development and agricultural operations, to address dust, noise, odors, chemical use, and access by people and pets.
- C. Between agricultural operations and natural habitat, to address noise, chemical use, sediment transport, and livestock access.
- D. Between new development and cultural resources, to address visual compatibility and access by people.
- E. Between new development and scenic resources or the greenbelt, to address view blockage, lighting and noise, and visual transition from urban character to rural character.
- F. Urban development or uses located adjacent to the Urban Reserve Line (URL) to provide a transition to open space or greenbelt areas. Transition areas should add to the preservation of open space lands or resources. At a minimum, a 50 foot transition area (preserved in essentially a natural state) shall be provided within the project along the project boundary with the URL, unless the transition area is defined elsewhere in this Element.

***Response: The eastern edge of the property includes a 150-foot open space buffer, and the Buckley Road frontage includes a 300-foot buffer. The only scenic way is along Buckley and it is protected by the 300-foot setback. The project also includes creek setbacks per City recreation. Along the east side of the property there is a significant buffer adjacent to the URL which varies from approximately 150 feet to 300 feet. Along the Buckley frontage there is a buffer from the URL ranging from 0 feet to 300 feet. Where there is no distance buffer, there is significant landscaping and berming to provide a protected transition from open space/agriculture to residential development.***

#### **8.5.1 Public access**

Public access to open space resources, with interpretive information, should be provided when doing so is consistent with protection of the resources, and with the security and privacy of affected landowners and occupants. Access will generally be limited to non-vehicular movement, and may be visually or physically restricted in sensitive areas. Public access to or through production agricultural land, or through developed residential lots, will be considered only if the owner agrees (Land for active

recreation is typically designated “Park” in the General Plan Land Use Map). The City shall also designate open space areas that are not intended for human presence or activity.

#### **8.5.5 Passive Recreation**

The City will consider allowing passive recreation where it will not degrade or significantly impact open space resources and where there are no significant neighborhood compatibility impacts, in accordance with an approved open space conservation plan. Passive recreation activities may include: hiking, nature study, bicycle use, rock climbing, horseback riding or other passive recreational activities as permitted and regulated in the Open Space Ordinance. [The ordinance permits passive recreation uses including open areas, trails, viewing stations, hiking, horseback riding, swimming, fishing, photography, painting, sketching and other similar day recreation uses.

***Response: Passive recreation in open space areas includes bike and pedestrian trails and Community Gardens.***

#### **9.2.1 Views to and from public places, including scenic roadways**

The City will preserve and improve views of important scenic resources from public places, and encourage other agencies with jurisdiction to do so. Public places include parks, plazas, the grounds of civic buildings, streets and roads, and publicly accessible open space. In particular, the route segments shown in Figure 11 are designated as scenic roadways.

- A. Development projects shall not wall off scenic roadways and block views.
- B. Utilities, traffic signals, and public and private signs and lights shall not intrude on or clutter views, consistent with safety needs.
- C. Where important vistas of distant landscape features occur along streets, street trees shall be clustered to facilitate viewing of the distant features.
- D. Development projects, including signs, in the viewshed of a scenic roadway shall be considered “sensitive” and require architectural review.

#### **9.2.2 Views to and from private development**

Projects should incorporate as amenities views from and within private development sites. Private development designs should cause the least view blockage for neighboring property that allows project objectives to be met.

#### **9.2.3 Outdoor lighting**

Outdoor lighting shall avoid: operating at unnecessary locations, levels, and times; spillage to areas not needing or wanting illumination; glare (intense line-of-site contrast); and frequencies (colors) that interfere with astronomical viewing.

## Noise Element

### 1.3 New Development Design and Transportation Noise Sources

New noise-sensitive development shall be located and designed to meet the maximum outdoor and indoor mobile source (cars and planes) noise exposure levels of Table 1.

Outdoor CNEL	60 dB
Indoor CNEL	45 dB
Indoor Lmax	60 dB (applies to railroad noise only)

***Response: Results from the noise monitoring study for project indicates that residences along the Buckley URL may be impacted from mobile noise sources along Buckley and the outdoor CNEL may exceed 60 dB. Where this occurs, the adjacent land will be bermed in a natural appearing manner, and the adjacent site grading established so that the berm, wall/fence and residential roof structures mitigate this impact. The project will establish setbacks, height limitations and other methods to ensure compliance with the standards. Noise projections from operations at the San Luis Obispo Regional Airport indicate that the airport's 55 dB CNEL lines do not occur in any area planned for residential development. The 65 dB peak noise contour for aircraft operation also does not occur on the project site. As an additional performance measure, construction techniques will be used which will result in the reduction of the interior 24-hour peak noise level to no more than 45 dB.***

### 1.6 New Development and Stationary Noise Sources

New development of noise-sensitive land uses may be permitted only where location or design allow the development to meet the standards of Table 2, for existing stationary noise sources.

Leq (7am to 10pm)	50 dB
Leq (10pm-7am)	45 dB
Lmax (7am-10pm)	70 dB
Lmax (10pm-7am)	65 dB

**Response: Results of the Noise monitoring indicate no significant stationary noise impacts from adjacent land uses. Adjoining project area properties will be designed to buffer these uses with non-living portions to development (carports, drive aisles, garages, etc.)**

## Parks and Recreation Element

### 3.2 Mini-Parks

Residents of the immediate area or those frequenting the area design these parks for passive use.

Example: Small, grass-covered neighborhood lot of .5 acre.

***Response: Five mini-parks and a pocket park totaling 5.9 acres will serve the neighborhoods. Each will be one-half to one acre in size, and provide expanded pocket park facilities such as community gardens, tot lots, passive play areas, BBQ and picnic areas and landscaping. These will serve residents within a 1/8th mile radius, and fill the few "gaps" in the coverage for the neighborhood park facilities. The mini-park will serve as a buffer to existing and future industrial and service commerce uses to the north and east, and will therefore be densely landscaped on its perimeters. The eastern mini park will connect to the eastern ag buffer and open space, and provide community gardens.***

### 3.3 Neighborhood Parks

Defined as an area which is convenient and accessible for active and passive recreation to residents within a prescribed service area. Basic elements should include turf playfield, playground equipment, and landscaped picnic/seating area. Other elements may include hard surfaced courts, restrooms, group barbecue, incorporation of natural or cultural features, and on-site parking.

***Response: A 9.3-acre neighborhood park will serve the project. It is centrally located so that most residents will be within no more than one-quarter mile. This neighborhood park will be linked to surrounding neighborhoods, the Tank Farm Creek riparian corridor, and to the regional bikeway system by Class I and Class II bike paths. Typical facilities in these neighborhood parks will include group BBQs, basketball courts, tot lots, baseball diamonds, creekside passive play areas, and volleyball courts. The 9.3-acre park would be 6.2 acres per thousand population.***

### 3.4 Community Parks

Usually identified by unique features, community parks may be constructed for very specialized usages and include a wide range of facilities which would attract users from throughout the City not included in smaller types of parks.

***Response: Onsite park facilities will be provided at 13.1 acres per thousand population, in excess of the city standard. Nevertheless it is recognized that the project will result in impacts to the communitywide recreational facilities. Residential developments will be required to contribute per amended AASP Policy 7.10.1 an amount equal to 1 acre per thousand population for community wide facilities. While not required by the Parks and Recreation Element, these special facilities (e.g.,***

***Sinsheimer Park, Mission Plaza, Santa Rosa Park, Laguna Park, Damon-Garcia Sports Complex), serve the entire community (including new residential areas in the AASP) and the residential units shall contribute towards expanding their capacity, or addressing unmet community wide park and recreation facility needs (such as those identified in Policy 3.12 of the Parks and Recreation Element).***

### **3.9 Open Space and Recreational Trails**

The City's open spaces are undeveloped lands, which allow for nature study opportunities, passive recreation activities and habitat conservation. Recreational trails are typically Class 1 bicycle paths that provide opportunities for runners and walkers as well as nonmotorized transportation modes.

***Response: The project results in 93 acres of preserved open space and open space trails through the project.***

### **3.12 Unmet Needs**

The major unmet needs for parks and recreation facilities are:

1. Athletic fields
2. Multi-use community center and therapy pool
3. Mini-parks - Purple Sage Lane, Eto Street
4. Multi-use trails for recreational use and connect to facilities
5. Lighted tennis courts
6. Neighborhood parks: In Broad Street area near Highway 101 and Foothill Blvd.
7. Upgrading and replacement of playground equipment
8. Specialty facilities such as disc golf, dog parks, BMX parks
9. Mini-parks in underserved areas where neighborhood parks do not adequately meet needs – Marsh & Santa Rosa Streets, Terrace Hill, Royal Way
10. Bocce ball facility.

Response: Amended AASP Policy 7.10.1 requires that an amount equal to 1 acre per thousand population be provided or paid for community wide facilities impacted by the project. While not required by the Parks and Recreation Element, these special facilities (e.g., Sinsheimer Park, Mission Plaza, Santa Rosa Park, Laguna Park, Damon-Garcia Sports Complex), serve the entire community (including new residential areas in the AASP) and the residential units shall contribute towards expanding their capacity, or addressing unmet community wide park and recreation facility needs these funds and improvements may include the unmet needs identified in Policy 3.12 of the Parks and Recreation Element).

### **Policy 3.13.1**

The City shall develop and maintain a park system at the rate of 10 acres of parkland per 1,000 residents. Five acres shall be dedicated as a neighborhood park. The remaining five acres required under the 10 acres per 1000 residents in the residential annexation policy may be located anywhere within the City's park system as deemed appropriate.

***Response: Onsite park facilities will be provided at 13.1 acres per thousand population, in excess of the city standard.***

### **Policy 3.14.3**

New significant residential developments and annexations, shall provide sufficient athletic fields to meet the demands of the youth who will reside in the development.

***Response: Onsite park facilities will be provided at 13.1 acres per thousand population, in excess of the city standard.***

## **3.15 Neighborhood Parks**

### **Policy 3.15.1**

San Luis Obispo residents shall have access to a neighborhood park within .5 to 1.0 mile walking distance of their residence.

### **Policy 3.15.2**

The designs of neighborhood parks shall be consistent with the needs and preferences determined from a consensus of neighborhood residents.

### **Policy 3.15.3**

All residential annexation areas shall provide developed neighborhood parks at the rate of 5 acres per 1000 residents.

### **Policy 3.15.4**

In neighborhoods where existing parks do not adequately serve residents, mini-parks may be considered.

***Response: A 9.3-acre neighborhood park will serve the project. It is centrally located so that most residents will be within no more than one-quarter mile. This neighborhood park will be linked to***

*surrounding neighborhoods, the Tank Farm Creek riparian corridor, and to the regional bikeway system by Class I and Class II bike paths. Typical facilities in these neighborhood parks will include group BBQs, basketball courts, tot lots, baseball diamonds, creekside passive play areas, and volleyball courts. The 9.3-acre park would be 6.2 acres per thousand population. In addition, five mini parks and a pocket park will be developed. Parks will be provided at a total rate of 14.3 acres per thousand including neighborhood parks, mini parks, pocket parks, community gardens, bike trails and linear park areas, and the contribution towards community wide facilities.*

**Policy 3.20.1**

Open space shall be managed so as to provide appropriate public access and enhances the natural environment, consistent with the Conservation and Open Space Element.

**Policy 3.20.6**

Open space and parks shall be connected where possible by trails or bike paths.

**Policy 5.0.2**

For annexation areas, at least 10 acres of developed parkland for each 1000 new residents shall be provided by the developer.

Implementation:

5. Park land acquisition and improvement goal. The City will achieve a ratio of 10 acres of park per 1,000 residents projected to reside in the annexation area. This includes land and improvements.

a. Privately owned and maintained landscaped areas such as interior parkways and community greens may be considered as contributing to this goal. This will be determined on a case-by-case basis depending on the purpose and nature of such areas, and the level of public access to them.

b. School sites may also be considered as contributing towards this goal. This will be determined on a case-by-case basis depending on the location of the proposed school site to planned park sites, and the likelihood that the school site will be used as a “joint use” facility.

c. Open space will not typically be counted as park land in meeting the 10 acres per 1,000 residents standard. The City’s General Plan is clear in its distinctions between open space and parks, and the purpose of these guidelines is to help implement the General Plan’s park system goals, not open space goals.

8. Fees in-lieu of dedication and improvement. Depending on the circumstances, the City may prefer to develop some portion of the required park acquisition and improvements on property that is not being annexed. This would generally occur when the City plans to meet part of the “10 acres per 1,000

residents” requirement through a community-wide facility that is not located in the annexation area, or when the annexation area is not large enough to dedicate and improve a meaningful amount of park land.

***Response: A 9.3-acre neighborhood park will serve the project. It is centrally located so that most residents will be within no more than one-quarter mile. This neighborhood park will be linked to surrounding neighborhoods, the Tank Farm Creek riparian corridor, and to the regional bikeway system by Class I and Class II bike paths. Typical facilities in these neighborhood parks will include group BBQs, basketball courts, tot lots, baseball diamonds, creekside passive play areas, and volleyball courts. The 9.3-acre park would be 6.2 acres per thousand population. In addition, five mini parks and a pocket park will be developed. Parks will be provided at a total rate of 14.3 acres per thousand including neighborhood parks, mini parks, pocket parks, community gardens, bike trails and linear park areas, and the contribution towards community wide facilities.***

## Water and Wastewater Element

### **Policy 7.1.1**

Utilize recycled water for non-potable purposes, thereby offsetting the use of potable water.

### **Policy 7.3.2**

Review development proposals for projects within the Water Reuse Master Plan area to ensure recycled water is utilized for appropriate uses.

### **Policy 4.3.6**

Review development proposals to ensure new development does not adversely impact existing infrastructure and that necessary infrastructure will be in place to support the development.

## Housing Element

### Policy 2.16

The City will evaluate and consider including a workforce level of affordability in its Affordable Housing Standards to increase housing options in the City for those making between 121 percent and 160 percent of the San Luis Obispo County median income. This affordability category cannot be used to meet Inclusionary Housing Ordinance requirements and is not eligible for City Affordable Housing Funds.

***Response: The Avila Ranch project makes a significant commitment to workforce housing. Amended AASP Policy 4.2.12.3 and Policy 4.2.13.4 provide guidelines for ensuring that adequate onsite housing is earmarked for this income group.***

### Policy 4.1

Within newly developed neighborhoods, housing that is affordable to various economic strata should be intermixed rather than segregated into separate enclaves. The mix should be comparable to the relative percentages of extremely low, very-low, low, moderate and above-moderate income households in the City's quantified objectives.

***Response: The required low and moderate income inclusionary housing units are intermixed with similar product R4 and R3 product types and are not separated out into isolated areas. They are located with the same access to parks, shopping, transit, and other public facilities. The inclusionary housing facilities will be built in clusters, however, so that they can be built by local affordable housing developers and have the potential advantages of management synergy and efficiencies, grant funding and support, and operational efficiency. The densities, affordable by design guidelines, and the workforce housing policies will create a significant amount of housing for workforce families (120% to 160% of City Median Family Income) and Moderate Income Families.***

### Policy 4.2

Include both market-rate and affordable units in apartment and residential condominium projects and intermix the types of units. Affordable units should be comparable in size, appearance and basic quality to market-rate units.

***Response: The required low and moderate income inclusionary housing units are intermixed with similar product R4 and R3 product types and are not separated out into isolated areas. They are located with the same access to parks, shopping, transit, and other public facilities. The inclusionary housing facilities will be built in clusters, however, so that they can be built by local affordable housing developers and have the potential advantages of management synergy and efficiencies, grant funding***

***and support, and operational efficiency. The densities, affordable by design guidelines, and the workforce housing policies will create a significant amount of housing for workforce families (120% to 160% of City Median Family Income) and Moderate Income Families.***

#### **Policy 4.5**

Review new development proposals for compliance with City regulations and revise projects or establish conditions of approval as needed to implement the mixed-income policies.

#### **Policy 5.1**

Encourage the integration of appropriately scaled, special needs housing into developments or neighborhoods of conventional housing.

#### **Policy 5.2**

Encourage mixed-use residential/commercial projects to include live-work and work-live units where housing and offices or other commercial uses are compatible.

#### **Policy 5.3**

Encourage the development of housing above ground-level retail stores and offices to provide housing opportunities close to activity centers and to use land efficiently.

#### **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.

#### **Program 6.11**

Specific plans for any new expansion area identified shall include R-3 and R-4 zoned land to ensure sufficient land is designated at appropriate densities to accommodate the development of extremely low, very-low and low income dwellings. These plans shall include sites suitable for subsidized rental housing and affordable rental and owner-occupied dwellings, and programs to support the construction of dwellings rather than payment of in-lieu housing fees. Such sites shall be integrated within neighborhoods of market-rate housing and shall be architecturally compatible with the neighborhood.

**Response: The project includes 178 units on 10 acres of R3 with a concept plan that includes stacked flats and townhomes (to address ownership and rental opportunities. The R4 includes 129 units on 4.7 acres in a stacked flat format. The required low and moderate income inclusionary housing units are intermixed with similar product R4 and R3 product types and are not separated out into isolated**

areas. They are located with the same access to parks, shopping, transit, and other public facilities. The inclusionary housing facilities will be built in clusters, however, so that they can be built by local affordable housing developers and have the potential advantages of management synergy and efficiencies, grant funding and support, and operational efficiency. The densities, affordable by design guidelines, and the workforce housing policies will create a significant amount of housing for workforce families (120% to 160% of City Median Family Income) and Moderate Income Families.

## **Policy 9.2**

Residential site, subdivision, and neighborhood designs should be coordinated to make residential sustainability work. Some ways to do this include:

- A) Design subdivisions to maximize solar access for each dwelling and site.
- B) Design sites so residents have usable outdoor space with access to both sun and shade.
- C) Streets and access ways should minimize pavement devoted to vehicular use.
- D) Use neighborhood retention basins to purify street runoff prior to its entering creeks. Retention basins should be designed to be visually attractive as well as functional. Fenced-off retention basins should be avoided.
- E) Encourage cluster development with dwellings grouped around significantly-sized, shared open space in return for City approval of smaller individual lots.
- F) Treat public streets as landscaped parkways, using continuous plantings at least six feet wide and where feasible, median planters to enhance, define, and to buffer residential neighborhoods of all densities from the effects of vehicle traffic.

***Response: There is an intentional mix of residential densities that includes a range of R1 lot sizes, R2 "4-packs", "6-packs", cluster units, and pocket neighborhood clusters, and R3 and R4 multifamily dwellings. The R2 units are deployed where the streetscape benefits (functionally and aesthetically) from few driveway cuts and orientation to open space. For example the extension of Venture Road through the site is an important Residential Collector. Houses will front on to this street, but access points will be limited to intersecting public streets. R2 units will also be used along portions of the Tank Farm Creek open space corridor. R2 units comprise approximately half of the residential units. These R-2 units can provide a substantial contribution towards the need for "workforce" housing and housing for moderate income (80-160% of median family income) families.***

***Single family units in the project comprise about ten percent of the residential units. Lot sizes are planned to range from a low of 4,000 SF to a high of 10,500 square feet. These units are intended to address the upper end of the workforce housing, and the other above moderate housing needs. Finally, the project includes 178 R-3 multifamily units on 10 acres and 129 R4 units. One-third of the R4 units are programmed to meet lower income housing needs and the balance are for workforce and moderate income market rate units.***

***The Town Center is an important organizing element and project meeting place for project residents and visitors. The weekly shopping needs for project site residents will be filled the neighborhood shopping center at Suburban and Higuera. The Town Center will provide space for***

*small offices, convenience commercial, service uses, and live work units. A total of 35,000 square feet of commercial/office uses are proposed for this area. The Town Center will also provide space for occasional community events such as farmer’s markets, and will provided a location for transit stop. The Town Center will be flanked by the project’s multi-family uses to provide these units with the closest access to transit and commercial services.*

*A neighborhood park, five mini-parks and a pocket park will also serve the neighborhoods. Each will be one-half to one acre in size, and provide expanded pocket park facilities such as community gardens, tot lots, passive play areas, BBQ and picnic areas and landscaping. These will serve residents within a 1/8th mile radius, and fill the few “gaps” in the coverage for the neighborhood park facilities. The mini-park will serve as a buffer to existing and future industrial and service commerce uses to the north and east, and will therefore be densely landscaped on its perimeters. The eastern mini park will connect to the eastern ag buffer and open space, and provide community gardens.*

**In Lieu Affordable Requirement in Expansion Areas**

Residential: Build 5% low- and 10% moderate income ADUs, but not less than 1 ADU per project; Or, pay in-lieu fee equal to 15% of building valuation.

Commercial: Build 2 ADUs per acre, but not less than 1 ADU per project; or, pay in-lieu fee equal to 5% of building valuation.

**Response: All inclusionary housing requirements will be developed on site.**

**Table 2A  
Inclusionary Housing Adjustment Factors**

Project Density (Density Units/Net Acre) <sup>1</sup>	Inclusionary Housing Requirement Adjustment Factor <sup>2</sup>					
	Average Unit Size (sq. ft.)					
	Up to 1,100	1,101-1,500	1,501-2000	2,001-2,500	2,501-3,000	>3,000
36 or more	0	0	.75	1	1.25	1.5
24-35.99	0	0	.75	1	1.25	1.5
12-23.99	0	.25	1	1.25	1.5	1.75
7-11.99	0	.5	1	1.25	1.5	1.75
<7	0	.5	1.25	1.5	1.75	2

<sup>1</sup>Including allowed density bonus, where applicable.

<sup>2</sup>Multiply the total base Inclusionary Housing Requirement (either housing or in-lieu percentage) by the adjustment factor to determine requirement. At least one enforceably-restricted affordable unit is required per development of five or more units.

