LIKE LAWS AND SAUSAGES: THE TALE OF A MERE PORTION OF THE PROCESS TO DEVELOP THE SOUTH BROAD STREET CORRIDOR PLAN

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ABSTRACT

Like Laws and Sausages: The tale of a mere portion of the process to develop the South Broad Street Corridor Plan

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The processes to develop community plans share certain standard activities and stages while remaining distinctive and without pre-scripted procedures. This study documents the process that yielded the South Broad Street Corridor Plan June 2012 draft. The objective is to present the decision-making processes and their connections to the final plan document along with the plan document itself.

Keywords: area plan, community plan, public planning process, San Luis Obispo, South Broad Street Corridor Plan
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Ricardo: Nada sin ti, mi amor.
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1 | INTRODUCTION

The Plan Area

The South Broad Street Corridor Plan area consists of approximately 140 acres in the City of San Luis Obispo. The plan area is bounded by Broad Street on the west, Union Pacific Railroad right-of-way on the east, Upham Street and Santa Barbara Street on the north, and Orcutt Road on the south. The one-mile stretch of Broad Street between South Street and Orcutt Road used to be part of State Highway 227. Authority over the roadway was surrendered by the State to the City of San Luis Obispo in 2011.

The plan area is centrally located in the city, with City Fire Station No.1, Hawthorne Elementary School, and Meadow Park located at the northern end of the area. Villa Rosa, a medium-high density residential development with 85 affordable and market-rate condominiums, is situated in the southern portion of the plan area and borders retail and service-commercial/light industrial uses. Moylan Terrace, a medium-high density residential project with 31 market-rate and 49 affordable units near the center of the plan area, is in the first phase of construction, following the November 3, 2011, groundbreaking. Along Orcutt Road and adjacent to the plan area is the Laurel Creek residential planned development, which includes the Brickyard, Crossroads, and Marketplace retail centers, and the Economic Opportunity Commission's homeless shelter. Within one mile to the south of the plan area are the Damon-Garcia Sports Fields facility, the Marigold Shopping Center, and the San Luis Obispo Regional Airport.

Large portions of the plan area are zoned Service-Commercial (C-S) or Manufacturing (M), with pockets for Medium-High Density Residential (R-3), Neighborhood Commercial (C-N), and Public Facility (PF). Part of the plan area is located in the Railroad Historic District (H for the Historic Overlay), and a Mixed-Use Overlay (MU) exists for some land zoned C-S. This special designation allows the City to accept development of uses which do not correspond to a single use defined in the General Plan Land Use Element Map. The City may consider uses for the plan
area based on its small-scale context and needs in the immediate area. Innovative design concepts are encouraged in order to revitalize the plan area.

The Land Use Map designates the plan area primarily as Services and Manufacturing, with the northern-most section designated Neighborhood Commercial, the intersection of Santa Barbara and Broad Streets as Public Facility for City Fire Station No.1, Medium Density Residential along the west frontage of Broad Street, and Medium-High Density Residential for the Moylan Terrace project by the San Luis Obispo Housing Authority in the vicinity of Humbert Avenue and for the Villa Rosa Planned Development in the southern part of the plan area. Adjacent to the area at the intersection of Broad Street and Orcutt Road is land designated Community Commercial. Directly to the west of the plan area is Low-Density Residential development. To the east, beyond the railroad tracks, are Low- and Medium-Density Residential, Park, Recreational, Office, and Service and Manufacturing uses.

Development of the Plan

During the 2003 update to the Housing Element of the General Plan, the City Council identified the South Broad Street Corridor as an area with potential for mixed-use and infill development. Subsequently, the City Council identified development of the South Broad Street Corridor Plan (SBSCP) as a Major City Goal in the 2003-2005 Financial Plan. The SBSCP was created to fulfill City policy to encourage the rezoning of commercial, manufacturing, or public facility areas for higher-density, infill, or mixed-use housing where suitable for existing land development patterns. This approach to residential development aids the City in planning for its share of the anticipated future housing demand assigned in the San Luis Obispo Council of Governments Regional Housing Needs Plan.

In addition to providing increased flexibility for future residential development, the plan includes strategies to improve public safety, mobility, multimodal transportation alternatives, streetscape design, and access to public and private services. Meant as a guide for public and private land use considerations, the SBSCP establishes a long-range community vision for the
form, location, and intensity of growth in the plan area. It establishes development standards specific to the plan area to address land use, circulation, streetscape aesthetics, and building forms and massing.

Development according to the plan is expected to generate significant environmental impacts, which requires the preparation of an Environmental Impact Report (EIR). This determination was made before the author became involved with the plan. Prior to the author's involvement, the plan had been developed to an extent which allowed the former project planner to conduct an Initial Study of environmental impacts. Through that study, the former project planner concluded the environmental impacts were significant and an EIR would be required. The City did not have funds or resources to invest in an EIR, so the plan did not receive further refinement nor did it advance to the Planning Commission for comprehensive review and recommendation to the City Council for adoption. Instead, planning staff chose to reprioritize the SBSCP as a low priority project until funding became available or an alternate process was identified.

In the spring of 2011, the City was awarded an $880,000 grant to fund the update of the Land Use and Circulation Elements (LUCE). In the Request for Proposals issued by the City for the LUCE update, Community Development staff highlighted the SBSCP as an essential component of the impacts analysis. With the opportunity to evaluate through the EIR for the LUCE those impacts resulting from development envisioned in the plan, Community Development staff reinstated the work effort to complete the SBSCP. Staff intends to present the plan draft to the Planning Commission and City Council in the fall of 2012 for endorsement. The plan is expected to go to the City Council for formal adoption shortly after the LUCE update is adopted in 2014 or 2015.
Study Objective

This study documents the process that yielded the South Broad Street Corridor Plan June 2012 draft. The objective is to present the decision-making processes and their connections to the final plan document along with the plan document itself.

Plan Contents

1.0 Introduction: The first chapter of the plan introduces the project. It names Land Use Element Policy 8.3 and Housing Element Program 6.12.A as driving forces for the development of the plan. The introduction lays out the issues along the corridor meant to be addressed by the plan and describes public participation, which helped identify issues in the plan area. The first chapter also lists the plan objectives and the relationship of the Area Plan to the General Plan and Zoning Regulations.

2.0 The Area Plan: This chapter explains the purpose of the plan, describes how to use the plan, and establishes how the plan is to be interpreted. Chapter 2 identifies the boundaries of the plan area and establishes the zones or districts in the area based on the dominant street type bordering a property. The zones—Service-Commercial (C-S), Retail-Commercial (C-R), and Existing—are assigned to a property according to the following street types—corridor, village, entry, service, and village court (Woonerf). The chapter concludes with Table 2.1, Table of Allowed Uses.

3.0 Development Standards: Chapter three identifies the standards and requirements for buildings constructed or modified after adoption of the SBSCP in order to ensure new development will meet the City's goals for building form, character, and quality. The plan allows development of eight building types—commercial/office, mixed-use, industrial shed, multiple family, stacked dwelling, rowhouse, live-work and courtyard. Building types are allowed according to the primary street type on which a property fronts.

4.0 Architectural Standards: Chapter four establishes general architectural standards for all new development and improvements in the plan area. Three architectural styles have been
identified in existing development. The plan requires future development to be influenced by these styles.

5.0 Streetscape Standards: The standards in this chapter indicate typical street and space configurations in the plan area. Direction is given for street design and widths, bicycle infrastructure, traffic-calming features, lighting, trees and landscaping, signage, and street furniture. The streetscape standards are intended to foster a street design approach which will address all transportation modes used in the area.

6.0 Public Facilities Financing: The final chapter outlines the hierarchy of funding options available to finance the public facilities installation or improvements described in the plan. This section was written by the author following a meeting between the City’s Traffic Engineer, the Finance Manager, the project planner and the author. The public facilities financing plan offered in chapter six will serve as guidance for development, but it will not carry the legal authority of implementation strategies written for specific plans.
Like Laws and Sausages

Community plans are like laws and sausages: the process to create them is unpredictable and messy, and people may not want to know exactly what happens during that process. Plan-making is tricky. Multiple stakeholders have vested interests in the contents of a plan. Individuals and groups become involved at different stages. Current planning trends appear promising; though, they have been implemented only in a few cities with peculiar traits. New laws set the bar higher and shift the way games are played. Environmental review resurrects issues once thought lain to rest and raises new points of concern. Staff members leave the project through promotion or retirement, interrupting the retention of process memory. Each alternative suggested has both sure and suspected consequences, be they to the benefit or to the loss of the community. The degree of dedication to the planning process ebbs and flows for individual members of the public. And then there are the power struggles.

Yes. Plan-making, in the typical community planning sense, is complicated.

The Planning Challenge

In the early part of the 20th Century, a group of architects, planners, land developers and business professionals collaborated to form the Regional Planning Association of America (RPAA). Clarence Stein, Lewis Mumford, Benton MacKay, Charles Harris Whitaker, Stuart Chase, Frederick Lee Ackerman, Henry Wright, Alexander Bing and Catherine Bauer formed the organization in April 1923. (Hall, 2002) The group “believed that new technologies – electric power, the telephone, the car – were liberating agents, allowing homes and workplaces to escape completely from the constriction of the nineteenth-century city.” (Hall, 2002, p.158) This group sought to transform the nature of urban growth and development following the dynamic migration of individuals from rural areas to cities in the early 20th Century. The RPAA advocated for a regional planning approach to growth, insisting that a broader scope of development opportunities
and impacts must be considered and evaluated in order to fully meet the present and future needs of society and to properly care for the land upon which life is sustained.

The RPAA was diligent and steadfast at spreading its message that the task of molding and remolding cities “in conventional ways … [was] a labor of Sisyphus,” and they “pinned their faith boldly to the new concept of the region.” (Hall, 2002, p.159) From recommending motorways between metropolitan settings to preserving hill areas as primeval wilderness, the RPAA set its course as an advocate for collective needs and widespread planning efforts.

However, the ideology and message of the RPAA did not align with political currents of the period. In practice, the suggestions of the RPAA were not supported by current zoning law, nor did contemporaries of the organization support its ideas. Thomas Adams, often credited as a founding father of British town planning, opposed certain aspects of the association's message. (Hall, 2002) Adams, along with an engineer, an architect, a lawyer and a regional planner, prepared the first *Regional Plan for New York and Its Environs*. Believing the plan must represent the art of the possible, the Regional Plan was to be no revolutionary prescription but rather the imposition of mild public controls on a free development pattern so as to improve metropolitan efficiency and curb the market's worst abuses while adding non-controversial public benefits like modern headlong conflict with the idealists of the infant RPAA. (Hall, 2002, p.165)

No doubt biased by personal belief and professional preference, Lewis Mumford criticized the Regional Plan for being “badly conceived pudding into which a great many ingredients, some sound, more dubious, have been poured and mixed.” (Sussman, 1976, 259) The ideological gap between Mumford and Adams was merely a single span of the division between individuals pursuing new visions for American cities in the early 20th Century, but it represents a persistent challenge to community planning and development: conflicting ideas among residents, business owners, planners and politicians about the the best future for cities infiltrate the planning process and influence city development, in spite of the preferences of the “professionals.”
The challenge to plan for the needs and wants of all stakeholders continues today. Municipalities and regional agencies continue to play the role of arbiter in the presence of groups with competing interests and viable arguments in support of their preferences and positions. In 2003 in the Central Coast region of California, the City of San Luis Obispo set out to create a plan for an area previously developed along the South Broad Street Corridor but in need of a renewed vision and new uses. Aware of the complex collaborative process ahead of them, city planners held a series of meetings with residents, property owners and business owners in the plan area to begin a discussion of how the area could be transformed into a lively place with improved amenities both for residents and for businesses. The City, too, had an interest in creating a new vision for the area, one that would allow for development of more residential units. Policy 6.12.A of the City’s General Plan Housing Element identifies various areas in San Luis Obispo which are ideal for infill housing development. The South Broad Street Corridor Plan implements this General Plan Policy. To appreciate the purpose and role of an area plan, such as the South Broad Street Corridor Plan, one must understand the legal authority of planning documents. The following section discusses the legal hierarchy of plans as they are defined in California.

The General Plan

The General Plan—often called the comprehensive or master plan in other states—functions as a wide-angle vision document. Its purpose is to set the course for future development in a community through broad policies addressing physical growth, circulation and land conservation. The plan does not specify implementation strategies for the policies written therein; rather, the municipal zoning code and other tools implement the plan. (Fulton, 2009) Other plan and vision documents developed by a municipality should support and implement policies identified in the General Plan. (Deurkson et al., 2009) Consistency of plan documents with the General Plan is mandated by the State. (Government Code § 65359) The General Plan contains seven mandatory sections, called elements, which address the following planning issues: land use, circulation, housing, conservation, open-space, noise and safety. (Government
Some General Plans contain optional sections to set goals and policies for issues unique to a jurisdiction, such as a nuclear energy element to address issues resulting from a neighboring nuclear power plant.

**Specific Plans**

To augment the General Plan, municipalities prepare specific plans. The specific plan is unique to California, both in name and legal authority. Government Code §§ 65450 – 65457 give local jurisdictions the authority to “prepare specific plans for the systematic implementation of the General Plan for all or part of the area covered by the General Plan.” The specific plan implements General Plan policies primarily by outlining development standards, but it may also include a development phasing strategy and name potential partnerships to finance essential infrastructure. (Fulton, 2009) Government Code § 65451 outlines the mandatory contents of a specific plan but offers no direction for the format or organization of the plan. Typical chapters covering required and ancillary information are: an introduction with descriptions of the plan area and the plan creation process; land use planning and regulatory provisions with objectives, policies, and programs; an infrastructure plan addressing transportation, public services, solid waste, energy, and other essential facilities; a program of implementation measures; a description of subsequent projects that will be exempt from environmental review beyond the scope of the EIR for the specific plan; administration; and enforcement. (Office of Planning and Research, 2003)

**Area Plans**

Within the context of the General Plan and specific plans, many jurisdictions wish to guide development in small areas without the detailed provisions of specific plans. In such a case, a municipality will prepare an area plan focused on a small geographic area, such as a neighborhood or corridor, or focused on a special commercial area, such as a downtown or central business district. (Deurkson et al., 2009; Fulton, 2009) Area plans offer more detailed
analysis, goals and policies for an area's unique needs and potential for development than are provided in the General Plan. However, area plans do not wield the legal authority of the General Plan and typically do not describe a specific strategy for implementation of the planned improvements. Rather, they are vision documents meant to guide development in the area. (Fulton, 2009)

In appropriate cases, an area plan may go by another name. Steiner and Butler state that a neighborhood plan typically addresses an area with substantial residential development, neighborhood commercial uses, schools and recreational facilities. These plans may describe desirable partnerships between public and private entities, and often they are developed through the collaborative effort of residents, property owners and area businesses to achieve neighborhood-specific goals. (Steiner et al., 2006) Another example of an area plan is the corridor plan. Typically corridor plans address an area along a linear route with a transportation system and land uses influenced by, and even existing due to, that system. Other versions of the corridor plan may address land uses along a waterway or a length of open space. (Steiner et al., 2006)

Innumerable Role Players

Plan documents at all levels are essential tools for effective municipal planning efforts. Because these documents have the vested authority to influence and guide the development of a community, multiple stakeholders have a vested interest in the contents and provisions of plans. The process to develop community plans invites sharing, criticism, discussion and collaboration among those stakeholders. Public planners have the overwhelming responsibility to engage all groups of the public and compile a plan that addresses the needs and desires of those groups.

In a hypothetically perfect scenario, participation of multiple stakeholders would occur smoothly with a balance of give and take through a process toward a wholly collaborative outcome. But public planning occurs in settings not at all ideal nor perfect. Power relationships impact the collaborative process, loud voices attempt to drown-out the quieter ones, hard and soft
sciences may not point toward the same recommendations, and the desires of some individuals come to be in direct conflict with the desires of others.

Mumford and the RPAA members became as familiar with conflict between stakeholders in the early 20th Century as any public planner in California is today. The RPAA asked “how the population and civic facilities can be distributed so as to promote and stimulate a vivid, creative life throughout a whole region.” (Sussman, 1976 p.90) Yet the group faced staunch opposition from business owners who wanted to see development occur under “the imposition of mild public controls on a free development pattern.” (Hall, 2002, p.165) Adams and other contemporaries promoted alternative approaches to planning, citing evidence for more prosperous outcomes than the RPAA described. Elected officials operating in the realm of politics weighed conflicting interests for environmental preservation and economic growth, and ultimately they followed those promises which appeared least likely to impede economic development. (Hall, 2002) As was common at that time, creating the Regional Plan for New York and Its Environs invited educated professionals of the day to weigh in on the future of the state, and many members of the public were left out of the planning process.

The present day planning process in California reflects the complexity of the process in early 20th Century New York, with a significant caveat: the public, in singular or fractional form, is greatly involved. Today, the list of role players includes multiple community groups. Neighborhood groups or coalitions organized around a central purpose, such as environmental preservation, youth recreation needs, safety issues, or celebration of diversity, may choose to become involved. Business groups, such as downtown associations and the Chamber of Commerce, participate in the process. And professional organizations contribute expertise and opinions to the discussion. In addition to these community groups, public planners must comply with state and federal laws, which often are administered through multiple state agencies.

As a servant to multiple stakeholders, the public planner is placed at the crossroads of mandates, needs, expectations and desires. This crossroads is the place at which plans are
developed. Collaborative planning often leads to a tumultuous planning process, with twists and surprises that quite simply could not be foreseen.
The objective of this project is to document and analyze the development of a contemporary plan. This paper outlines the 10-year process to create the South Broad Street Corridor Plan for the City of San Luis Obispo. Direct focus is placed on the final stages of review of the plan draft to prepare it for endorsement by the Planning Commission and City Council.

This project has been designed (1) to provide City staff and key stakeholders sufficient opportunities to review the plan, (2) to elicit comments from staff and stakeholders, and (3) to collect data about appropriate changes to be made to the plan. The methodology for the project is iterative staff, advisory body, and community involvement achieved through three methods.

Initially, the plan was circulated among various City department staff for review. This strategy is the standard practice for the City. Large projects are circulated to all planning staff and key staff in other departments for review and comments. Typically, a project is presented at the weekly Development Review Team (DRT) meeting, and a review period is established based on project deadlines and work loads of DRT staff. The instrument for this method permits a five-week review period, during which DRT staff reviewed the plan draft and prepared comments to be delivered electronically to the author and project planner.

The second method uses presentations to San Luis Obispo County Airport Land Use Commission (ALUC) members to elicit comments on compliance with the Airport Land Use Plan (ALUP). The plan area falls within Safety Zone S-2 of the ALUP, and Chapter 17.22 of San Luis Obispo Municipal Code states all development within the Airport Safety Zones must comply with the ALUP. Instrumentation will be the drafting of a letter to the City with comments from ALUC members, to be delivered electronically or in person to the author and project planner.

The third method involves presentations to the SBSCP Focus Group. This strategy is a common practice for the City. Property owners and residents in the plan area have been involved throughout the plan development process. The author and project planner presented the February 2012 draft to the focus group in order to update the members on the current status of
the plan and to convey the current work timeline. Instrumentation for this method was comments from focus group members to the author and project planner during and following the meeting. Comments were delivered verbally and electronically.

In addition to these methods for review and revision of the plan, the author and project planner jointly updated an Initial Study with scope of work descriptions for the consultant team that will complete an EIR for the concurrent update to the City's Land Use and Circulation Elements. Personal interviews with the project planner and other planning staff served to establish the development of the plan document preceding work completed by the author.
4 | FINDINGS

The plan underwent scrutiny by planners of varying experience and expertise and by residents of the plan area. Through the process previously described, the author and project planner identified the deficiencies and weaknesses of the plan and made appropriate changes to the document.

Parking

The task to provide adequate parking for residents and businesses in this mixed-use area is paramount to creating a viable plan. Many staff planners raised questions about (1) the manner by which the plan required individuals to calculate the required number of parking spaces for development of a property, (2) parking reduction opportunities, and (3) the location of parking in the area.

In its early form, the plan called for the removal of all curb cuts along Broad Street. However, staff planners commented that relocating vehicular access to Entry Streets substantially would reduce access to businesses fronting on Broad Street and would not be supported by those business owners. Discussion among staff planners led to a modification of the curb cuts requirement. The plan now states, “New curb cuts along Broad Street should not be installed. As vehicular access is provided from Entry Streets or Village Courts, curb cuts along Broad Street should be considered for replacement by continuous curb.” Both planners and the Principal Transportation Planner found this modification to meet staff’s desire to increase walkability along Broad Street by limiting vehicle and pedestrian conflict points and to minimize opportunities for left-turn conflicts by reducing the frequency of access points to businesses along the east side of Broad Street.

In an effort to discourage parking on the street and between the street and buildings, the plan requires parking to be located between or behind buildings. Planning staff raised concerns regarding this requirement, stating it would make some narrow parcels undevelopable. Planners
recommended staff develop specific findings or standards as to when this type of parking could be approved or how it would need to be designed if no alternatives existed. The same planners also questioned the validity of stating that parking strategies would be approved at the discretion of the Community Development Director. The plan was modified using language in Zoning Code 17.16.060 to offer certain parking reductions by right rather than by Director approval. The author added the following language to the plan:

This section is intended to ensure provision of adequate off-street parking, considering the demands likely to result from various uses, combinations of uses, and settings. It is the city's intent, where possible, to consolidate parking and to minimize the area devoted exclusively to parking and drives when typical demands may be satisfied more efficiently by shared facilities.

**Shared Parking Reduction.** Where two or more uses share common parking areas, the total number of parking spaces required may be reduced by up to ten percent (10%). Where shared parking is located on more than one parcel, affected parties must record an agreement governing the shared parking, to the satisfaction of the Director.

**Mixed-Use Parking Reduction.** The parking requirement for mixed-use projects sharing parking may be reduced by up to twenty percent (20%), in addition to the shared parking reduction, for a total maximum parking reduction of thirty percent (30%), upon finding that the times of maximum parking demand from various uses will not coincide.

**Automobile Trip Reduction.** The parking requirement for projects implementing non-auto travel, particularly for commuting, may be reduced by up to thirty percent (30%) when it can be demonstrated that reduction of on-site parking will be safe, and will not be detrimental to the surrounding area or cause a decline in quality of life. The applicant shall provide reasonable justification for the reduction, including innovative project design, transportation demand management (TDM), or incentives, which will reduce single-occupant vehicle travel to and from the site. These may include, but are not limited to,
programs such as carsharing, employer-paid transit passes, cashouts (i.e., trip reduction incentive plans), or off-peak work hours.

**Off-Site Parking.** Some or all of the required parking may be located on a site different from the use. Such off-site parking shall be within a zone where the use is allowed or conditionally allowed, or within an office, commercial or manufacturing zone. It shall be within three hundred (300) feet of the use and shall not be separated from the use by Broad Street, the railroad tracks, Orcutt Road, or any other feature that would make pedestrian access inconvenient or hazardous. The site on which the parking is located shall be owned, leased or otherwise controlled by the party controlling the use.

In addition, the section addressing on-street parking now reads, “Parking on the street should be discouraged.” Staff also noted that parking was addressed in multiple locations in the plan. All parking-related provisions were consolidated to Section 3.6, Parking Requirements.

**Circulation**

Members of the focus group raised concerns regarding vehicular traffic patterns and circulation both in and around the plan area. Some individuals commented that cut-through traffic was occurring following the conversion of South Street from a 4-lane to a 2-lane thoroughfare, and they were concerned that increased rates of cut-through traffic would occur in the future with the proposed addition of traffic signals on Broad Street at the intersections with Lawrence Drive and Woodbridge Street. Staff responded to these concerns during the meeting in the following manner: the Traffic Engineer will direct the consultants who prepare the EIR for the Land Use and Circulation Elements update to evaluate cut-through traffic in adjacent neighborhoods in the analysis of traffic impacts associated with the plan. No changes to the plan resulted from the discussion.
Urban Design

One focus group member stated he was under the impression that the early focus group meetings had generated a shared understanding that the design and character of the area would promote a feel similar to downtown San Luis Obispo. The individual questioned whether some of the language describing village streets in the plan would result in the stated goal, and he recommended the plan dictate 15-feet sidewalks and 5-feet build-to lines. The plan states that design and character emphasize the pedestrian experience in the area, which will “be accomplished through greater building setbacks to achieve wider sidewalks.” The section describing village streets was modified to state that emphasis of the pedestrian experience “will be accomplished through establishment of build-to lines at a substantial distance from the street in order to achieve wider sidewalks.”

The same focus group member commented that the latest version of the plan did not emphasize build-to lines as previous versions had, especially with regard to Broad Street. He indicated that the description of Broad Street having “greater building setbacks” in section 2.5, Corridor Street, seemed to be in conflict with certain tables and figures meant to illustrate the build-to lines and expected building footprints for buildings fronting on Broad Street. The member recalled discussion of establishing 0-foot build-to lines along Broad Street. The section was re-written to emphasize the existence of build-to lines, not setback lines, for buildings fronting on Broad Street and to bring the text into alignment with the related table and figures.

Zoning

One planner inquired about the unconventional location of retail commercial and service commercial zones as proposed in the plan. The planner questioned the inclusion of C-S zones in the plan, citing that C-S zones allow fewer uses than C-R zones. Additionally, the planner wanted to know why the plan instituted “spot-zoning,” or establishing small areas as one zone and adjacent land established as a different zone. Research of prior versions of the plan and notes from past focus group meetings revealed that C-S zones are included to ease the transition from
service commercial to retail commercial in the area. Furthermore, residents wish to maintain some service commercial uses in the area, allowing for a funky combination of uses. No changes were made to the plan as a result of this inquiry.

**Feasibility and Public Facilities Planning**

Staff met with the Traffic Engineer and the Finance Manager to discuss alternatives for funding the infrastructure improvements required by the plan. The City must collect an estimated $24 million for the infrastructure improvements suggested for implementation in the plan area. The group determined that, in order to collect sufficient funds, staff must reconsider existing impact fees for improvements that serve citywide traffic and those fees for improvements which serve only a project area. In response to the items discussed in this meeting, Chapter 6, Implementation, was renamed Public Facilities Financing. The chapter was written to reflect the most plausible approach to financing public facility improvements in the plan area and to include a combination of current city financing policies. The chapter includes the use of impact fees to finance those improvements that directly serve multiple properties and should be completed as large or comprehensive projects rather than property by property at the rate of development. Certain improvements may be funded by the City if the City Council chooses to include them in the Capital Improvement Plan.

**Consistency With Other Documents**

Following the meeting on feasibility and funding of public facilities, the Traffic Engineer reviewed the "Mission Critical" improvements report prepared in 2010 by a local consultant group. The Traffic Engineer found certain recommended improvements to be out of compliance with City standards, such as medians and turn lanes designed below minimum design standards. Recommendations by the consultants to add signals at certain intersections will only be carried out if traffic conditions at those intersections are warranted as outlined by the Manual on Uniform Traffic Control Devices. No changes were made to the plan document based on the Traffic
Engineer’s comments, but the comments will be considered when Public Works staff evaluates and prioritizes capital improvement projects.

Many planners offered guidance on consistency between the plan and other City documents. One planner identified language as inconsistent with the Zoning Code, stating the Director is not empowered to establish a use in a zone in the plan area that would not be allowed in the same zone outside the plan area. The following changes were made to the description of the subsection Establishment of a Use:

Any one or more of the allowed or conditionally allowed uses identified in Table 2.1 may be established on any parcel within that district, subject to the permit requirement listed in the Table and in compliance with the applicable development standards. In Table 2.1, allowed uses are designated as “A,” uses that are allowed with Director’s use permit approval are designated as “D,” and uses allowed by Planning Commission Use Permit are designated as “PC.” Land uses not listed in Table 2.1 shall be prohibited, unless determined by the Director to be allowed based on the purpose and intent in Section 6.0. The Director shall determine whether uses which are not listed shall be deemed allowed or allowed subject to use permit approval in a certain zone. This interpretation procedure shall not be used as a substitute for the amendment procedure as a means of adding new types of uses to a zone.

Staff inquired about the rationale for listing some uses not normally allowed in the underlying zone as “allowed” in Table 2.1, Table of Allowed Uses. This inquiry initiated the author’s discussion with the project planner about the classification of all uses which were allowed outright or with a Director’s Use Permit. Certain uses allowed in the C-S and C-R zones according to the General Plan are not the uses the focus group or staff wishes to encourage in the plan area. Therefore, some of the typical C-S and C-R uses are not allowed in the plan. While the City wants to see redevelopment occur sooner rather than later in the area, certain uses are not desirable for pedestrian-level frontages. The plan allows uses that will contribute to creating the “Main Street” pedestrian environment envisioned in the document. Offices, studios and other
commercial uses that do not generate regular foot-traffic may not be suitable for ground floor spaces in the plan area. They are allowed on upper floors, but each case will be examined in order to determine whether such uses will be appropriate if located in ground floor spaces. The uses listed on the following page were reclassified as requiring Director's Use Permit approval on the ground floor but allowed on second and higher floors.

![Table 4.1 Uses Reclassified to Require Permit](image)

<table>
<thead>
<tr>
<th>Uses Reclassified to Require Permit</th>
</tr>
</thead>
<tbody>
<tr>
<td>School – Specialized education/training</td>
</tr>
<tr>
<td>Studio – Art, dance, martial arts, music, etc.</td>
</tr>
<tr>
<td>Business support services</td>
</tr>
<tr>
<td>Medical service – Doctor office</td>
</tr>
<tr>
<td>Office – Business and Service</td>
</tr>
<tr>
<td>Office – Government</td>
</tr>
<tr>
<td>Office – Processing</td>
</tr>
<tr>
<td>Office – Production and administrative</td>
</tr>
<tr>
<td>Office – Professional</td>
</tr>
<tr>
<td>Photographer, photographic studio</td>
</tr>
<tr>
<td>Day care – Day care center</td>
</tr>
<tr>
<td>Veterinary clinic/hospital, boarding, small animal, indoor</td>
</tr>
<tr>
<td>Media Production – Broadcast studio</td>
</tr>
</tbody>
</table>

In order to clarify the section addressing building types allowed on certain street types, and to rectify inconsistency resulting from modifications to Table 2.1, the notes for Table 3.1, Allowed Building Types by Street Frontage, were changed to state that on village streets, the ground story should house retail uses, and offices “shall” – no longer “should” – be located above the ground story unless a Director's Use Permit is approved.

This section on building forms also stated that the building facade along the front build-to-line of a property should be at least 80% of the width of the parcel. A staff planner indicated that such a requirement will make driveway construction difficult on some properties and impossible on others in the plan area. For example, on a 40-feet-wide lot, a building facade of 80% of the width of the street side of the parcel would be 32 feet wide. The City's standard minimum driveway for buildings with a commercial use is 10 feet, but such a building would allow only 8 feet for a driveway. The section discussing the minimum width of building facades was change to
include an exception for cases in which a facade along less than 80% of the build-to line is necessary in order to meet driveway standards.

Some of the language in the chapter on Streetscape Standards appeared to be outdated with regard to recent bicycle infrastructure improvements. The author requested a review of certain language by the Principal Transportation Planner, who recommended modifications of the plan to reflect existing infrastructure and current plans for bicycle infrastructure in this area of the city. The following language was added to the Connectivity section regarding the Railroad Safety Trail: The plan also includes a new section of the Railroad Safety Trail on the west side of the railroad tracks and a pocket park near the end of McMillan Street at the railroad.

In addition to highlighting the Railroad Safety Trail, the following descriptive language in the Bicycle Infrastructure section was eliminated and/or added:

The existing Class II bicycle lanes provided in both directions on Broad Street should be extended in both directions on Orcutt Road east of Broad Street to provide adequate access to the project area. Sharrows should be painted Shared lane markings (also known as Sharrows) or other appropriate signing and striping shall be installed in both directions along Victoria Avenue to increase connectivity within the plan area. Bicycle parking should be installed as described in Section 6.3.F of the Community Design Guidelines. Appropriate bicycle parking facilities include: bicycle lockers, locked rooms with standard racks, and standard racks located on site. At least 50% of long-term bicycle parking should be covered. Bicycle parking shall be installed throughout the plan area in locations of high visibility and convenience, such as near building entrances.

Bicycle parking shall be provided according to Section 17.16.060.F and Table 6.5 of the Zoning Regulations.

When the plan was originally developed, staff estimated much higher density in the plan area than is currently estimated. At the February 15, 2012, hearing of the Airport Land Use Commission (ALUC), the author and project planner presented the plan for endorsement as a Detailed Area Plan (DAP). In order to approve a plan as a DAP, the ALUC reviews the plan and
makes certain findings that demonstrate the plan's inherent compliance with the restrictions outlined in the Airport Land Use Plan (ALUP). Because a large portion of the plan area is located in Safety Zone S-2 of the ALUP, development is limited to 12 dwelling units per acre and 150 people per acre for non-residential density. Development according to a certified DAP allows 18 dwelling units per acre and 150 people per acre. By obtaining approval as a DAP, all development that occurs in the plan area is deemed in compliance with the ALUP and, therefore, is not required to be reviewed by the ALUC.

At the hearing, the ALUC determined that the estimated development capacity based on the proposed building forms and development efficiency (allowance for parking, build-to lines and landscaping) is well under the limits identified in the ALUP. The Commission found that a DAP would not be necessary to accommodate the anticipated densities within the plan area. However, the Commission commented that the density projections appeared to be calculated incorrectly. The projection figures should represent the total residential and commercial densities expected at the estimated development capacity for the plan area. The density projections listed in the plan at the time of the hearing reflected only the amount of residential and commercial densities expected to be added to the existing densities. Following the hearing, the density figures were recalculated to include existing density and expected additional density to reflect the total anticipated density of the plan area.

The Commission also expressed concern that the images in the Building Standards chapter display densities far greater than those allowed in Safety Zone S-2. The author and project planner affirmed the Commission's observation that some images being used to illustrate building forms do reflect development of greater density than would be allowed in the area by the ALUP, and they agreed to review those images for clarity and consider replacing any misleading images. Upon review, the author and project planner concluded that the purpose of the images is well described and conveyed in the document. They do not expect property owners to be confused by the images as density standards are regulated by the ALUP and Zoning Regulations, not the images.
Clarity and Organization

In addition to all of the content-driven discussion between the author, project planner and other key reviewers, the author received many points of feedback related to the clarity, organization and flow of the plan. This type of review is a critical part of crafting a readable, useable document. When the author first received the September 2011 draft of the plan, she began her work by reading for understanding and revising the sequence of the content. Certain redundancies were consolidated or outright eliminated. Some chapters received new section breaks and subtitles to direct the reader during a search for certain information. In other cases, language was re-written in order to convey the true intent of the authors of the plan.

Upon a thorough review of the draft presented at the February 29, 2012, meeting with the focus group, one member of the group emailed a list of insightful suggestions to improve the organization and flow of the document. The comments from this individual led to changes in language, reordering of information, and inclusion of references within the plan. While this individual had served in the focus group for many years, none of the changes he suggested were content-based. Rather, the individual provided a valuable perspective of the document: the perspective of the non-planner, which the author used to modify and further clarify the plan.

Test Project

A standard method to evaluate the impacts and outcomes of a plan is to test an existing or proposed project for the area against the regulations of the plan. The author conducted such a test with a 7,500 square-feet mixed-use redevelopment project proposed for the property at 774 Caudill Street. The project was presented to the Planning Commission on August 12, 2009, for approval of a Planning Commission Use Permit for shared and mixed-use parking reductions and for project-specific modifications to the Land Use Table of the General Plan. In its approval of the use permit, the Commission included the condition that upon adoption of the South Broad Street Corridor Plan, the Table of Allowed Uses in the plan will supersede the project-specific land use table.
Most of the findings (Appendix E) the author made highlighted minor potential impacts to the project, such as requiring the project to be built five feet closer to the property line than as proposed and allowing the project to be designed up to five and one-half (5.5) feet taller than the current design. Both of these impacts are interpreted as benefits to the project. Current regulations require a 15-feet setback on the property, but the project received approval for a 10-feet setback. Under the plan, this project would have been required to meet the 5-feet build-to line, thereby shifting the front facade 5 feet closer to the property line than its approved location. This regulation in the Plan would benefit the project as it allows for approximately 450 square-feet of additional buildable site area for structure or parking. Current regulations limit the building height in the area to 35 feet. Under the plan, a mixed-use development may be up to 40 feet tall. The increased height allowance would benefit the project by allowing for larger volumes and higher ceilings in the dwelling units and workspaces, as well as by allowing for additional space for HVAC systems and structural elements.

The sixth project review finding raised questions about a requirement that buildings be constructed along at least 80% of the width of the primary street facade in order to create a continuous wall. The test project was built along the setback line for approximately 55% of the property line along the primary street (approximately 50 feet of the 90 feet parcel width). Under the plan, the project would have been required to expand along the width of the property an additional 17 feet. In order to meet this requirement, the architect would have been forced to redesign the configuration of parking and building placement on the site. In light of this finding, one wonders whether a smaller percentage of build-to line coverage can achieve the desired pedestrian experience with continuous building frontage while giving sufficient flexibility for driveway and parking allocation. The author and project planner posed further questions based on this finding:

− Would this project have been able to meet the 80% build-to line coverage if the developer had been able to come to a shared parking agreement with an adjacent property owner?
− Does the 80% requirement need some flexibility contingent upon the ability of a property owner?
owner to form an agreement with other property owners to create the shared parking areas and through service streets envisioned in the plan?

- Should the 80% build-to-line coverage be a firm requirement except in the situation currently described in the plan: when the width of the parcel and the minimum driveway width prohibit 80% build-to-line coverage?

The project planner decided these questions should be highlighted for further consideration by planning staff, but revision of the plan based on these findings would not occur at this time. The next project planner will be expected to address these questions and determine the extent to which the plan should be modified consequently.

**Initial Study as Scope of Work**

At present, the City is undergoing a process to update the Land Use and Circulation Elements (LUCE) of the General Plan. Funds for these efforts are available through a Sustainable Communities Grant and through an allocation by the City Council from the General Fund. The update of these Elements itself will require a full EIR. Planning staff wishes to have the environmental impacts of the development envisioned in the SBSCP evaluated during the process of completing the LUCE EIR. For this reason, the author and project planner worked together to update the Initial Study completed by the former project planner. This updated Initial Study functions as a scope of work document for the consultants who will prepare the LUCE EIR. Each section of the Initial Study received review and revision, first by the author and second by the author and project planner. Most sections were revised to educate the consultants about the plan area with respect to cultural resources, geology, recreation and other environmental factors. However, these factors do not require further analysis, so scope of work descriptions were not drafted. The sections on air quality, greenhouse gas emissions, noise, traffic and transportation, and mandatory findings of significance are the critical factors for which significant impacts are found. Through her review of the previous Initial Study, a meeting with the Traffic Engineer, and
several meetings with the project planner, the author prepared a final Initial Study with scope of
work descriptions for these five environmental factors.
Early drafts of the South Broad Street Corridor Plan were envisioned during a time of economic stability and prosperity. Now the latest draft exists during the Great Recession of the new millennium. The plan suffers from attrition of personnel and area residents. It has been crafted and prodded over the course of nearly ten years. All those years of work have transformed those early drafts into a viable plan that will enable the creation of the vision established by the community and yet be feasible in the foreseeable financial future. As previously stated, plans are like laws and sausages, and the process to craft them is messy and disorderly. In the case of the South Broad Street Corridor Plan, the creation process involved various twists and turns and delays, culminating in a thorough, though confusing, draft in September of 2011. By that time, the new project planner already had pared down the document from its previously convoluted condition, removing interesting but unnecessary stories about community meetings and presentations to the Planning Commission, and shifting the placement of certain graphics and tables to coincide with related text. The author of this report received an initial assignment to edit the draft further so that it would be internally consistent and organized in a useable fashion. Her assignment evolved into an all-out effort to revise the plan and present it to the Planning Commission. The Planning Commission was expected to review the plan, make comments, and ultimately recommend to the City Council in the spring of 2012 that the City endorse the South Broad Street Corridor Plan.

However, in classic community planning fashion, the timeline set by the project planner and author maintained the original trajectory for only part of its intended duration. The author’s commitments at her university and her workload at the City influenced her ability to work consistently on the plan. The project planner's workload and assigned re-prioritization of projects influenced his ability to review the author's work and to urge for further progress. The Traffic Engineer went on paternity leave for a lengthy period, causing delay of progress on the Initial Study. The Airport Land Use Commission canceled its January hearing, postponing review of the
plan to February. And the Community Development Department re-prioritized the Planning Commission presentation schedule, pushing review of the plan to the fall of 2012, a date beyond the author's available work period. In merely nine-months, the author and project planner navigated all of these conflicting expectations. And as these events and decisions exceeded the control of the author and project planner, the two continued working together to press for progress on the draft. Yet the goal to take the plan to adoption remains unrealized. At the time of writing of this report, the plan is slated to be transferred to another project planner who will be responsible to learning this backstory quickly and advance the plan to the goal.

The South Broad Street Corridor Plan's Story

The story of the South Broad Street Corridor Plan is both unique in its personal narrative and emblematic of a community planning process which simply does not occur in a bubble. The story can be told from the view of the area residents and business owners who participated throughout the entire process to ensure their neighborhood will develop and improve into the vibrant and funky place they hope for it to be. The story can be told from the perspective of the Planning Commission, which reviewed the plan in pieces on multiple occasions and now awaits the opportunity to see, read and appreciate the complete vision for an area of town suffering from unrealized potential. And the story can be told from the eyes of the planning staff who works tirelessly to guide the growth and development of the City in accordance with the desires of the community.

This report tells only a small part of that story: the part carried out by a graduate student who did not recognize the complicated and enjoyable path laid out before her when she was asked to take a look at this plan document and make it easier for a layperson to read and use. Like that of the Regional Plan for New York and Its Environments, the story of the South Broad Street Corridor Plan exemplifies the process of progress through collaboration and compromise, and it illustrates the semi-predictable and yet unplannable process of community plan development. But
taken as an exercise in perseverance and flexibility, the author grew in her knowledge of the necessary steps for successful development of plan documents.

**Initial Study**

The preparation of the Initial Study as a scope of work for the consultants proved to be the most challenging task for the author. Never before had the author worked on an environmental review document, and the true scope of such a review was not immediately clear. Furthermore, the Initial Study prepared by the previous project planner was excessively long, involving discussion of details not relevant to the work the consultants will complete during their review of environmental impacts associated with development in the plan area. Through the iterative process of reading a section of the preliminary version of the study, removing excess details, wondering whether something just removed really ought to remain in the document, reinstating certain language, rewriting some of that language, going back to delete portions of the reinstated discussion, finally surrendering that section to the project planner for comments, and then working through the next section in the same fashion, the author came to understand more clearly the manner in which an Initial Study acknowledges the anticipated impacts of community development and makes public declaration of those impacts.

An important distinction between the Initial Study prepared by the author and most other Initial Studies is its primary role as a scope of work for the consultants completing the EIR for the Land Use and Circulation Elements update. This Initial Study will not be reviewed and certified by the City Council. Only the sections on air quality, greenhouse gas emissions, noise, transportation and traffic, and mandatory findings of significance were prepared with scope of work descriptions for the consultants, but each section of the study was developed with discussion of essential characteristics of the plan area in order to set the environmental context in which the significant impacts must be analyzed and evaluated. This use of the Initial Study as a scope of work document did not give the author a perfect example of the process to evaluate environmental impacts, but it did serve as an opportunity to experiment with drafting an Initial
Study without the risk of inappropriately representing the impacts and putting the City at risk of receiving a legal challenge to the document. In this case, the Initial Study does not function as a legal declaration of impacts and mitigation measures but rather offers a first, thorough body of analysis to the consultants who will complete an in-depth review of impacts and draft the legal document for City Council certification.

**Final Thoughts**

Through her work on the South Broad Street Corridor Plan, the author gained appreciation for the work of public sector planners, who struggle with unfixed deadlines, shifting priorities and an overarching measure of uncertainty stemming from the will of the City Council and the influence of the public. While the *Regional Plan for New York and Its Environ* came out of a highly politicized period for community planning, the South Broad Street Corridor Plan comes from a period of variable timelines, shifting responsibilities and dynamic economic activity. And for this author, the next time she sets out to prepare a plan for a community, she will both replicate this dynamic process and wholly invent a distinctive approach to creating that plan.
LIST OF REFERENCES

*California Government Code.*


SOUTH BROAD STREET CORRIDOR PLAN

City of San Luis Obispo
Planning Commission Hearing Draft (June 2012)
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SOUTH BROAD STREET CORRIDOR PLAN
Planning Commission Hearing Draft (June 2012)
(Adoption Date)
San Luis Obispo City Council Resolution No. (2012 Series)

Partially funded through a Community-Based Transportation Planning Grant from California State Department of Transportation, District 5
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MISSION STATEMENT

Our mission is to identify and serve the needs of all people in a positive and courteous manner and to help ensure that San Luis Obispo remains a healthy, safe, attractive and enjoyable place to live, work or visit. We help plan the City’s form and character, support community values, preserve the environment, promote the wise use of resources and protect public health and safety.

OUR SERVICE PHILOSOPHY

The City of San Luis Obispo Community Development Department staff provides high-quality service whenever and wherever you need it. We will:

• Listen to and understand your needs;
• Give clear, accurate and prompt answers to your questions;
• Explain how you can achieve your goals under the City’s rules;
• Help resolve problems in an open, objective and fair manner;
• Maintain the highest ethical standards; and
• Work to continually improve our services.
## SOUTH BROAD STREET CORRIDOR PLAN

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EXECUTIVE SUMMARY

Neighborhoods change and evolve over time. A case in point: the South Broad Street neighborhood, bounded by Broad Street on the west, the Union Pacific Railroad tracks on the east, Downtown and the Railroad Historic District to the northwest and west, and Orcutt Road on the south is a neighborhood in transition. This roughly 140-acre neighborhood, once home to many Italian-Americans and railroad workers, is one of the City’s oldest residential neighborhoods, dating to the early 1880s. Though many dwellings remain, most of the neighborhood, sometimes referred to as “Little Italy,” has been replaced by a mix of commercial, light industrial, waste recycling, auto sales, auto repair, and other uses and businesses.

The General Plan identifies this area as an “Optional Use and Special Design Area” and says the City should prepare a plan to encourage innovative design concepts that help revitalize and beautify the area. In addition, the Housing Element identifies this area as having potential for infill housing development. Working with its citizens and the California Department of Transportation (Caltrans), the City has prepared this Area Plan to meet General Plan policy, to help guide the area’s private development with mixed commercial and residential uses, to achieve needed public improvements, and to encourage the development of higher-density infill housing. The Area Plan does this with three primary tools: a new land use vision, an emphasis on housing, and form-based codes to guide and implement change.

A Fundamental Shift in Land Use

Over a 20-year planning horizon, the Area Plan anticipates approximately 425 new dwellings; 880,000 square feet of commercial space; a revitalized architectural character that reflects the area’s historic uses; and more walkable, attractive, and accessible streets and public spaces. Under the Area Plan, mixed-density residential uses, small-scale retail sales, offices, and neighborhood-serving uses would be encouraged. Existing service-commercial uses would gradually transition to more...
compatible uses, such as small-scale workshops, work-live studios, and other compatible service-commercial uses.

**A Smart Growth Opportunity**

Redevelopment of the South Broad Street Corridor makes good sense. The Corridor is close to shopping, schools, employment centers, and major transportation facilities, including public transit, the San Luis Obispo County Regional Airport, and the Amtrak Train Station. By emphasizing infill development, the Area Plan implements the City’s Smart Growth principles. It encourages walking, bicycling, and public transit use and avoids the need to extend major streets or utilities into undeveloped areas.

**Form-Based Codes**

This Area Plan uses form-based codes (FBCs) to achieve the community’s vision for the South Broad Street Corridor. In this area, the City wants to promote mixed residential and commercial uses, improve the appearance and safety of streets and other public places, and expand housing opportunities.

FBCs regulate land use and development through clear, illustrated standards for the design of streets, buildings, and public spaces. They emphasize the physical form and spatial qualities of urban areas and can increase development “predictability” for both property owners and the community. FBCs use clear, specific standards to allow more flexible approaches to land use, parking, and residential density than possible under conventional zoning standards with the end goal of creating high-quality, sustainable, and vibrant neighborhoods and public spaces. Land use changes can happen gradually in response to changing community needs and market forces.

The South Broad Street Corridor Area Plan emphasizes the development of multi-family, stacked flats; town homes; and mixed-use developments to expand the range of housing types and prices, to increase tenure, and to help meet diverse housing demands in the area.

Figure E.2
1.0 **introduction**

1.1 **PURPOSE AND INTENT**

The overarching purposes of the South Broad Street Corridor Area Plan are to improve the area's transportation safety, encourage mixed land uses, increase affordable housing, and enhance the area's appearance as a major City gateway. This plan implements the following General Plan Land Use Element Policy and Housing Element Program for the South Broad Street Corridor area:

**Land Use Element—Policy 8.3**

Figure 10 of the General Plan shows the South Broad Street Corridor (Area 3) as an “optional use and special design area.” It is one of several areas where the General Plan calls for the City to consider a range or mix of uses, which do not necessarily match any single use district described in the Land Use Element.

The policy says that the “renovation of streetscapes, landscaping, and building façades is encouraged, and that the City should work with property owners to prepare area plans containing design guidelines and implementation programs. Programs may include implementation incentives, such as variations from development standards or loan funds.” The South Broad Street Corridor Area Plan is a result of this policy.

The Area Plan combines a range and mix of land uses especially suited to this area within a specific physical design framework and implementation strategy. With this plan, the City intends to:

(A) Choose appropriate land uses for the planning area, utilizing an area plan and form-based codes to address specific land uses and requirements for improved public facilities, including streets, sidewalks, utilities, and bike paths; and

(B) Encourage innovative design concepts which help revitalize and beautify the area.
Housing Element—Program 6.12.A

Program 6.12.A and Figure 1 of the Housing Element identify the Little Italy district and portions of the South Broad Street Corridor area for possible rezoning to encourage mixed-use development and higher density housing. In response, the City’s 2003-2005 Financial Plan identified Broad Street Corridor Enhancement as a Major City Goal.

The Plan will “re-create” and revitalize a neighborhood that has been somewhat isolated and overlooked in terms of public and private improvement. The corridor is ideally situated to implement now widely-accepted transit-oriented development principles. It could become a place where people live, work, and play near schools, parks, shopping, jobs, and services, as well as an area where people are linked to the City and region through several transit modes. In addition, as discussed in the Housing Element, the Little Italy area may offer opportunities for low- and moderate-cost housing with convenient access to jobs, services, Downtown, and the nearby Railroad Transit Center.

1.2 THE PLAN AREA AND ITS ISSUES

The Plan Area

The South Broad Street Corridor is centrally situated in the City of San Luis Obispo, with the Regional Transit Center, Fire Station #1, Hawthorne Elementary School, and Meadow Park anchoring the northern portion of the area. The southern end of the corridor includes retail shopping centers, Maxine Lewis Memorial Shelter, and the Damon-Garcia Sports Fields facility. The Villa Rosa residential condominium development, which includes affordable to upper moderate income dwelling units, is a major residential node for the southern portion of the plan area.

The one-mile stretch of Broad Street between High Street and Orcutt Road is the corridor of the planning area. Approximately 5,500 people live within one-half mile of the corridor, mostly on the west side of Broad Street. In a regional context, Broad Street is the City’s main connection with the San Luis Obispo County Regional Airport and with the cities of Arroyo Grande, Pismo Beach, and Grover Beach via State Highway 227 and Price Canyon Road. One of the main objectives of the plan is to improve bicycle, pedestrian, transit, and vehicular linkages within and through the corridor, thereby making it more livable. Existing and potential linkages are shown in Figure 1.2.

Corridor Issues

The South Broad Street Corridor poses several planning issues. These were identified at public workshops held in 2004 and 2006, and at numerous public meetings during 2006, 2007, and 2008. These issues have shaped the Plan’s goals, policies, and programs and are summarized below and include: land use, Broad Street, airport planning, transportation safety, connectivity, and aesthetics.

Land Use

In 2008, the area’s primary General Plan designation, Services and Manufacturing, was the result of the area’s historic
Development in the area began in the late 1880s as a residential subdivision and was eventually zoned under County jurisdiction as “manufacturing.” It was later annexed to the City as “service-commercial/light industrial,” making the remaining homes “legal, nonconforming.” As new housing and retail shops and services develop nearby, the more intensive service-commercial and manufacturing uses can pose compatibility issues due to noise, truck traffic, or other use characteristics. Other areas, such as the Sacramento Drive and Airport areas, offer service-commercial and manufacturing zoned land with larger lots, better access, and better public facilities than the South Broad Street area offers.

The area lacks public facilities common in other City neighborhoods, such as continuous sidewalks, street trees, and crosswalks. Revitalization has been difficult due to the lack of a cohesive plan for the area, limited access, the area’s historic development pattern of small parcels, and the need for public improvements. This Plan provides the vision and the tools to create opportunities for infill development, compatible mixed land uses, and a more attractive, walkable neighborhood.

**Broad Street**

The Broad Street corridor is a spine of the City’s transportation and transit network, linking Downtown with the SLO County Regional Airport and South County. The Regional Transportation Center, located just north of the planning area in the Railroad Historic District, is a public transit hub for citywide, regional, and statewide bus and train service.

Broad Street serves multiple transportation needs as a regional arterial street and as a local street serving businesses, residences, shopping, and public facilities. Its design allows for high traffic volumes, relatively high speeds, and continuous, uncontrolled left turns into streets and driveways, making it difficult for residents to access businesses, adjacent

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**Figure 1.2**

Source: (unknown)
neighborhoods, schools, parks, and public transit. It poses an obstacle to residents west of Broad Street who desire improved mobility through the neighborhood, particularly to commercial uses and neighborhood features on the east side of the street.

As shown in Figure 1.2, several important community facilities are in the vicinity of the Plan area. South Broad Street functions as an arterial street, providing local access to those facilities.

**Airport Land Use Plan**

Most of the planning area is located within Safety Area S-2 of the Airport Land Use Plan (ALUP), as shown in Figure 1.4. The ALUP sets land use and design standards to balance airport planning and safety needs with land use, residential density and infill goals. The Area Plan is consistent with the ALUP standards and was prepared as a Detailed Area Plan, in consultation with the San Luis Obispo County Airport Land Use Commission. Its policies, programs and guidelines will maintain compatibility between development in the plan area and airport operations.

**Transportation Safety**

A recurring theme voiced at public hearings and workshops is the need for safe pedestrian and bicycle facilities in the corridor. For example, public transit users traveling southbound on Broad Street face a significant challenge if they want to disembark mid-block and cross to a business on the east side of the street. Existing conditions, including high traffic volumes and speed, lack of signalized intersections, and a five-lane right-of-way on Broad Street, have prompted area residents to seek context sensitive design solutions that provide improved mobility and an enhanced aesthetic character for the corridor and adjacent mixed-use neighborhood.

**Connectivity**

Although centrally located, the planning area’s accessibility is limited by the railroad tracks, an incomplete street network, historic development patterns and by Broad Street. Traffic volumes on Broad Street – up to 29,100 vehicles per day in 2010 – discourage all but the most determined pedestrians and bicyclists from crossing Broad Street. Crosswalks, sidewalks, and bikeways between the planning area and surrounding neighborhoods will allow safer access to Hawthorne Elementary School.
School, Sinsheimer Elementary School, and Sinsheimer Park; enhance quality of life; affirm the area’s role as a neighborhood; and encourage residential and commercial investment.

As shown in the Master Illustrative Plan, Figure 1.6, proposed street, bicycle, and pedestrian connections to destinations on either side of Broad Street will make the revitalized neighborhood more livable and improve access to area businesses, schools, parks, and other public facilities. For example, during public workshops on the Area Plan, the extension of Victoria Avenue was universally supported as an important component of future development. The extension will provide a through route from Mutsuhito to Roundhouse Avenue, providing important street frontage for existing businesses and new mixed-use development, and it will provide an alternative route to Broad Street with lower speed vehicular traffic, making pedestrian and bicycle use more attractive. The South Broad Street Corridor “Mission Critical” Improvement Projects & Cost Estimates document (April 29, 2011) lays out the estimated costs for essential infrastructure improvements in the plan area.

The Planning Area is within a 5-10 minute walk from several City parks and open space areas. The Railroad Safety Trail bike path runs along the east side of the railroad right-of-way, linking the area with the Railroad Historic District, Downtown, and, eventually, with Cal Poly. Safe pedestrian and bicycle access to these park and open space areas is limited, however, by Broad Street and the railroad tracks. This Area Plan would improve park and open space access for residents on both sides of Broad Street and the railroad tracks by including an improved railroad undercrossing initially and a railroad pedestrian bridge in the near future. The plan also includes a new section of the Railroad Safety Trail on the west side of the railroad tracks and a pocket park near the end of McMillan Street at the railroad.

**Aesthetics**

Much of the planning area was originally developed as part of the Imperial Addition, an 1888 subdivision laid out as a residential neighborhood. The neighborhood originally consisted of small houses with simple designs. Over time, as zoning changed and non-residential uses appeared, most of the old neighborhood was demolished. The most notable concentration of the few remaining houses from that period is between Humbert Avenue and Woodbridge Street. In 2012, this is a neighborhood in transition, both in terms of land use and visual character. Depending upon one’s perspective, its visual character has
been described as “funky” and diverse. Some areas are described as dilapidated due to the lack of public facilities, vacant and underutilized properties, and presence of legal, nonconforming buildings. Land uses in the area are in transition, and that transition is reflected in the area’s diverse architectural character: a mix of older commercial and residential buildings. Through this plan, the area’s desirable qualities of architectural variety, diversity, mixed-uses, and human scale will be retained and enhanced.

1.3 PUBLIC PARTICIPATION

Public involvement has been a key part of South Broad Street Corridor planning. Through a series of public workshops and verbal, written, telephone, and email feedback, the planning team compiled a set of Community Values and Neighborhood Features, or physical and functional elements of the study area and its surroundings, that ought to be taken into account throughout the planning process.

Building upon two Caltrans-funded public “visioning” workshops in May 2004, followed by another well-attended public workshop in November 2006, a 20-member Focus Group composed of area residents, business, and property owners, and representatives from the Planning and Architectural Review Commissions and the Cultural Heritage Committee was created. Input received at the workshops and subsequent outreach techniques have been incorporated into the Plan.
1.4 PLAN OBJECTIVES

The following objectives were developed through collaboration between community members and Community Development Staff:

- Reduce traffic impact
- Increase safety for biking and walking
- Maintain and foster neighborhood identity
- Emphasize affordable housing

1.5 RELATIONSHIP TO THE GENERAL PLAN AND ZONING REGULATIONS

The South Broad Street Corridor Area Plan is part of the City’s General Plan. It carries out goals, policies, and programs of the General Plan and establishes development regulations for a specific geographic area in the City. Within this area, development is regulated by the form-based codes included in the Area Plan. These codes implement the community’s vision for the planning area as created through a series of public meetings held from 2004 through 2008 and then set forth in the Area Plan. Where there is a conflict between the form-based codes and the Zoning Regulations, the form-based codes shall govern. For development standards not addressed in the Area Plan or form-based codes, the other applicable sections of the Zoning Regulations, Municipal Code, and State and Federal law shall apply.

1.6 OVERVIEW OF THE PLAN

The South Broad Street Corridor Area Plan is two documents in one: it is a long-range land use plan describing a “vision” to create a vibrant mixed-use neighborhood, and it is a legal document that regulates land development through clear, predictable, yet flexible standards for land use, site planning, building form, and density. The Area Plan uses simple graphic and written descriptions to define a range of street, building, and land use types. Through this emphasis on physical form, the Area Plan seeks to create a safe, attractive, economically vital, and enjoyable neighborhood with a mix of complementary land uses. The vision is shown in Figure 1.6, Master Illustrative Plan, on the previous page.
2.1 PURPOSE
This section establishes the land use zones or “districts” applied to property within the plan area. The Area Plan divides the plan area into separate zones or districts that are based on the predominant street type that borders the property, with most zones allowing a significant mixture of residential and commercial land uses. This approach differs from conventional zoning maps in that it uses specific standards for building style, placement and compatibility – tailored for the particular area – instead of land use zones as the spatial basis for regulating development. The zones also effectively implement General Plan objectives for mixed-uses, housing and urban design within the planning area.

2.2 HOW TO USE THE AREA PLAN
The Area Plan sets special land use and design standards for the South Broad Street Corridor planning area. The Plan has three basic parts: 1) land use & street types, 2) development standards, and 3) general provisions. The Plan shall apply to all parcels and rights-of-way, as further described below.

In using and applying the standards in this Area Plan, these key terms shall be defined as follows:

The terms “shall” or “will” are mandatory and mean that an action shall be taken or a standard followed without exception. “Should” means such an action or standard will be followed in most circumstances unless significant reasons or factors, as determined by the Director, prevent or discourage implementation. The terms “encourage,” “promote,” and “support” are permissive and indicate a desirable but not a mandatory action. They indicate intent to take action but are not linked to a specific timeframe or work program. In this document, the terms “code” and “standard” are used interchangeably and indicate adopted municipal law.
Determining allowed uses

(1) Using Figure 2.1, determine whether the property is within the planning area boundaries. If the property does not lie within the planning area boundaries, then this Area Plan does not apply, and the Citywide Zoning Regulations or other applicable regulations and guidelines should be consulted. If the property does lie within the planning area boundaries, then this Area Plan applies. If the property is located in more than one zoning district, the district which includes the majority of parcel area shall apply.

(2) Review Section 2.6 for descriptions of Zones Established in the Plan.

(3) Review Section 2.7, Allowed Land Uses.

(4) Use Table 2.1 (page ___), Table of Allowed Uses, to determine what uses are allowed and conditionally allowed on the property.

Determining development standards

(1) Use Figure 2.2 (page___) to determine which street type the property fronts. If the property is a corner lot, use the primary street frontage according to the street type hierarchy described in Section 2.6, Street Types.

(2) Use Table 3.2 to determine allowed building types based on the parcel’s primary street frontage.

(3) Review the Form-Based Codes, Section 3.5, to determine the allowed building placement, height, setbacks, and other standards for allowed building types.

(4) See Section 3.6, Parking Requirements, for shared parking alternatives and parking reduction options.

(5) Review the Architectural Standards, Chapter 4, for specific exterior architectural and landscape standards.

(6) Review Chapter 6, Public Facilities Financing, to determine how public improvements should be funded.
2.3 INTERPRETATION AND AREA OF APPLICATION

The South Broad Street Corridor Area Plan shall apply to the area shown in Figure 2.1. The Director shall interpret these regulations, subject to the appeal procedures in Chapter 17.66 of the Zoning Regulations. The included text and maps shall supersede standards in other City documents, unless stated otherwise in this document. The standards provide a flexible yet predictable process for encouraging and guiding redevelopment of the planning area, consistent with the General Plan. Photographic images and concept sketches are intended to show desired streetscape or building character for the planning area and are for illustrative purposes only.

2.4 APPLICABILITY OF AREA PLAN STANDARDS

The zones of this Area Plan prescribe street types, architectural types, and land uses within the plan area, as well as providing detailed standards for building placement, height, and profile. Figure 2.1 shows the location of the zones in relation to existing rights-of-way and parcels.

2.5 STREET TYPES

Development under this Plan is regulated by street type. Streets are a primary determinant of building placement and form, and they play an important role in creating safe and attractive facilities for pedestrians, bicyclists, and motorists. Allowed land uses are determined by zone; suitable uses should be selected based on the building form established by street type. Five street types are hereby established in the planning area, as shown in Figure 2.2. A hierarchy of street types is established as follows, from highest to lowest order: Corridor Street (Broad Street), Village Street (Victoria Avenue), Entry Street, Service Street, and Village Court or “woonerf” (a shared space). On corner parcels, the primary street frontage governing development standards is determined by the higher intensity street type that the property faces. (See Table 3.1 on page ____.) Street design, function, and visual character shall be as described below and in Figures 2.3 through 2.14.
**Corridor Street**

Broad Street, one of the City’s most heavily traveled thoroughfares, is the only “Corridor Street” in the planning area. This street type emphasizes its role as an important regional commercial corridor and neighborhood connector. This role defines appropriate uses and design standards, including greater building setbacks, enhanced streetscape, city-wide oriented retail-commercial and office land uses, rear-loaded parking, and restricted curb openings.

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Figure 2.3  
Source: Pierre Rademaker Design
**Village Streets**

The most pedestrian oriented street, Victoria Avenue, is the only “Village Street” in the study area. This street’s design and character emphasizes the pedestrian experience. This will be accomplished through greater building setbacks to achieve wider sidewalks, pedestrian-friendly building design, more landscaping, outdoor dining and merchandise display, and limited curb openings.

![Village Streets illustration](image)

**Figure 2.5**  
Source: Pierre Rademaker Design

![Village Streets illustration](image)

**Figure 2.6**  
Source: Pierre Rademaker Design
**Entry Street**

These streets serve as local collectors linking the main village area with Broad Street. Entry streets are characterized by buildings adjacent to the street with mostly commercial uses along the ground story, lower building heights, and more curb openings to allow internal block access for rear parking. Entry streets will provide access to interior block parking and utility areas, and they feature parallel parking on both sides. Entry streets would typically have commercial uses on the ground floor fronting on the street with residential above. Parcels of one-quarter acre or larger could have ground floor dwellings fronting on the street.

![Figure 2.7](source: Pierre Rademaker Design)

**Figure 2.7**
Source: Pierre Rademaker Design

![Figure 2.8](source: Pierre Rademaker Design)

**Figure 2.8**
Source: Pierre Rademaker Design
**Service Street**

The plan accommodates the long-standing concentration of light-industrial and office uses along western Duncan and McMillan Streets and anticipates the gradual transition to a more residential character through live-work development. Service Streets will have the lowest traffic counts in the planning area and are designed primarily to accommodate commercial activities as well as provide basic pedestrian amenities. This area will feature pedestrian and bicycle paths as shown in Figure 1.4 and will eventually be linked to Sacramento Drive and employment and retail centers to the south via a signalized intersection at Duncan and Orcutt Road. So that uses on both McMillan and Duncan can access the future signalized intersection, a new service street is proposed as shown in Figure 2.2.

![Figure 2.9](source.png)

*Figure 2.9*
*Source: Pierre Rademaker Design*

![Figure 2.10](source.png)

*Figure 2.10 – Service Street Typical Section and Plan*
**Village Court (Woonerf)**

To reduce traffic conflicts on Broad Street, new development should provide access and parking at the rear of the lot. The Area Plan calls for a 24-foot wide “village court,” a multi-purpose roadway, along the rear of parcels fronting on Broad Street between Francis and Mutsuhito. Also called a “woonerf,” the village court will serve both residential and commercial uses and should be designed to integrate car and pedestrian use, as shown in Figure 2.12. The woonerf design integrates sidewalks and roadways into one surface, creating the impression of a yard.

![Figure 2.11](image1.png)
*Figure 2.11
Source: Pierre Rademaker Design*

![Figure 2.12](image2.png)
*Figure 2.12
Source: Pierre Rademaker Design*
2.6 ZONES ESTABLISHED

The following zones are established by this Area Plan and applied to property within the boundary as shown on Figure 2.1.

Service-Commercial Zone (C-S)

This zone is applied to areas adjacent to the Union Pacific Railroad right-of-way, the area north of Orcutt Road, along Duncan and McMillan Roads, and between the Retail Commercial zones. This zone is intended to provide for the guided transition of this area from its present service-commercial, light-industrial land use to a mixed-use district that promotes higher density infill housing and compatible commercial service uses, such as arts and crafts studios and galleries; small scale fabrication and assembly; architectural, engineering, and interior design services; and eating and drinking establishments. Services are to be primarily at street level with offices, dwellings, and residential support facilities above.

Retail-Commercial Zone (C-R)

This zone is applied to parcels with frontage on Broad Street and Victoria Avenue. With the presence of Broad Street, this zone takes advantage of the area’s commercial exposure along an arterial street, city gateway, and major connection to the San Luis Obispo County Airport and South County. It allows a wide range of retail, office, and residential uses in two- and three-story buildings, including general retail, specialty retail, restaurants, nightclubs, offices, and dwellings above the ground floor. Along Victoria Avenue, this zone serves as “Main Street” for the mixed-use neighborhood. Retail stores, markets, personal services, bakeries, cafes (including outdoor dining), and other pedestrian- and neighborhood-oriented uses line Victoria Avenue at the ground level, with office and residential uses above.

Existing Zoning

Areas that are already substantially developed or have received entitlements for development and are not included in one of the above zone districts are designated as “Existing Zoning.” Land designated as existing zoning is indicated in white in Figure 2.1, Zones in the Area Plan. Most of the plan area to the west of Broad Street and on both sides of Broad Street to the north of South Street have this designation. These properties are not subject to the land use and development standards in this Plan. Existing or entitled development shall be governed by the Zoning Regulations for the underlying zone; however, the Streetscape Standards (Chapter 4) of the Plan apply to all properties within the plan area.

2.7 ALLOWED LAND USES

These regulations are intended to guide the development of the Broad Street Corridor in an orderly manner; to follow the adopted General Plan; to protect and enhance the quality of the natural and built environment; and to promote the public health, safety, and general welfare by regulating the use of land and buildings and the location and basic form of structures. For the zoning districts identified in the Area Plan, allowed, conditionally allowed, and prohibited uses shall be as shown in Table 2.1. For parcels designated as Existing Zoning, allowed land uses shall be as allowed for the base zone shown in the most current official zoning map and as allowed in Chapter 17.22 of the Zoning Regulations.

Zone District Boundaries

Boundaries between zoning districts generally follow lot lines or their extensions, physical features, or contour lines as noted on the official zoning map. Boundaries adjoining streets shall be assumed to follow the centerlines of streets if such location becomes an issue in the use of private property, such as when a street is abandoned. Zones which meet a street centerline shall not be considered “adjacent.” The location of boundaries...
which are not readily determined by inspection of the official zone map shall be determined by the Director.

**Conflict with Public Provisions**

These regulations are not intended to interfere with or annul any other law or regulation. Where these regulations impose a restriction different from any other law or regulation, the more restrictive shall apply. Where no restriction or standard is stated, the Zoning Regulations or other pertinent City standard shall apply.

**Conflict with Private Provisions**

These regulations are not intended to interfere with or annul any easement, covenant, or other agreement between private parties. Where these regulations impose a restriction different from a private agreement, the provisions which are more restrictive or impose higher standards shall govern.

**Establishment of a Use**

Any one or more of the allowed or conditionally allowed uses identified in Table 2.1 may be established on any parcel within that district, subject to the permit requirement listed in the Table and in compliance with the applicable development standards. In Table 2.1, allowed uses are designated as “A,” uses that are allowed with Director’s use permit approval are designated as “D,” and uses allowed by Planning Commission Use Permit are designated as “PC.” The Director shall determine whether uses which are not listed shall be deemed allowed or allowed subject to use permit approval in a certain zone. This interpretation procedure shall not be used as a substitute for the amendment procedure as a means of adding new types of uses to a zone.

**Similar or Accessory Uses**

The Director may determine that an unlisted use is allowed, provided that it is a similar use in terms of use characteristics, compatibility, parking, and access requirements, or that the use is accessory to the primary use allowed under Table 2.1.

**Nonconforming Uses**

A nonconforming use is one which was legally established on the effective date of applicable sections of these regulations but which is not now an allowed or conditionally allowed use in the zone in which it is located. Nonconforming uses shall be permitted in compliance with Chapter 17.10 of the Zoning Regulations.

**Airport Land Use Plan Consistency**

Most areas within the Plan area are subject to Airport Land Use Plan (ALUP) standards. The ALUP sets special land use limitations, and Table 2.1 and Development Standards shall be applied consistently with the ALUP, as described in Chapter 17.22 of the Zoning Regulations.
### Table 2.1, TABLE OF ALLOWED USES

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Zoning Districts</th>
<th>Municipal Code</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>INDUSTRY, MANUFACTURING &amp; PROCESSING, WHOLESALING</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bakery, wholesale</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Furniture and fixtures manufacturing, cabinet shop</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Industrial research and development</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Laboratory - Medical, analytical, research, testing</td>
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<td></td>
</tr>
<tr>
<td>Laundry, dry cleaning plant</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Manufacturing - Heavy</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Manufacturing - Light</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Petroleum product storage and distribution</td>
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<td></td>
</tr>
<tr>
<td>Photo and film processing lab</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Printing and publishing</td>
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<td></td>
</tr>
<tr>
<td>Recycling facilities - Collection and processing facility</td>
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<td></td>
</tr>
<tr>
<td>Recycling facilities - Scrap and dismantling yard</td>
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<td></td>
</tr>
<tr>
<td>Recycling facilities - Small collection facility</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Storage – Personal storage facility</td>
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<td></td>
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<tr>
<td>Storage yard</td>
<td>A</td>
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</tr>
<tr>
<td>Warehousing, indoor storage</td>
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<td></td>
</tr>
<tr>
<td>Wholesaling and distribution</td>
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<td></td>
</tr>
<tr>
<td><strong>LODGING</strong></td>
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<td></td>
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<tr>
<td>Bed and breakfast inn</td>
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<td></td>
</tr>
<tr>
<td>Homeless shelter</td>
<td>PC</td>
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</tr>
<tr>
<td>Hostel</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Hotel, motel</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Recreational vehicle (RV) park accessory to hotel, motel</td>
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<td></td>
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<tr>
<td>Vacation Rental</td>
<td></td>
<td>17.22.G</td>
</tr>
</tbody>
</table>

**Key for Table 2.1**

- **A**: Allowed
- **D**: Director’s Use Permit approval required
- **A/D**: Allowed on second floor or above; Director’s Use Permit approval required on ground floor
- **PC**: Planning Commission Use Permit approval required
- **Blank**: Use is Prohibited

**Notes**: Footnotes 1-8 affecting specific land uses follow the Table.
### Table 2.1, TABLE OF ALLOWED USES, continued

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Zoning Districts</th>
<th>Municipal Code</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RECREATION, EDUCATION, AND PUBLIC ASSEMBLY</strong></td>
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<td></td>
</tr>
<tr>
<td>Bar/tavern</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Club, lodge, private meeting hall</td>
<td>D</td>
<td>D</td>
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<tr>
<td>Commercial recreation facility - Indoor</td>
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<tr>
<td>Commercial recreation facility - Outdoor</td>
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<td>Educational conferences</td>
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<tr>
<td>Fitness/health facility</td>
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<td>A</td>
</tr>
<tr>
<td>Golf Course</td>
<td></td>
<td></td>
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<tr>
<td>Library, museum</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Library, branch facility</td>
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<td></td>
</tr>
<tr>
<td>Nightclub</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Park, playground</td>
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<tr>
<td>Public assembly facility</td>
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<td>A</td>
</tr>
<tr>
<td>Religious facility</td>
<td>D(3)</td>
<td>D</td>
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<tr>
<td>School - Boarding school, elementary, middle, secondary</td>
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<td></td>
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<tr>
<td>School - College, university campus</td>
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<td></td>
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<tr>
<td>School - College, university - Satellite classroom facility</td>
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<td></td>
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<tr>
<td>School - Elementary, middle, secondary</td>
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<td></td>
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<tr>
<td>School - Specialized education/training</td>
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<td>A/D</td>
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<td>Special event</td>
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<td>D</td>
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<td>Sports and entertainment assembly facility</td>
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<td>Studio - Art, dance, martial arts, music, etc.</td>
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<td>A/D</td>
</tr>
<tr>
<td>Theater</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Theater - Drive-in</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Table 2.1, TABLE OF ALLOWED USES, continued

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Zoning Districts</th>
<th>Municipal Code</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RESIDENTIAL USES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boarding/rooming house, dormitory</td>
<td></td>
<td>17.2</td>
</tr>
<tr>
<td>Caretaker’s quarters</td>
<td>A</td>
<td>A(8)</td>
</tr>
<tr>
<td>Convents and monasteries</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fraternity, sorority</td>
<td></td>
<td></td>
</tr>
<tr>
<td>High occupancy residential use</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Home occupation</td>
<td></td>
<td>17.08.090</td>
</tr>
<tr>
<td>Live/work units</td>
<td>A</td>
<td>A(8)</td>
</tr>
<tr>
<td>Mixed-use project</td>
<td></td>
<td>17.08.072</td>
</tr>
<tr>
<td>Mobile home as temporary residence at building site</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mobile home park</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi-family dwellings</td>
<td>A(8)</td>
<td></td>
</tr>
<tr>
<td>Residential care facilities - 6 or fewer residents</td>
<td></td>
<td>A/D(8)</td>
</tr>
<tr>
<td>Residential care facilities - 7 or more residents</td>
<td></td>
<td>A/D(8)</td>
</tr>
<tr>
<td>Residential hospice facility</td>
<td></td>
<td>D(8)</td>
</tr>
<tr>
<td>Rest home</td>
<td>A/D(8)</td>
<td></td>
</tr>
<tr>
<td>Single-family dwellings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Secondary dwelling units</td>
<td></td>
<td>17.21</td>
</tr>
<tr>
<td>Work/live units</td>
<td>A</td>
<td>17.08.120</td>
</tr>
<tr>
<td><strong>RETAIL SALES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auto and vehicle sales and rental</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auto parts sales, with installation</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Auto parts sales, without installation</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Bakery, retail</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Building and landscape materials sales, indoor</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Building and landscape materials sales, outdoor</td>
<td>A</td>
<td>D</td>
</tr>
<tr>
<td>Construction and heavy equipment sales and rental</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Convenience store</td>
<td>D</td>
<td>A</td>
</tr>
<tr>
<td>Extended hour retail</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td><strong>ZOONING DISTRICTS</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# Table 2.1, TABLE OF ALLOWED USES, continued

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Zoning Districts</th>
<th>Municipal Code</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RETAIL SALES (continued)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farm supply and feed store</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Fuel dealer (propane, etc)</td>
<td>PC</td>
<td></td>
</tr>
<tr>
<td>Furniture, furnishings, and appliance stores</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>General retail - 2,000 sf or less</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>General retail - More than 2,000 sf, up to 15,000 sf</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>General retail - More than 15,000 sf, up to 45,000 sf</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>General retail - More than 60,000 sf, up to 140,000 sf</td>
<td>A (7)</td>
<td></td>
</tr>
<tr>
<td>Groceries, liquor, specialty foods</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mobile home, RV, and boat sales</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office-supporting retail, 2,000 sf or less</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Office-supporting retail, More than 2,000, up to 5,000 sf</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Outdoor temporary and/or seasonal sales</td>
<td>See Section 17.08.020</td>
<td></td>
</tr>
<tr>
<td>Produce stand</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Restaurant</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Outdoor BBQ/Grill, accessory to restaurant</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Service Station (see also &quot;vehicle services&quot;)</td>
<td>A</td>
<td>D</td>
</tr>
<tr>
<td>Vending machine</td>
<td>See Section 17.08.020</td>
<td></td>
</tr>
<tr>
<td>Warehouse stores - 45,000 sf or less gfa</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Warehouse stores - more than 45,000 sf gfa</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SERVICES – BUSINESS, FINANCIAL, GENERAL &amp; PROFESSIONAL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ATMs</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Banks and financial services</td>
<td>A(1)</td>
<td>A</td>
</tr>
<tr>
<td>Business support services</td>
<td>A</td>
<td>A/D</td>
</tr>
<tr>
<td>Medical service - Clinic, laboratory, urgent care</td>
<td>D(5)</td>
<td>D</td>
</tr>
<tr>
<td>Medical service - Doctor office</td>
<td>D(5)</td>
<td>A/D</td>
</tr>
<tr>
<td>Medical service - Extended care</td>
<td></td>
<td>D</td>
</tr>
<tr>
<td>Medical service - Hospital</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Convalescent hospital</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Table 2.1, TABLE OF ALLOWED USES, continued

<table>
<thead>
<tr>
<th>Land Use</th>
<th>C-S</th>
<th>C-R</th>
<th>Municipal Code</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SERVICES – BUSINESS, FINANCIAL, GENERAL &amp; PROFESSIONAL (continued)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office - Accessory</td>
<td>A</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Office – Business and Service</td>
<td>A(1)</td>
<td>A/D</td>
<td></td>
</tr>
<tr>
<td>Office - Government</td>
<td></td>
<td>A/D</td>
<td></td>
</tr>
<tr>
<td>Office - Processing</td>
<td>A(1)</td>
<td>A/D</td>
<td></td>
</tr>
<tr>
<td>Office - Production and administrative</td>
<td>A(1)</td>
<td>A/D</td>
<td></td>
</tr>
<tr>
<td>Office - Professional</td>
<td></td>
<td>A/D</td>
<td></td>
</tr>
<tr>
<td>Office - Temporary</td>
<td></td>
<td></td>
<td>See Section 17.08.010.C</td>
</tr>
<tr>
<td>Photographer, photographic studio</td>
<td>A</td>
<td>A/D</td>
<td></td>
</tr>
<tr>
<td><strong>SERVICES – GENERAL</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Catering service</td>
<td>A</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Cemetery, mausoleum, columbarium</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Copying and Quick Printer Service</td>
<td></td>
<td>A</td>
<td></td>
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<tr>
<td><strong>SERVICES – GENERAL (continued)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day care - Day care center</td>
<td>D(4)</td>
<td>A/D</td>
<td>17.08.100</td>
</tr>
<tr>
<td>Day care - Family day care home</td>
<td></td>
<td>A</td>
<td>17.08.100</td>
</tr>
<tr>
<td>Equipment rental</td>
<td></td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Food bank/packaged food distribution center</td>
<td></td>
<td>PC</td>
<td></td>
</tr>
<tr>
<td>Maintenance service, client site services</td>
<td></td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Mortuary, funeral home</td>
<td></td>
<td>PC</td>
<td></td>
</tr>
<tr>
<td>Personal services</td>
<td>A</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Personal services - Restricted</td>
<td>D</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Public safety facilities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public utility facilities</td>
<td>A</td>
<td></td>
<td>17.08.080</td>
</tr>
<tr>
<td>Repair service - Equipment, large appliances, etc.</td>
<td></td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Residential Support Services</td>
<td></td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Social service organization</td>
<td></td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Vehicle services - Repair and maintenance - Major</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle services - Repair and maintenance - Minor</td>
<td>A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Table 2.1, TABLE OF ALLOWED USES, continued

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Zoning Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>C-S</td>
</tr>
<tr>
<td>SERVICES – GENERAL (continued)</td>
<td></td>
</tr>
<tr>
<td>Vehicle services - Carwash</td>
<td>D</td>
</tr>
<tr>
<td>Veterinary clinic/hospital, boarding, large animal</td>
<td></td>
</tr>
<tr>
<td>Veterinary clinic/hospital, boarding, small animal, indoor</td>
<td>A</td>
</tr>
<tr>
<td>Veterinary clinic/hospital, boarding, small animal, outdoor</td>
<td>D</td>
</tr>
<tr>
<td>TRANSPORTATION &amp; COMMUNICATIONS</td>
<td></td>
</tr>
<tr>
<td>Airport</td>
<td></td>
</tr>
<tr>
<td>Ambulance, taxi, and/or limousine dispatch facility</td>
<td>D</td>
</tr>
<tr>
<td>Antennas and telecommunications facilities</td>
<td>D</td>
</tr>
<tr>
<td>Media Production - Broadcast studio</td>
<td>A</td>
</tr>
<tr>
<td>Media Production - Backlot/outdoor facility, soundstage</td>
<td>D</td>
</tr>
<tr>
<td>Heliport</td>
<td>PC</td>
</tr>
<tr>
<td>Parking facility</td>
<td>D(2)</td>
</tr>
<tr>
<td>Parking facility - Multi-level</td>
<td>PC(2)</td>
</tr>
<tr>
<td>Parking facility - Temporary</td>
<td>D</td>
</tr>
<tr>
<td>Railroad facilities</td>
<td>D</td>
</tr>
<tr>
<td>Transit station or terminal</td>
<td>A</td>
</tr>
<tr>
<td>Transit stop</td>
<td>A</td>
</tr>
<tr>
<td>Truck or freight terminal</td>
<td>D</td>
</tr>
<tr>
<td>Water and wastewater treatment plants and services</td>
<td></td>
</tr>
</tbody>
</table>

Notes for Allowed Uses

1. C-S – Required findings for offices

   The approval of an office facility in the C-S zone shall require that the review authority first find that:

   a. The project will be compatible with existing and allowed land uses in the area;
   b. The project location or access arrangements will not significantly direct traffic to use local or collector streets in residential zones;
   c. The project will provide adequate mitigation to address potential impacts related to noise, light, and glare, and loss of privacy, among others, imposed by commercial activities on nearby residential areas, by using methods such as setbacks, landscaping, berming, and fencing;
d. The project will not preclude industrial or service commercial uses in areas especially suited for these uses when compared with offices; and

e. The project will not create a shortage of C-S zoned land available for service commercial or industrial development.

2. Parking as a principal use

Use Permit approval may include deviations to otherwise applicable setback requirements and building height limits. A multi-level parking facility shall require the approval of a Use Permit by the Planning Commission.

3. Religious facilities

Use Permit review shall consider that the C-S zone is primarily intended to accommodate uses not generally suited to other commercial zones because of noise, truck traffic, visual impacts, and similar factors. A Use Permit may be approved only when the religious facility likely will not cause unreasonable compatibility problems with existing or likely future service commercial uses in the vicinity. Use Permit conditions may include measures to mitigate incompatibility.

4. Day care centers

Allowed by right where accessory to a church or school, or where an employer provides on-site child care to 14 or fewer children for the exclusive benefit of employees, providing the primary use meets City parking standards.

5. Medical services

To approve a Medical Service use in the C-S zone, the Hearing Officer must make the following findings:

a. The proposed medical service is compatible with surrounding land uses.

b. The proposed medical service is located along a street designated as an arterial or commercial collector in the Circulation Element and has convenient access to public transportation.

c. The proposed medical service will not significantly increase traffic or create parking impacts in residential neighborhoods.

d. The proposed medical service is consistent with the Airport Land Use Plan.

e. The project will not preclude service commercial uses in areas especially suited for these uses when compared with medical services.

f. The project site can accommodate the parking requirements of the proposed medical service and will not result in other lease spaces being under-utilized because of a lack of available parking.

6. C-S – Required findings for indoor commercial recreational facilities

Commercial indoor recreational uses in the C-S zone shall not include less than 10,000 square feet gross floor area per establishment. The approval of an indoor commercial recreational facility in the C-S zone shall require that the review authority first find that:

a. The proposed use will serve the community, in whole or in significant part, and the nature of the use requires a larger size in order to function;

b. The project will be compatible with existing and allowed land uses in the area;

c. The project location or access arrangements will not significantly direct traffic to use local or collector streets in residential zones;

d. The project will not preclude industrial or service commercial uses in areas especially suited for these uses when compared with recreational facilities; and

e. The project will not create a shortage of C-S-zoned land available for service commercial development.
7. Groceries, liquor, specialty foods in C-R zone along Victoria Avenue

In C-R zones along Victoria Avenue, individual grocery, liquor, and specialty food stores shall not exceed a gross floor area of 15,000 square feet.

8. Noise buffer on Broad Street

Dwellings fronting on Broad Street shall include special noise reduction measures to meet Noise Element standards to the approval of the Community Development Director. These measures may include techniques such as increased setback from Broad Street, dual glazing, 6” wall studs, R-29 insulation, and noise-reducing window and door assemblies.
3.0 development standards

3.1 OVERVIEW AND INTENT

This Chapter identifies the standards and requirements for new buildings (new construction), and significant additions (an addition with at least 50% floor-area of the existing building) and substantial remodels (50% of value…) to buildings in each zone within the Area Plan in order to ensure proposed development is consistent with the City’s goals for building form, character, and quality. The applicable standards for a building are determined by Building Types as summarized in Table 3.1, Allowed Building Types by Street Frontage. Development within the planning area shall comply with the development standards described below for the appropriate zone and street type. Where no standards are listed, other pertinent City development regulations shall apply, including but not limited to the Zoning Regulations, Subdivision Regulations, Community Design Guidelines, and Parking and Driveway Regulations. Those properties designated as Existing Zoning which rezone to C-S or C-R shall be subject to Table 2.1, Table of Allowed Uses.

3.2 APPLICABILITY

Each proposed improvement and building shall be designed in compliance with the standards of this Chapter for the applicable district, except for public and institutional buildings, which, because of their unique disposition and application, are not required to comply with these requirements and shall be reviewed for consistency with the Community Design Guidelines through the architectural review process.

3.3 GUIDING PRINCIPLES

The following provisions apply to all parcels within the planning area, except as noted:
Density

The maximum density allowed by the Airport Land Use Plan (ALUP) for the Area Plan is 12 d.u./acre for residential and 150 persons/acre for commercial. The densities anticipated within the Area Plan are approximately 4.6 d.u./acre for residential development and 79 persons/acre for commercial development, which are substantially less than allowed by the ALUP. These figures represent total density estimates based on current density of Existing Zoning areas and anticipated development in the C-R and C-S zones identified in Figure 2.1, Zones in the Plan Area, on page 21. These estimates are calculated based on ALUP standards and a development capacity study completed by the City for the Area Plan.

Building Façades

Building façades should be designed to define the spatial and architectural character of the street.

Individual Open Space

Entry courtyards, patios, stoops, and balconies should be adjacent to Entry Streets, Village Streets, and Village Courts to provide individual open space, and to promote safe streets and walkable neighborhoods.

Block Development Pattern

Much of the planning area was subdivided in 1888. This subdivision established a grid lot and block pattern in the northern portion of the planning area, with 40-foot-wide by 140-foot-deep lots as the standard. These narrow lots were well suited for small houses but make development of conventional commercial and multi-family housing difficult. Lot assembly or merger will be the most effective way to achieve the Area Plan’s objectives and to promote infill housing and commercial development. Figure 3.1 shows a typical block development pattern with a mix of standard (40-foot width) and oversize (wider than 40-foot) parcels.

Residential Uses on the Ground Floor.

Most lots in the planning area are less than the standard lot size requirement of 9,000 square feet for lots zoned C-S and C-R. Consequently, they are difficult to develop efficiently with mixed-uses and adequate off-street parking. Within the Area Plan, new dwellings must be located above the ground level, except in the following cases: 1) on legal lots with dwellings existing at the time of plan adoption, or 2) on legal, conforming...
lots of at least 9,000 square feet or two 40-foot by 140-foot lots combined side-by-side (lot sides abutting, whichever is larger). The area’s unique character is due, in part, to the pattern, size, and shape of existing lots. To retain that character, development of 40-foot-wide lots is allowed with appropriate building types, as described in Table 3.1 below. Figure 3.1 on the previous page shows a typical block development pattern, with build-to lines, building areas, setbacks, reciprocal access ways, and parking areas.

3.4 BUILDING TYPES BY STREET TYPE

Table 3.1 indicates the Building Types allowed, according to the building's primary street frontage. For lots with multiple street frontages, the primary street frontage refers to the highest intensity street the property fronts on, as shown in Table 3.1. Each proposed building shall be designed according to the form-based codes identified per the district in which the property is located.

<table>
<thead>
<tr>
<th>Building Type (refer to Notes)</th>
<th>Corridor Street (Broad Street)</th>
<th>Village Street (Victoria Avenue)</th>
<th>Entry Street</th>
<th>Service Street</th>
<th>Village Court (&quot;Woonerf&quot;)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial/Office (4, 5)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mixed-Use (4)</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Industrial Shed</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multiple Family</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stacked Dwelling</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rowhouse (4)</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes for Table 3.1

1. On corner lots, the allowed building type may have frontage on the adjacent street, as shown in Figure 3.1.

2. The minimum parcel size for ground-floor residential development is 9,000 square feet or two 40-foot x 140-foot lots combined side-by-side (i.e., side property lines abutting), whichever is larger.

3. Figure 3.1 shows a standard 360-foot x 420-foot block pattern with building envelopes, build-to lines, setbacks, and access and parking easements. Variations may be allowed by the Director for non-standard blocks to achieve equivalent access, connectivity, and land use compatibility.

4. Building type allowed on 40-foot-wide lot with residential uses allowed only above the ground story.

5. On Village Streets, the ground story should house retail uses. Offices shall be located above the ground story unless a Director’s Use Permit is approved.
3.5 FORM-BASED CODES

These codes apply to all new buildings, significant additions, and substantial remodels in the planning area. Review the general codes in Section 3.5.1 that apply to all building types. Check the following sections for special codes that apply to individual building types.

3.5.1 General Codes

Building Placement

The dimensions in Table 3.2, Setback and Build-to Requirements, on the following page are from face of building to property line.
Building Façade

Building façade should be built to the BTL for at least eighty percent (80%) of the lot width, except when a smaller building façade width is required to meet driveway standards. Building façade at BTL may include offsets or jogs of up to twenty-four (24) inches in depth. Buildings should have a main ground floor entrance facing the primary street. Rear-facing buildings, loading docks, overhead doors, and other service entries are prohibited on primary street façade.

Building Heights

See Figure 3.4 below and Table 3.3 (following page).

Table 3.2 – Setback and Build-to Requirements

<table>
<thead>
<tr>
<th>Location in Figure 3.2</th>
<th>Location in Figure 3.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corridor Street (Broad Street)</td>
<td>A A</td>
</tr>
<tr>
<td>Village Street (Victoria Avenue)</td>
<td>C -</td>
</tr>
<tr>
<td>Entry Street</td>
<td>B -</td>
</tr>
<tr>
<td>Service Street</td>
<td>I</td>
</tr>
<tr>
<td>Village Court (&quot;Woonerf&quot;)</td>
<td>D D</td>
</tr>
</tbody>
</table>

Figure 3.4 – Building Section
Source: Pierre Rademaker Design
Table 3.3 – Building Height Requirements

<table>
<thead>
<tr>
<th>In Figure 3.4</th>
<th>Note</th>
<th>Minimum Height</th>
<th>Maximum Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>General requirement</td>
<td>25’</td>
<td>35’</td>
</tr>
<tr>
<td>A</td>
<td>Mixed-use or historic designation buildings</td>
<td>25’</td>
<td>40’</td>
</tr>
<tr>
<td>B</td>
<td>For balconies</td>
<td>12’</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>For balconies</td>
<td>4’ maximum projection into public right-of-way</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>Ground story, clear interior height</td>
<td>12’</td>
<td>-</td>
</tr>
<tr>
<td>E</td>
<td>Upper stories, clear interior height</td>
<td>8’</td>
<td>-</td>
</tr>
<tr>
<td>Not illustrated</td>
<td>Finished floor height above adjacent sidewalk</td>
<td>Up to 3’</td>
<td></td>
</tr>
</tbody>
</table>

Street Wall or Fence Height

Any section along the BTL not defined by a building, driveway, or pedestrian access-way should be defined by a thirty six (36) inch high fence, railing, wall, or hedge.
City of San Luis Obispo

Massing and Site Concept

3.5.2 Commercial/Office
Building Description

A building designed for occupancy by retail or service uses on the ground floor, with upper floors configured for those uses and offices. This building type should be designed according to the Railroad Commercial or Broad Street Village Contemporary styles (See Section 4.3, General Architectural Standards).

Figure 3.5
Source: Pierre Rademaker Design

Figure 3.6

Figure 3.7

Figure 3.8
3.5.3 Mixed-Use

Building Description

A building designed for occupancy by retail and service uses on the ground floor, with upper floors configured primarily for residences and secondarily for offices. Appropriate architectural styles for this building type are Railroad Commercial and Broad Street Village Contemporary (See Section 4.3, General Architectural Standards).
3.5.4 Industrial Shed

Building Description

A building up to 4,000 square feet in size that has been designed or structurally modified to accommodate industrial activity, with or without joint residential occupancy in a structure similar in scale to a single dwelling. The industrial shed allows light industrial activity in immediate proximity to single dwellings by utilizing the characteristics of the single dwelling for non-residential and residential purposes. This building type is best suited to the Railroad Vernacular Bungalow/Little Italy and Broad Street Village Contemporary styles (See Section 4.3, General Architectural Standards).
3.5.5 Multiple Family
Building Description

A building designed for multiple dwellings consisting of at least two (2) units arrayed either side by side along the primary frontage or vertically with upper levels along the primary frontage and/or setback from the build-to lines. The Broad Street Village Contemporary style is appropriate for this building type (See Section 4.3, General Architectural Standards).

Figure 3.17
Source: Pierre Rademaker Design

Figure 3.18

Figure 3.19

Figure 3.20

Development Standards
Massing and Site Concept

3.5.6 Stacked Dwelling

Building Description

A structure of single-floor and/or multi-floor dwellings of similar configuration either above or below. This building type allows for increased density while maintaining the structural scale already present in the area. The Broad Street Village Contemporary style is appropriate for Stacked Dwellings (See Section 4.3, General Architectural Standards).

Figure 3.21
Source: Pierre Rademaker Design

Figure 3.22

Figure 3.23

Figure 3.24
3.5.7 Rowhouse

Building Description

An individual structure on a parcel with a rear yard and individual garage accessed from an alley, occupied by one primary residence in an array of at least 3 such structures or a structure of 3 multiple townhouse unit types arrayed side by side along the primary frontage. The Broad Street Village Contemporary style should be used for this building type (See Section 4.3, General Architectural Standards).

Figure 3.25

Source: Pierre Rademaker Design

Figure 3.26 Figure 3.27 Figure 3.28
3.5.8 Live-Work

Building Description

An integrated residence and working space located on the ground floor, occupied and utilized by a single household, in an array of at least 3 such structures or 1 multiple structure with at least 3 units, consisting of at least 3 units arrayed side by side along the primary frontage, that has been designed or structurally modified to accommodate joint residential occupancy and work activity. This building type should be designed according to the Railroad Commercial or Broad Street Village Contemporary styles (See Section 4.3, General Architectural Standards).
3.5.9 Courtyard

Building Description

Consisting of residences that can be arranged in four possible configurations: townhouses, flats, townhouses over flats, and flats over flats. These are arrayed next to each other, on one or more courts, to form a shared courtyard that is partly or wholly open to the street. All three architectural styles described and illustrated in Section 4.3, General Architectural Standards, are appropriate for this building type.
3.6 PARKING REQUIREMENTS

This section is intended to ensure provision of adequate off-street parking, considering the demands likely to result from various uses, combinations of uses, and settings. It is the City’s intent, where possible, to consolidate parking and to minimize the area devoted exclusively to parking and driveways when typical demands may be satisfied more efficiently by shared facilities. Parking shall be provided for development and uses, as required by Section 17.16.060 of the Zoning Regulations. The following special provisions shall apply in the planning area:

Shared Parking

Shared parking easements should be provided between parcels to promote efficient site use. Upon redevelopment, lots should dedicate shared parking to allow vehicle parking in the interior of blocks to serve multiple parcels, as shown in Figure 3.1 on page 39.

Common Driveways

Parcels with frontages along Entry Streets should dedicate common driveway easements to create Village Court Streets and provide through access to another Entry Street or common driveway easement, as shown in Figure 3.1 on page 39.

Shared Parking Reduction

Where two or more uses share common parking areas, the total number of spaces required shall be reduced by up to ten percent (10%). Where shared parking is located on more than one parcel, affected parties must record an agreement governing the shared parking, to the satisfaction of the Director.

Mixed-Use Parking Reduction

The parking requirement for mixed-use projects, where times of maximum parking demand from various uses will not coincide, shall be reduced by up to twenty percent (20%), in addition to the shared parking reduction, for a total maximum parking reduction of thirty percent (30%).

Automobile Trip Reduction

The parking requirement for projects implementing non-auto travel, particularly for commuting, shall be reduced by up to thirty percent (30%) when it can be demonstrated that reduction of on-site parking will be safe, and will not be detrimental to the surrounding area or cause a decline in quality of life. The applicant shall provide reasonable justification for the reduction, including innovative project design, transportation demand management (TDM), or incentives, which will reduce single-occupant vehicle travel to and from the site. These may include, but are not limited to, programs such as carsharing, employer-paid transit passes, cashouts (i.e., trip reduction incentive plans), or off-peak work hours.
Off-Street Parking and Garages

Parking areas should be screened from view from public or private streets with a three-foot-tall landscape planting, wall, or berm. Parking between build-to lines and public right-of-ways is prohibited. Garage entries or driveways should be located at least forty (40) feet away from any block corner, driveway, or garage entry on the same block, unless specifically shown in the regulating plan. Garage entries should be setback at least twelve (12) inches but not more than thirty-six (36) inches behind the adjacent façade.

Vehicle Access from Broad Street

Upon redevelopment, parcels with frontage along the east side of Broad Street should provide vehicle access from Entry Streets or Village Courts.

Broad Street Driveways

New curb cuts along Broad Street should not be installed. As vehicular access is provided from Entry Streets or Village Courts, existing curb cuts along Broad Street should be eliminated and replaced by City standard curb, gutter, and sidewalk.

3.7 SPECIAL DESIGN FACTORS

Recycling and Solid Waste Disposal. In mixed-use projects, the residential dwelling units should have and maintain a recycling and solid waste disposal area that is separate from those disposal areas used by the commercial uses whenever feasible. It shall be clearly marked for residential use only, and use by commercial uses is prohibited. All recycling and solid waste disposal areas for commercial uses shall be located so as to be convenient to the commercial uses and where associated odors and noise will not adversely impact the residential uses. Recycling and solid waste areas and receptacles shall be screened so as not to be visible from the public right-of-way and shall be in accordance with Zoning Regulations Section 17.18.070.

Pedestrian Orientation and Design

All new uses shall be oriented and designed to enhance pedestrian movement to and between adjacent uses. New development shall include pedestrian walkways. Pedestrian circulation shall be adequately separated from vehicular traffic. Pedestrian entrances and walkways shall be clearly identified and easily accessible to minimize pedestrian/vehicle conflict. In mixed-use projects, pedestrian walkways shall link dwelling units with the compatible commercial facilities in the project, common open space, plazas, courtyards, parking areas, and public sidewalks. Colored, textured paving shall be used to delineate pedestrian walkways along Village Courts, at crossings, in driveways, and in parking lots. Figure 3.38 shows a block aerial view of Woodbridge at Broad Street, illustrating...
typical lot layout and development patterns found in the Area Plan. Figure 3.39 is the Conceptual Block Illustrative Plan, which includes section drawings of various street types which provides an example of how this block could be redeveloped.

Figure 3.39
Source: Rick Engineering
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4.1 OVERVIEW AND INTENT

This chapter establishes general architectural standards that apply to new development within the planning area and specific design standards for individual building types. It also provides standards that apply to site improvements and special design situations. The standards govern a building’s exterior architectural elements and materials and help ensure that proposed development in the planning area meets General Plan goals and Community Design Guidelines for high-quality, aesthetically pleasing, sustainable, and historically compatible development.

4.2 APPLICABILITY

New buildings (new construction), significant additions (an addition with at least 50% floor-area of the existing building), substantial remodels (50% of value...), and site improvements shall comply with these standards. Historically-designated properties are exempt from these standards. Changes to Contributing or Master List historic buildings shall comply with the United States Secretary of the Interior’s Standards for the Treatment of Historic Properties and the City’s Historical Preservation Program Guidelines and Historic Preservation Ordinance. The Architectural Standards establish a clear identity by creating a coherent character for the district and promote development which is both high-quality and architecturally compatible. Buildings must be reviewed by Community Development Staff to verify that they meet the standards set forth in this chapter. Wall treatments, roof materials, and signage are regulated in these standards.

4.3 GENERAL ARCHITECTURAL STANDARDS

Proposed projects shall comply with the Community Design Guidelines and with the following standards. Where these conflict, the Area Plan standards shall apply.
(A) Buildings, walls and fences shall be designed to define the street and public spaces; storage shall not be located between buildings and the street.

(B) Buildings on corner lots shall be designed so that windows and architectural detailing extend to all elevations visible from the adjoining streets.

(C) Development projects should integrate public spaces and public art into the design to promote pedestrian character and sense of place.

(D) Building surfaces over two (2) stories high or forty (40) feet in length should provide vertical and horizontal wall plane offsets.

(E) Primary building entrances shall be designed as highly visible and prominent architectural features.

(F) The following elements shall be located in rear yards or side yards not facing Village Courts:
   - Trash enclosures
   - Utility meters
   - Air conditioning compressors
   - Irrigation and pool pumps
   - Window and wall conditioners

(G) The following elements are prohibited:
   - Reflective glass
   - Glossy finish or backlit awning
   - Inoperable or plastic window shutters
   - Street or side yard fences made of chain link, barbed wire, or wire mesh

(H) Building designs should promote social interaction and defensible space through the use of balconies, patios, stoops, bow windows, and windows placed to capture views of streets and public and common use areas (e.g. interior parking courts and driveways).

(I) Architectural styles shall reflect the planning area’s historic connection to the railroad as well as to the mix of Victorian and simple, utilitarian service-commercial buildings. The area’s buildings are eclectic and simple with no single, predominant style.

New buildings shall be designed to incorporate the common architectural forms, materials, features, and details of the styles illustrated and described on the following pages.
**Railroad Vernacular Bungalow/Little Italy Style**

This architectural style incorporates Bungalow and Italianate design elements into a simpler, local Railroad Vernacular style common in the City’s railroad neighborhoods when the Imperial Addition was subdivided and the area’s residential character was established. These buildings are rectilinear in plan, single or multi-story on raised foundations, and are marked by traditional architectural details, such as composition hip and gable roofs, covered porches, eave overhangs with exposed rafters, horizontal wood board siding, double-hung wood frame windows, and covered porches. This architectural style may most appropriately be used for industrial shed, multi-family, and courtyard building types. The style is reflected in several houses located at 743, 774, 796, and 797 Caudill Street; 2502, 2546, and 2663 Victoria Avenue; and 762 Woodbridge Street.

![Figure 4.1: Single-Story Italianate](image)

Figure 4.1

Figure 4.2 – 762 Woodbridge Street  Figure 4.3 – 2950 McMillan Avenue  Figure 4.4 – 743 Caudill Street
Railroad Commercial Style

Commercial buildings associated with the railroad consisted of a diverse range of styles and materials; however, certain style elements were prevalent and helped define the area’s historic character and sense of place. Architectural styles ranged from simple shed-type or gable-roofed metal buildings to brick, plaster, and concrete multi-story, rectilinear and round buildings. The following should be used in commercial, mixed-use, industrial shed, live-work, and courtyard building types: common brick; horizontal wood board siding; vertical board-and-batt siding; corrugated metal siding and roofing; double-hung, casement, jalousie, and fixed-glass windows with trim; use of brick trim and metal lintels over doors and windows; stone foundations or accent courses; decorative roof parapets; arched window and door openings; decorative roof rafters; clerestory windows; and concrete, tile, and smooth plaster.

Examples of old and new buildings are shown in Figures 4.5, 4.6 and 4.7. More examples can be found in the City’s Railroad District Plan.
Paying homage to the past with a blend of traditional and contemporary architectural forms, materials, and influences, the Broad Street Village Contemporary Style creates an urban village character unique to this area. Forms and materials are utilitarian and influenced by the area’s heritage with sustainable “green building” features, such as: solar roofs; plaster, brick, or metal exterior walls; raised and/or recessed entries, patios, porches, and balconies; arcades and courtyards; wide roof overhangs; and extensive use of glass, skylights, and sustainable and recycled building materials. This style should be used for any of the building types described in Section 3.5, Form-Based Codes.

Figures 4.8 and 4.9 depict this architectural style.

Figure 4.8 – Mill Quarter in Bend, Oregon

Figure 4.9 – The Village at Broad Street
Source: ROEM Corporation
4.4 SPECIFIC ARCHITECTURAL STANDARDS

Exterior Building Walls

Building walls should reflect the traditional materials and techniques of California’s Spanish Colonial Revival architecture and the industrial/railroad history of the plan area. Building walls should express the construction techniques and structural constraints of traditional, long-lasting materials. Simple configurations and solid craftsmanship are favored over complexity and ostentation in building form.

Wall Materials

Exterior materials should be durable and easily maintained. Building façades should be treated consistently on all elevations. Rough-coat stucco and highly reflective materials are prohibited. Exterior exhausts should be vented into areas without frequent pedestrian activity. The following types of exterior wall materials should be used. Other materials may be allowed if consistent with the architectural styles:

- Common brick (real, full dimension brick with the appearance of native clays);
- Smooth-finish cement plaster;
- Wood board siding, horizontal or vertical;
- Native stone (not faux stone);
- Concrete, concrete block, tile and precast masonry units;
- Metal, painted or unpainted (Paint should be factory applied and not applied on the job site); and
- Reused materials.

Wall Articulation

Large, blank walls, unrelieved with windows, doors, architectural detailing, or other ornamentation, are prohibited. At the street level, buildings should be designed to accommodate residential and/or retail uses. Both types of uses should be entered directly from the street level sidewalk. Where front floor residential units are raised off-grade by podiums or other means, stoops should provide direct access to the street. Handicapped access must be provided as required by local construction codes. Other wall articulation methods include:

- Wall openings should not span vertically more than one story.
- Wall materials should be consistent horizontally (i.e. joints between different materials must be horizontal and continue around corners) except for towers, chimneys and piers.
- Brick, metal, block, and stone must be properly detailed and in appropriate load-bearing proportions.

Roofs and Gutters

Within one building, roof pitches should have consistent pitches and generous eave overhangs to provide visual continuity. Roofs should also respond to climate by utilizing appropriate pitch, drainage, materials, sod roofs or other “green building” strategies to reduce energy costs and provide usable areas for people, such as roof decks. The following types of roof materials should be used. Other materials may be allowed if consistent with the architectural styles:

- Clay or concrete;
- Standing seam metal;
- Tile, barrel, or flat clay, terra cotta, concrete, or slate;
- Built-up roofing (flat roofs with parapets);
- Composition shingle (for historic properties); and
- Gutters and downspouts of copper, aluminum, or galvanized steel.

Roof lines should be simple, utilizing gables, hips, and sheds, or combinations of these basic forms. Equipment on top of buildings should be enclosed and integrated into the building form. Unnecessarily complicated roof lines are to be avoided. Where eave overhangs are appropriate, they should be
generous and significant as an architectural statement. Rakes (gable end) should overhang at least twenty-four (24) inches. Eaves and rakes on accessory buildings, dormers, and other smaller structures should overhang at least twelve (12) inches.

Soffits should be placed perpendicular to the building wall, not sloping in plane with the roof (except for gable end rakes). Cornices and soffits may be a combination of stone, masonry, wood, and/or metal. Vinyl cornices or soffits are prohibited.

Skylights and roof vents on sloped roofs are permitted only on the roof plane opposite the primary public realm, except for Broad Street Village Contemporary architecture.

Doors and Windows

Windows and doors should be simple in both design and placement. Where used, divided-light windows should be true with real mullions and muntins. “Plant on” mullions or muntins are prohibited.

The number of windows on public streets should be maximized to increase safety. Retail frontages should provide architectural interest at and above the pedestrian level, and they should provide sufficient glazing to allow visual transparency. Building entries should be designed to promote pedestrian comfort, safety, and orientation. Entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians.

Window glass must be clear with light transmission at the ground story at least ninety percent (90%) and seventy-five percent (75%) for the upper stories (subject to modification if necessary to meet Title 24 requirements). Specialty windows may use stained or opalescent glass. Window screens should be black or gray. Window screen frames should match the window frame material, adjacent trim, or wall colors.

**Window Opening Configurations and Techniques**

- Openings should be taller than they are wide. Transom windows are not included in such measurements.
- Windows may be hung horizontally.
- Shutters, window boxes, and fabric awnings (without backlighting or glossy finishes) are permitted.
- Exterior shutters shall be sized and mounted appropriately for the window (1/2 the width) and should be operable.
- Vinyl or aluminum windows are prohibited.

**Door Opening Configurations and Techniques**

- Double-height entryways are prohibited.
- Storefronts may extend up to 12” beyond the building façade toward the street.
- Doors should be recessed behind the storefront windows to create a vestibule and a break in the façade bulk and mass.
- Doors, especially main entrance doors, should be framed and recessed to reinforce their primacy. The actual door and its hardware should exhibit high quality materials even if the remainder of the building is simple and functional.

**Upper-Story Windows**

- Windows should be double-hung, single-hung, or casement type.
- Residential windows should be operable.

**Storefront (Ground Floor) Windows and Doors**

- Restaurants, cafes, and shops are encouraged to use operable French doors, folding doors, and similar openings to create outdoor dining and display areas adjacent to the public sidewalk.
- For all storefronts, clear glazing unobstructed by structural elements, shelves, or merchandise, should comprise at least fifty percent (50%) of the total storefront area to create visually interesting and pedestrian-friendly building façades facing the street. Storefront displays at least five feet deep
should count toward the ninety percent (90%) minimum area.

• Ground floor windows should not be made opaque by window materials, coverings, or treatments (except for operable sunscreen devices).

Walls, Fences, and Railings

Walls, fences, and railings establish clear edges where buildings or landscaping do not. This plan includes a series of masonry, brick, or stone walls that define public and private spaces, enhance or screen views, provide privacy, enhance safety, and reduce noise.

Wall, Fence, and Railing Materials

• Natural stone;
• Metal – wrought iron, welded steel and/or aluminum (black);
• Clay brick;
• Stucco on concrete block (or poured concrete) with decorative coping; and
• A combination of materials (e.g., stone pilasters with metal infill panels).

Wall, Fence, and Railing Configurations and Techniques

• Wall, fence, and railing heights shall comply with Section 17.16.050 of the Zoning Regulations.
• Where visible from a public street, plaster, concrete, or masonry walls should have a climatically appropriate species of climbing vine planted along them.
• All walls should be as carefully designed as the building façade, with similar finished surfaces on both sides.
5.1 OVERVIEW AND INTENT

These standards show the typical configurations for street spaces within the planning area. The City will configure and adjust these as necessary for specific conditions. The specifications address vehicular traffic lane widths, bikeways, crosswalks, parkway, curb and sidewalk design, street trees, and on-street parking configurations.

Streets within the planning area will balance the needs of all forms of traffic (i.e., automobile, bicycle, pedestrian, etc.) to maximize mobility and convenience for citizens, area residents, employees, and visitors. Street design and character will vary with their location and function. For example, Broad Street is designed both to carry a large volume of traffic and to provide pedestrian and bicycle facilities. Victoria Avenue will provide a more active and intense “Main Street” pedestrian experience.

5.2 STREET DESIGN STANDARDS

Street Configuration

Streets within the plan area will form an interconnected network, including automobile, bicycle, and pedestrian routes, that provides direct connections to local destinations. These pathways will provide for both intra- and inter-neighborhood connections, knitting neighborhoods together rather than forming barriers between them.

Street Design

Entry, Village, and Service Streets should be designed to serve as both public ways and neighborhood amenities. They should have continuous sidewalks and large species of street trees on both sides. Individual residential dwelling units should provide entries, gates, porches, and other inviting features that face local streets to help create a sense of community and improve safety. In the limited circumstances where cul-de-sac streets are appropriate, through pedestrian and bicycle access should be provided to other pedestrian and bicycle facilities.
**Appropriate Street Widths**

Each street’s design should be based on its anticipated role within the project and surrounding neighborhoods. Street widths should be narrow enough to slow traffic while accommodating demonstrated traffic demand at a reduced speed and providing adequate emergency vehicle access. Streets should not be wider than needed to accommodate demonstrated traffic demand.

**Bicycle Infrastructure**

Shared lane markings (also known as Sharrows) or other appropriate signing and striping shall be installed in both directions along Victoria Avenue to increase connectivity within the plan area. Bicycle parking shall be installed as described in Section 6.3.F of the Community Design Guidelines. Appropriate bicycle parking facilities include: bicycle lockers, locked rooms with standard racks, and standard racks located on site. At least 50% of long-term bicycle parking should be covered. Bicycle parking shall be installed throughout the plan area in locations of high visibility and convenience, such as near building entrances. Bicycle parking shall be provided according to Section 17.16.060.F and Table 6.5 of the Zoning Regulations.

**Signalization**

Traffic signals should be installed at intersections on Broad Street as traffic demands increase. The addition of traffic signals may be in accordance with the recommendations in the Final Traffic Impact Analysis (FTIA) (January 7, 2010) and future traffic studies and analyses.

**Additional Turn Lanes**

As traffic demand increase, some intersections may require restriping in order to provide additional turn lanes. Such restriping may follow recommendations listed in the FTIA.

**Traffic Calming Features**

The design of an interconnected street network should include provisions to discourage fast through-traffic on neighborhood connector and local streets. Traffic measures that restrict traffic at the expense of the overall interconnectedness and coherence of future growth in the area should be avoided.

**Traffic Circles**

To slow and divert traffic, small traffic circles should be placed at the center of Entry Street and Village Street intersections. Center islands should be landscaped and include public art. Plant materials and artwork should be selected and maintained to avoid obstructing drivers’ views.

![Figure 5.1](image-url)
Median Islands

These islands are installed in the center of a street and should serve to narrow and redirect traffic lanes, manage traffic movements, and provide a safe pedestrian/bicycle crossing.

Bulb-outs, Textured Crosswalks, and Raised Intersections

These features should be used singly or in combination. Sidewalk bulb-outs shall be provided on Victoria Avenue at mid-blocks and at intersections to help slow traffic, reduce pedestrian crossing distance, and improve visibility. Crosswalks shall be colored and textured by means of special pavers or other treatment, to the approval of the City Engineer. Mid-block bulb-outs shall include street trees, as shown in Figure 5.1 on the previous page.

Impervious Landscape Reduction

The extent of impervious surfaces throughout the streetscape should be reduced whenever possible. The incorporation of pervious pavers, small rain gardens along streetfronts, and a healthy tree canopy will reduce the amount of stormwater falling directly on impervious surfaces, such as asphalt and concrete. It is encouraged that such measures are used in order to eliminate problems with standing water, provide for groundwater recharge, control erosion, and reduce the need for stormwater retention/detention areas. Examples of such measures are illustrated in Figure 5.1 on the previous page.

5.3 STREET TREES AND LANDSCAPING

The future growth area shall be landscaped with a palette of street trees and landscaping appropriate in scale and species for each of the differing street types in order to establish the hierarchy of streets and provide a cohesive theme for the area. Street trees should be planted on both sides of streets and generally be spaced no more than forty (40) feet apart.

Figure 5.2

Species

Each street should have one dominant species of street tree for in-sidewalk planters or parkways, with alternate tree types for any in-street parking space trees (bulb-outs) and planted medians. Large-canopy, deep-root street trees should be used on all streets, as listed in the City's Tree Regulations. Tree species should be selected to provide a consistent range in tree form, height, color, and texture, and to provide a canopy over sidewalk and street areas. Preferred street tree species for Entry, Village, and Service Streets are: London Plane (Platanus acerifolia), Chinese Elm (Ulmus pavi folia), Jacaranda
Jacaranda mimosifolia), Chinese Pistache (Pistacia chinensis), and Red Maple (Acer rubrum). Alternative species from the approved City list may be approved by the Architectural Review Commission.

**Tree Grates**

Sidewalks shall be City standard integral curb-gutter with a minimum width of ten (10) feet. Generously sized tree grates should be placed around street trees, off-set in right-of-way, with the edge of the grating spaced eighteen (18) inches from the back of the curb. Tree grates should occur along sidewalks and in public plazas where a continuous walking surface is needed. A standard tree grate size, shape and finish shall be used. Size shall be 48 inches by 72 inches, with longest dimension parallel to the street.

**Tree Guards**

Tree guards should extend vertically from tree grates to protect trees in highly active areas. To relate to other site furnishings, tree guard bars should be narrow and vertical and should be attached to the tree grate. Welds should not be visible. Tree guards should be about four (4) feet in height with openings varying in diameter according to tree species.

**Landscape Plant Materials**

Ground landscaping in the public right-of-way, including shrubs and ground covers, shall be selected with consideration of site-specific conditions, such as shade, wind, moisture, drought tolerance, and soils.

**Bioretention Areas**

Bioretention areas should be incorporated along roads and open space where room is available. Bioretention areas capture and temporarily store stormwater and allow for higher pollutant removal close to the source of the water. In addition to their stormwater management benefits, bioretention areas contribute aesthetic value to the street by adding vegetation and color to streetfronts.
5.4 LIGHTING AND UTILITIES

Exterior lighting shall comply with the Night Sky Preservation standards, Ch. 17.23 of the San Luis Obispo Municipal Code. Materials and equipment chosen for lighting fixtures should be durable and easy to maintain. Exterior lighting is appropriate for safety and decoration.

Street Lights

Streets must be lit with light standards (fixtures and poles) with a consistent and high quality appearance throughout the area. Light bollards are also encouraged in areas with high pedestrian activity levels. The height and location of light standards should correspond to the activities they illuminate:

1. Along Entry and Village Streets and Village Courts – Light standards in environments where pedestrians are the primary focus (e.g., main streets and pedestrian walkways) should be lower in height to create an environment that is more human in scale. On these streets, City standard pedestrian light # 7915 should be used, as shown in Figure 5.6. Light standards shall be spaced approximately one hundred fifty (150) feet to one hundred seventy-five (175) feet along streets.

2. Along primarily automobile-oriented streets. Light standards along major streets must relate to both vehicles and pedestrians at the edge of street and may be taller than those on local and connector streets.

3. Placement. To the extent feasible, light standards should be placed on both sides of the street in a triangulated pattern. Lighting for parking garages shall satisfy Crime Prevention Through Environmental Design (CPTED) Standards. Parks, plazas, paseos, arcades, and sidewalks should include pedestrian-level lighting, such as light bollards, lighting embedded in steps and walls, and low-level luminaires.

Figure 5.6
Source: City of San Luis Obispo
Utilities

Overhead utilities along Village Courts and Village, Entry, and Corridor Streets shall be undergrounded concurrent with major street improvements, to the approval of the city engineer.

1. Public utilities shall be undergrounded.

2. Mailboxes should be architecturally integrated into the residences and/or residential complexes. Where they are consolidated, they should be textured and painted to match or compliment the architecture and/or natural settings, subject to US Postal Service approval.

3. Air conditioners and fountain and pool filters shall be located outside of the required setbacks and shall be visually screened from public rights-of-way. To minimize noise disturbance, such equipment should be located as far away as feasible from bedroom windows or public outdoor use areas, to the Director’s approval.

4. Powered exhaust fan ports or ventilation fan ports shall not be located within ten (10) feet of the surface of a public sidewalk, street, plaza, or other outdoor assembly area, whether publicly or privately owned, to the Director’s approval. All ventilation shall be directed through the roof.

Exterior Equipment

The following shall be located on private property and shall be visually screened from the street:

1. Air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company meters or boxes, refuse and recycling containers, storage tanks, and similar utilitarian equipment and facilities.

2. Roof-mounted heating, ventilation and air conditioning equipment shall be screened from view from the public realm. This does not apply to photovoltaic installations.

5.5 SIGNAGE, STREET FURNITURE, AND SPECIAL PAVING

Signage

Signage shall comply with the Sign Regulations, Ch. 15.40 of the San Luis Obispo Municipal Code.

Street Furniture and Special Paving

(A) Kiosks serve as information booths and/or shelter for small vendors. Kiosk design should be consistent with the architectural style of surrounding buildings and any nearby landscaped frontages.

(B) Newspaper racks should occur around major pedestrian gathering areas. The design should consolidate all vending boxes into one rack. Rack construction should use masonry elements or metal that complements other site furnishings in the area or the architecture of adjacent buildings. The rack should be attractive on all sides and properly anchored. Individual racks should not be permitted.

(C) Bicycle racks shall be designed to meet the City’s Bicycle Facilities Plan, and should be located and sized according to the Community Design Guidelines Chapter 6.3.F. The color of bicycle racks should coordinate with the color scheme established for all of the street furnishings.

(D) Throughout the Area Plan, solid waste and recycling receptacles should be provided. Receptacles should have vertical metal bars and be painted to match other recommended features. To avoid overflow, receptacles should be sized to be at least a thirty-gallon capacity, especially in commercial areas, and should be properly anchored. Multiple coats of a powder coating or comparable finish are recommended for durability.

(E) Planters should be simple in form. Round and square types are recommended. Planter material should be durable and attractive. Planters should be at least three (3) feet in diameter. Planters of various sizes should be grouped in clusters to enrich streetscapes and plazas.
(F) Paving, plants, and site furnishings should be utilized to enhance the character of the plan area. These features should be consistent with the following recommendations, whether in streets, parks, or plazas, or as on-site landscaping:

(1) Interlocking pavers or equal shall be used in the public realm for plazas, Village Courts, pedestrian arcades, and pass-throughs, and in crosswalks on all streets within the planning area. Pavers should be durable and of brick, stone, or other materials appropriate to the area’s architectural character.

(2) Alternative paving methods can be used to locally infiltrate rainwater and the runoff leaving a site. Examples of such methods include interlocking concrete pavers and grass pavers. These methods provide a solid ground surface, strong enough to manage heavy, frequent loads, while at the same time allowing water to filter through the surface and reach the underlying soils.
6.1 PURPOSE
This chapter describes the approach to implement the Plan and fund required public facilities in the area.

6.2 LONG-RANGE PLANNING
The City’s General Plan establishes a comprehensive framework upon which all planning polices, programs and actions depend. The South Broad Street Corridor Plan will help implement General Plan policies addressing land use, housing and circulation. For example, Housing Program 6.12 names the South Broad Street Corridor as an area appropriate for “higher-density, infill or mixed use housing.” Creation of the plan makes possible the development of infill housing in the plan area. Additionally, the Plan will assist with implementation of Land Use Policy 2.2.7, which states “where housing can be compatible with offices or other businesses, mixed-use projects should be encouraged.”

6.3 DEVELOPMENT REVIEW
Development in the plan area is expected to occur over time as uses and structures change. The development standards in the plan call for significant changes to building forms, and the streetscape standards require improvements to public facilities, all of which will require careful review in order to implement the plan to the greatest extent feasible. The Cultural Heritage Committee, Bicycle Transportation Committee, Parks and Recreation Commission, Architectural Review Commission, Planning Commission, City Council, and City staff will use the Area Plan to guide decision making during the development review process for land use and structural changes in the area.
6.4 IMPLEMENTATION STRATEGY
The following alternatives identify the hierarchy of implementation strategies to fund and construct public improvements in the area.

(1) Development impact fees will be paid by property owners upon development of a property. These fees will be collected and dedicated to fund construction of public improvements in the plan area. Improvements may be made block by block or by some other logical construction strategy.

(2) Property owners and developers will pay to install certain improvements as a requirement of development. This approach will be taken only in the case of required improvements which can be made on the property without compromising similar future improvements to other properties and while maintaining a cohesive aesthetic for public infrastructure in the area.

(3) An upfront fee with reimbursement approach may be used for infrastructure improvements of a significant scale. In this case, the property owner or developer will pay upfront for certain improvements beyond their fair share. Upon collection of sufficient development impact fees, the City will reimburse the owner or developer for the improvement costs which exceeded their fair share of the costs. This approach will require a contractual agreement between the City and the owner or developer to define the fair share costs, the total costs to be paid, the timeline to reimbursement, and other contingencies as necessary.

(4) When the City considers its capital improvement plan (CIP) budget, public improvements in the area plan may be considered for funding. Those improvements which receive funding will occur according to the CIP projects schedule.

6.5 AMENDING THE PLAN
The South Broad Street Corridor Area Plan may be amended in the manner prescribed in Chapter 17.80 of the San Luis Obispo Municipal Code, subject to application requirements established by the City Council.
7.1 “Mission Critical” Infrastructure Improvements & Cost Estimate
Prepared by Wallace Group, January 29, 2011
To purchase additional copies of this Plan or other planning documents, please contact the Community Development Department, City of San Luis Obispo, 919 Palm Street, San Luis Obispo, California 93401-3218. Phone: (805) 781-7170. Fax: (805) 781-7173. Web address: www.slocity.org
South Broad street corridor area Plan
Planning Commission hearing draft
MISSION STATEMENT

Our mission is to identify and serve the needs of all people in a positive and courteous manner and to help ensure that San Luis Obispo remains a healthy, safe, attractive and enjoyable place to live, work or visit. We help plan the City's form and character, support community values, preserve the environment, promote the wise use of resources and protect public health and safety.

OUR SERVICE PHILOSOPHY

The City of San Luis Obispo Community Development Department staff provides high-quality service whenever and wherever you need it. We will:

• Listen to and understand your needs;
• Give clear, accurate and prompt answers to your questions;
• Explain how you can achieve your goals under the City's rules;
• Help resolve problems in an open, objective and fair manner;
• Maintain the highest ethical standards; and
• Work to continually improve our services.
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Katie Lichtig, City Manager
Michael Codron, Assistant City Manager
Claire Clark, Economic Development Manager

Community Development Department

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SOUTH BROAD STREET CORRIDOR AREA PLAN

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FOREWORD

Neighborhoods change and evolve over time. A case in point: the South Broad Street neighborhood, bounded by Broad Street on the west, the Union Pacific Railroad tracks on the east, Downtown and the Railroad Historic District to the northwest and west, and Orcutt Road on the south is a neighborhood in transition. This roughly 140-acre neighborhood, once home to many Italian-Americans and railroad workers, is one of our oldest residential neighborhoods, dating to the early 1880s. Though many dwellings remain, most of the neighborhood, sometimes referred to as “Little Italy,” has been replaced by a mix of commercial, light industrial, waste recycling, auto sales, auto repair, and other unrelated uses and businesses.

The General Plan identifies this area as an “Optional Use and Special Design Area” and says the City should prepare a plan to encourage innovative design concepts that help revitalize and beautify the area. In addition, the Housing Element identifies this area as having potential for infill housing development. Working with its citizens and the California Department of Transportation (Caltrans), the City has prepared this Area Plan to meet General Plan policy, to help guide the area’s private development with mixed commercial and residential uses, to achieve needed public improvements, and to encourage the development of higher-density infill housing. The Area Plan does this with three primary tools: a new land use vision, an emphasis on housing, and form-based codes to guide and implement change.

A Fundamental Shift in Land Use

Over a 20-year planning horizon, the Area Plan anticipates approximately 540 new dwellings; 990,000 square feet of commercial space; a revitalized architectural character that reflects the area’s historic uses; and more walkable, attractive, and accessible streets and public spaces. Under the Area Plan, mixed-density residential uses, small-scale retail sales, offices, and neighborhood-serving uses would be encouraged. Existing service-commercial uses would gradually transition to more compatible uses, such as small-scale workshops, work-live studios, and other compatible service-commercial uses.

A Smart Growth Opportunity

Redevelopment of the South Broad Street Corridor makes good sense. The Corridor is close to shopping, schools, employment centers, and major transportation facilities, including public transit, the San Luis Obispo County Regional Airport, and the Amtrak Train Station. By emphasizing infill development, the Area Plan implements the City’s Smart Growth principles. It
encourages walking, bicycling, and public transit use and avoids the need to extend major streets or utilities into undeveloped areas.

**Form-Based Codes**

This Area Plan uses form-based codes (FBCs) to achieve the community’s vision for the South Broad Street Corridor. In this area, the City wants to promote mixed residential and commercial uses, improve the appearance and safety of streets and other public places, and expand housing opportunities.

FBCs regulate land use and development through clear, illustrated standards for the design of streets, buildings, and public spaces. They emphasize the physical form and spatial qualities of urban areas and can increase development “predictability” for both property owners and the community. FBCs use clear, specific standards to allow more flexible approaches to land use, parking, and residential density than possible under conventional zoning standards with the end goal of creating high-quality, sustainable, and vibrant neighborhoods and public spaces. Land use changes can happen gradually in response to changing community needs and market forces.

The South Broad Street Corridor Area Plan emphasizes the development of multi-family, stacked flats; town homes; and mixed-use developments to expand the range of housing types and prices, to increase tenure, and to help meet diverse housing demands in the area.
Chapter 1: INTRODUCTION

1.1 PURPOSE AND INTENT

The overarching purposes of the South Broad Street Corridor Area Plan are to improve the area’s transportation safety, encourage mixed land uses, increase affordable housing, and enhance the area’s appearance as a major City gateway. This Plan implements a General Plan policy and a program:

Land Use Element—Policy 8.3

Figure 10 of the General Plan shows the South Broad Street Corridor (Area 3) as an “optional use and special design area.” It is one of several areas where the General Plan calls for the City to consider a range or mix of uses, which do not necessarily match any single use district described in the Land Use Element.

The policy says that the “renovation of streetscapes, landscaping, and building façades is encouraged, and that the City should work with property owners to prepare area plans containing design guidelines and implementation programs. Programs may include implementation incentives, such as variations from development standards or loan funds.” The South Broad Street Corridor Area Plan is a result of this policy.

The Area Plan combines a range and mix of land uses especially suited to this area within a specific physical design framework and implementation strategy. With this plan, the City intends to:

(A) Choose appropriate land uses for the planning area, utilizing an area plan and form-based codes to address specific land uses and requirements for improved public facilities, including streets, sidewalks, utilities, and bike paths; and

(B) Encourage innovative design concepts which help revitalize and beautify the area.

Housing Element—Program 6.12.A

Program 6.12.A and Figure 1 of the Housing Element identify the Little Italy district and portions of the South Broad Street Corridor area for possible rezoning to encourage mixed-use development and higher density housing. In response, the City’s 2003-2005 Financial Plan identified Broad Street Corridor Enhancement as a Major City Goal.

The Plan will “re-create” and revitalize a neighborhood that has been somewhat isolated and overlooked in terms of public and private improvement. The corridor is ideally situated to implement now widely-accepted transit-oriented development principles. It could become a place where people live, work, and play near schools, parks, shopping, jobs, and services, as well as be an area where people are linked to the City and region through several transit modes. In addition, as discussed in the Housing Element, the Little Italy area may offer opportunities for low- and moderate-cost housing with convenient access to jobs, services, Downtown, and the nearby Railroad Transit Center.

1.2 THE PLANNING AREA AND ITS ISSUES

The Planning Area

The South Broad Street Corridor is centrally situated in the City of San Luis Obispo, with the Regional Transit Center, Fire Station #1, Hawthorne Elementary School, and Meadow Park anchoring the northern
portion of the area. The southern end of the corridor includes retail shopping centers, Maxine Lewis Memorial Shelter, and the Damon-Garcia Sports Fields facility. The Villa Rosa residential condominium development, which includes affordable to upper moderate income dwelling units, is a major residential node for the southern portion of the plan area.

The one-mile stretch of Broad Street between High Street and Orcutt Road is the corridor of the planning area. Approximately 5,500 people live within one-half mile of the corridor, mostly on the west side of Broad Street. In a regional context, Broad Street is the City’s main connection with the San Luis Obispo County Regional Airport and with the cities of Arroyo Grande, Pismo Beach, and Grover Beach via State Highway 227 and Price Canyon Road. One of the main objectives of the plan is to improve bicycle, pedestrian, transit, and vehicular linkages within and through the corridor, thereby making it more livable. Existing and potential linkages are shown in Figure 1.4.

**Corridor Issues**

The South Broad Street Corridor poses several planning issues. These were identified at public workshops held in 2004 and 2006, and at numerous public meetings during 2006, 2007, and 2008. These issues have shaped the Plan’s goals, policies, and programs and are summarized below and include: land use, Highway 227; airport planning, transportation safety, connectivity and aesthetics.

---

Figure 1.3 The “spine” of the planning area, Broad Street (looking south from South Street) currently functions efficiently in its role as State Route 227, but is also a barrier between neighborhoods on the west side and east side of the street.
Figure 1.4 Site Constraints and Opportunities Analysis (Prepare 11x17 foldout map.)
Land Use

In 2008, the area’s primary General Plan designation, Services and Manufacturing, was the result of the area’s historic association with the railroad; however, this land use designation no longer suits the City’s contemporary urban pattern.

Development in the area began in the late 1880s as a residential subdivision and was eventually zoned under County jurisdiction as “manufacturing.” It was later annexed to the City as “service-commercial/light industrial,” making the remaining homes “legal, nonconforming.” As new housing and retail shops and services develop nearby, the more intensive service-commercial and manufacturing uses can pose compatibility issues due to noise, truck traffic, or other use characteristics. Other areas, such as the Sacramento Drive and Airport areas, offer service-commercial and manufacturing zoned land with larger lots, better access, and better public facilities than the South Broad Street area offers.

The area lacks public facilities common in other City neighborhoods, such as continuous sidewalks, street trees, and crosswalks. Revitalization has been difficult due to the lack of a cohesive plan for the area, limited access, the area’s historic development pattern of small parcels, and the need for public improvements. This Plan provides the vision and the tools to create opportunities for infill development, compatible mixed land uses, and a more attractive, walkable neighborhood.

Highway 227

The Broad Street corridor is a spine of the City’s transportation and transit network, linking Downtown with the SLO County Regional Airport and South County. The Regional Transportation Center, located just north of the planning area in the Railroad Historic District, is a public transit hub for citywide, regional, and statewide bus and train service.

Broad Street serves multiple transportation needs as a regional arterial street and as a local street serving businesses, residences, shopping, and public facilities. Its design allows for high traffic volumes, relatively high speeds, and continuous, uncontrolled left turns into streets and driveways, making it difficult for residents to access businesses, adjacent neighborhoods, schools, parks, and public transit. It poses an obstacle to residents west of Broad Street who desire improved mobility through the neighborhood, particularly to commercial uses and neighborhood features on the east side of the street.

As shown in Figure 1.5, several important community facilities are in the vicinity of the Plan area. South Broad Street functions as an arterial street, providing local access to those facilities.
Airport Land Use Plan

Most of the planning area is located within Safety Area S-2 of the Airport Land Use Plan (ALUP), as shown in Figure 1.6. The ALUP sets land use and design standards to balance airport planning and safety needs with land use, residential density and infill goals. The Area Plan is consistent with the ALUP standards and was prepared as a Detailed Area Plan, in consultation with the San Luis Obispo County Airport Land Use Commission. Its policies, programs and guidelines will maintain compatibility between development in the plan area and airport operations.

Transportation Safety

A recurring theme voiced at public hearings and workshops is the need for safe pedestrian and bicycle facilities in the corridor. For example, public transit users traveling southbound on Broad Street face a significant challenge if they want to disembark mid-block and cross to a business on the east side of the street. Existing conditions, including high traffic volumes and speed, lack of signalized intersections, and a five-lane right-of-way on Broad Street, have prompted area residents to seek context sensitive design solutions that provide improved mobility and an enhanced aesthetic character for the corridor and adjacent mixed-use neighborhood.

Connectivity

Although centrally located, the planning area’s accessibility is limited by the railroad tracks, an incomplete street network, historic development patterns and by Broad Street. Traffic volumes on Broad Street – up to 29,100 vehicles per day in 2010 – discourage all but the most determined pedestrians and bicyclists from crossing Broad Street. Crosswalks, sidewalks, and bikeways between the planning area and surrounding neighborhoods will allow safer access to Hawthorne Elementary School, Sinsheimer Elementary School, and Sinsheimer Park; enhance quality of life; affirm the area’s role as a neighborhood; and encourage residential and commercial investment.

As shown in the Master Illustrative Plan, Figure 1.10, proposed street, bicycle, and pedestrian connections to destinations on either side of Broad Street will make the revitalized neighborhood more livable and improve access to area businesses, schools, parks, and other public facilities. For example, during public workshops on the Area Plan, the extension of Victoria Avenue was universally supported as an important component of future development. The extension will provide a through route from Mutsuhito to Roundhouse Avenue, providing important street frontage for existing businesses and new mixed-use development, and it will provide an alternative route to Broad Street with lower speed vehicular traffic, making pedestrian and bicycle use more attractive.
The Planning Area is within a 5-10 minute walk from several City parks and open space areas. The Railroad Safety Bike Trail runs along the east side of the railroad right-of-way, linking the area with the Railroad Historic District, Downtown, and, eventually, with Cal Poly. Safe pedestrian and bicycle access to these park and open space areas is limited, however, by Broad Street and the railroad tracks. This Area Plan would improve park and open space access for residents on both sides of Broad Street and the railroad tracks by including an improved railroad undercrossing initially and a railroad pedestrian bridge in the near future. The plan also includes a new safety trail on the west side of the railroad tracks and a pocket park near the end of McMillan Street at the railroad.

Aesthetics

Much of the planning area was originally developed as part of the Imperial Addition, an 1888 subdivision laid out as a residential neighborhood. The neighborhood originally consisted of small houses with simple designs. Over time, as zoning changed and non-residential uses appeared, most of the old neighborhood was demolished. The most notable concentration of the few remaining houses from that period is between Humbert Avenue and Woodbridge Street.

In 2009, this is a neighborhood in transition, both in terms of land use and visual character. Depending upon one’s perspective, its visual character has been described as “funky” and diverse. Some areas are described as dilapidated due to the lack of public facilities, vacant and underutilized properties, and presence of legal, nonconforming buildings. Land uses in the area are in transition, and that transition is reflected in the area’s diverse architectural character: a mix of older commercial and residential buildings. Through this plan, the area’s desirable qualities of architectural variety, diversity, mixed uses, and human scale will be retained and enhanced.

1.3 PUBLIC PARTICIPATION

Public involvement has been a key part of South Broad Street Corridor planning. Through a series of public workshops and verbal, written, telephone, and email feedback, the planning team compiled a set of Community Values and Neighborhood Features, or physical and functional elements of the study area and its surroundings, that ought to be taken into account throughout the planning process.

Building upon two Caltrans-funded public “visioning” workshops in May 2004, followed by another well-attended public workshop in November 2006, a 20-member Focus Group composed of area residents, business, and property owners, and representatives from the Planning and Architectural Review
Commissions and the Cultural Heritage Committee was created. Input received at the workshops and subsequent outreach techniques are discussed in detail in Appendix 9.3.

1.4 PLAN OBJECTIVES

The following objectives were developed through collaboration between community members and Community Development Staff:

- Reduce traffic impact
- Increase safety for biking and walking
- Maintain and foster neighborhood identity
- Emphasize affordable housing

1.5 RELATIONSHIP TO THE GENERAL PLAN AND ZONING REGULATIONS

The South Broad Street Corridor Area Plan is part of the City’s General Plan. It carries out goals, policies, and programs of the General Plan and establishes development regulations for a specific geographic area in the City. Within this area, development is regulated by the form-based codes included in the Area Plan and adopted by the City. These codes implement the community’s vision for the planning area as created through a series of public meetings held from 2004 through 2008 and then set forth in the Area Plan. Where there is a conflict between the form-based codes and the Zoning Regulations, the form-based codes shall govern. For development standards not addressed in the Area Plan or form-based codes, the other applicable sections of the Zoning Regulations, Municipal Code, and State and Federal law shall apply.

1.6 OVERVIEW OF THE PLAN

The South Broad Street Corridor Area Plan is two documents in one: it is a long-range land use plan describing a “vision” to create a vibrant mixed-use neighborhood, and it is a legal document that regulates land development through clear, predictable, yet flexible standards for land use, site planning, building form, and density. The Area Plan uses simple graphic and written descriptions to define a range of street, building, and land use types. Through this emphasis on physical form, the Area Plan seeks to create a safe, attractive, economically vital, and enjoyable neighborhood with a mix of complementary land uses. The vision is shown in Figure 1.10, Master Illustrative Plan.
Figure 1.10 South Broad Street Master Illustrative Plan.

(Foldout page with color map)
Chapter 2: THE AREA PLAN

2.1 PURPOSE

This section establishes the land use zones or “districts” applied to property within the plan area. The Area Plan divides the plan area into separate zones or districts that are based on the predominant street type that borders the property, with most zones allowing a significant mixture of residential and commercial land uses. This approach differs from conventional zoning maps in that it uses specific standards for building style, placement and compatibility – tailored for the particular area – instead of land use zones as the spatial basis for regulating development. The zones also effectively implement General Plan objectives for mixed uses, housing and urban design within the planning area.

2.2 HOW TO USE THE AREA PLAN

The Area Plan, Figure 2.1, sets special land use and design standards for the South Broad Street Corridor planning area. The Plan has three basic parts: 1) street types, 2) land use and development standards, and 3) general provisions. The Plan shall apply to all parcels and rights-of-way, as further described below.

In using and applying the standards in this Area Plan, these key terms shall be defined as follows:

The terms “shall” or “will” are mandatory and mean that an action shall be taken or a standard followed without exception. “Should” means that such an action or standard will be followed in most circumstances unless there are significant reasons or factors that, in the opinion of the Director, prevent or discourage implementation. The terms “encourage,” “promote,” and “support” are permissive and indicate a desirable but not a mandatory action. They indicate intent to take action but are not linked to a specific timeframe or work program. In this document, the terms “code” and “standard” are used interchangeably and indicate adopted municipal law.

Determining allowed uses. Using Figure 2.1, determine whether the property is within the planning area boundaries. If the property does not lie within the planning area boundaries, then this Area Plan does not apply, and the Citywide Zoning Regulations should be consulted. If the property does lie within the planning area boundaries, then this Area Plan applies. If the property is located in more than one zoning district, the district which includes the majority of parcel area shall apply.

Review Table 2.1, Table of Allowed Uses, to determine what uses are allowed and conditionally allowed on the property.

Determining development standards. Use Figure 2.2 to determine which street type the property fronts. If the property is a corner lot, use the primary street frontage according to the street type hierarchy described in Section 2.6, Street Types.

Use Table 3.2 to determine allowed building types based on the parcel’s primary street frontage.

Review the Form-Based Codes, Section 3.5, to determine the allowed building placement, height, setbacks, and other standards for allowed building types.

Review the Architectural Standards, Chapter 5, for specific exterior architectural and landscape standards.

Review Implementation, Chapter 6, to determine how to apply the standards and how to get approval for the development project.
2.3 INTERPRETATION AND AREA OF APPLICATION

The South Broad Street Corridor Area Plan shall apply to the area shown in Figure 2.1, and as further described in Appendix 9.5, Technical Data. The Director shall interpret these regulations, subject to the appeal procedures in Chapter 17.66 of the Zoning Regulations. Written requests for interpretation shall be responded to in writing within 10 days and shall become part of the permanent files of the Community Development Department. The included text and maps shall supersede standards in other City documents, unless stated otherwise in this document. The standards provide a flexible yet predictable process for encouraging and guiding redevelopment of the planning area, consistent with the General Plan. Photographic images and concept sketches are intended to show desired streetscape or building character for the planning area and are for illustrative purposes only.

2.4 APPLICABILITY OF AREA PLAN STANDARDS

The zones of this Area Plan prescribe street types, architectural types, and land uses within the plan area, as well as providing detailed standards for building placement, height, and profile. Figure 2.1 shows the location of the zones in relation to existing rights-of-way and parcels.
Figure 2.1 Area Plan
Figure 2.2 Street Hierarchy
(Foldout map in color)
2.5 STREET TYPES

Development under this Plan is regulated by street type. Streets are a primary determinant of land use, building placement, and form, and they play an important role in creating safe and attractive facilities for pedestrians, bicyclists, and motorists. Five street types are hereby established in the planning area, as shown in Figure 2.2. A hierarchy of street types is established as follows, from highest to lowest order: Corridor Street (Broad Street), Village Street, Entry Street, Service Street, and Village Court or “woonerf.” On corner parcels, the primary street frontage governing uses and development standards is determined by the higher order street type that the property faces. Street design, function, and visual character shall be as described below and in Figures 2.3 through 2.14.

Corridor Street. Broad Street, one of the City’s most heavily traveled thoroughfares, is the only “Corridor Street” in the planning area. This street type emphasizes its role as an important regional commercial corridor and neighborhood connector. This role defines appropriate uses and design standards, including greater building setbacks, enhanced streetscape, city-wide oriented retail-commercial and office land uses, rear-loaded parking, and restricted curb openings.

Figure 2.3 Corridor Street (Broad Street)

Figure 2.4. Corridor Street
View of Broad Street, looking north
Village Streets. The most pedestrian oriented street – Victoria Avenue – is the only “Village Street” in the study area. This street’s design and character emphasizes the pedestrian experience. This will be accomplished through greater building setbacks to achieve wider sidewalks, pedestrian-friendly building design, more landscaping, outdoor dining and merchandise display, and limited curb openings.
Figure 2.7 View of Victoria, looking north toward Roundhouse
**Entry Street.** These streets serve as local collectors linking the main village area with Broad Street. Entry streets are characterized by buildings adjacent to the street with mostly commercial uses along the ground story, lower building heights, and more curb openings to allow internal block access for rear parking. Entry streets will provide access to interior block parking and utility areas, and they feature parallel parking on both sides. Entry streets would typically have commercial uses on the ground floor fronting on the street with residential above. Parcels of one-quarter acre or larger could have ground floor dwellings fronting on the street.

![Figure 2.8 Entry Street Typical Section and Plan](image1.png)

![Figure 2.9 Entry Street Humbert looking east toward Santa Lucia Foothills](image2.png)
Service Street. The plan accommodates the long-standing concentration of light-industrial and office uses along western Duncan and McMillan Streets and anticipates the gradual transition to a more residential character through live-work development. Service Streets will have the lowest traffic counts in the planning area and are designed primarily to accommodate commercial activities as well as provide basic pedestrian amenities. This area will feature pedestrian and bicycle paths as shown in Figure 1.4 and will eventually be linked to Sacramento Drive and employment and retail centers to the south via a signalized intersection at Duncan and Orcutt Road. So that uses on both McMillan and Duncan can access the future signalized intersection, a new service street is proposed as shown in Figure 2.2.
**Village Court (Woonerf)** – To reduce traffic conflicts on Broad Street, new development should provide access and parking at the rear of the lot. The Area Plan calls for a 24-foot wide “village court,” a multi-purpose roadway, along the rear of parcels fronting on Broad Street between Francis and Mutsuhito. Also called a “woonerf,” the village court will serve both residential and commercial uses and should be designed to integrate car and pedestrian use, as shown in Figure 2.12. The woonerf design integrates sidewalks and roadways into one surface, creating the impression of a yard.

*Figure 2.12 – Village Court Typical Section and Plan*

*Figure 2.13 (above) and Figure 2.14 (below) Examples of multi-purpose Village Courts, or “woonerfs,” showing character and features*
2.6 ZONES ESTABLISHED

The following zones are established by this Area Plan and applied to property within the boundary as shown on Figure 2.1.

Service-Commercial Zone (C-S). This zone is applied to areas adjacent to the Union Pacific Railroad right-of-way, the area north of Orcutt Road, along Duncan and McMillan Roads, and between the Retail Commercial zones. This zone is intended to provide for the guided transition of this area from its present service-commercial, light-industrial land use to a mixed use district that promotes higher density infill housing and compatible commercial service uses, such as arts and crafts studios and galleries; small scale fabrication and assembly; architectural, engineering, and interior design services; and eating and drinking establishments. Services are to be primarily at street level with offices, dwellings, and residential support facilities above.

Retail-Commercial Zone (C-R). This zone is applied to parcels with frontage on Broad Street and Victoria Avenue. With the presence of Broad Street, this zone takes advantage of the area’s commercial exposure along an arterial street, city gateway, and major connection to the San Luis Obispo County Airport and South County. It allows a wide range of retail, office, and residential uses in two- and three-story buildings, including general retail, specialty retail, restaurants, nightclubs, offices, and dwellings above the ground floor. Along Victoria Avenue, this zone serves as “Main Street” for the mixed-use neighborhood. Retail stores, markets, personal services, bakeries, cafes (including outdoor dining), and other pedestrian- and neighborhood-oriented uses line Victoria Avenue at the ground level, with office and residential uses above.

Existing Zoning. Areas that are already substantially developed or have received entitlements for development and are not included in one of the above zone districts are designated as “Existing Zoning.” Most of the Plan area on the west side of Broad Street and both sides of Broad Street north of South Street have this designation. The allowed uses are not subject to the land use and development standards in this Plan. Existing or entitled development shall be governed by the Zoning Regulations for the underlying zone.

2.7 ALLOWED LAND USES

These regulations are intended to guide the development of the City in an orderly manner; to follow the adopted General Plan; to protect and enhance the quality of the natural and built environment; and to promote the public health, safety, and general welfare by regulating the use of land and buildings and the location and basic form of structures. For the zoning districts identified in the Area Plan, allowed, conditionally allowed, and prohibited uses shall be as shown in Table 2.1. For parcels designated as Existing Development, allowed land uses shall be as allowed for the base zone shown in the most current official zoning map and as allowed in Chapter 17.22 of the Zoning Regulations.

Zone District Boundaries. Boundaries between zoning districts generally follow lot lines or their extensions, physical features, or contour lines as noted on the official zoning map. Boundaries adjoining streets shall be assumed to follow the centerlines of streets if such location becomes an issue in the use of private property, such as when a street is abandoned. Zones which meet a street centerline shall not be considered “adjacent.” The location of boundaries which are not readily determined by inspection of the official zone map shall be determined by the Director.

Conflict with Public Provisions. These regulations are not intended to interfere with or annul any other law or regulation. Where these regulations impose a restriction different from any other law or regulation,
the more restrictive shall apply. Where no restriction or standard is stated, the Zoning Regulations or other pertinent City standard shall apply.

Conflict with Private Provisions. These regulations are not intended to interfere with or annul any easement, covenant, or other agreement between private parties. Where these regulations impose a restriction different from a private agreement, the provisions which are more restrictive or which impose higher standards shall govern.

Establishment of a Use. Any one or more of the allowed or conditionally allowed uses identified in Table 2.1 may be established on any parcel within that district, subject to the permit requirement listed in the Table and in compliance with the applicable development standards. In Table 2.1, allowed uses are designated as “A,” uses that are allowed with Director’s use permit approval are designated as “D,” and uses allowed by Planning Commission Use Permit are designated as “PC.” Land uses not listed in Table 2.1 shall be prohibited, unless determined by the Director to be allowed based on the purpose and intent in Section 6.0.

Similar or Accessory Uses. The Director may determine that an unlisted use is allowed, provided that it is a similar use in terms of use characteristics, compatibility, parking, and access requirements or that the use is accessory to the primary use as defined in Chapter 17.100 of the Zoning Regulations.

Use Changes. Changes of use shall not require planning approval, unless the new use is a conditionally allowed use under Table 2.1.

Nonconforming Uses. A nonconforming use is one which was legally established on the effective date of applicable sections of these regulations but which is not now an allowed or conditionally allowed use in the zone in which it is located. Nonconforming uses shall be permitted in compliance with Chapter 17.10 of the Zoning Regulations.

Airport Land Use Plan Consistency. Most areas within the Plan area are subject to Airport Land Use Plan (ALUP) standards. The ALUP sets special land use limitations and Table 2.1 and Development Standards shall be applied consistently with the ALUP, as described in Chapter 17.22 of the Zoning Regulations.
Table 2.1  Table of Allowed Uses

Key:  
A = Allowed  
D = Director’s Use Permit approval required  
A/D = Director’s approval on ground floor; allowed on second floor or above  
PC = Planning Commission Use Permit approval required  
Blank space = Use is Prohibited  

Notes:  Footnotes 1-8 affecting specific land uses follow the Table.

<table>
<thead>
<tr>
<th>Zoning Districts</th>
<th>Land Use</th>
<th>C-S</th>
<th>C-R</th>
<th>Municipal Code</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>INDUSTRY, MANUFACTURING &amp; PROCESSING, WHolesaling</strong></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Bakery, wholesale</td>
<td>A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Furniture and fixtures manufacturing, cabinet shop</td>
<td>D</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Industrial research and development</td>
<td>A</td>
<td></td>
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<tr>
<td>Laboratory - Medical, analytical, research, testing</td>
<td>A</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Laundry, dry cleaning plant</td>
<td>A</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Manufacturing - Heavy</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufacturing - Light</td>
<td>A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Petroleum product storage and distribution</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Photo and film processing lab</td>
<td>A</td>
<td></td>
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</tr>
<tr>
<td>Printing and publishing</td>
<td>A</td>
<td></td>
<td></td>
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<tr>
<td>Recycling facilities - Collection and processing facility</td>
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<td></td>
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</tr>
<tr>
<td>Recycling facilities - Scrap and dismantling yard</td>
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</tr>
<tr>
<td>Recycling facilities - Small collection facility</td>
<td>D</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Storage – Personal storage facility</td>
<td>A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Storage yard</td>
<td>D</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Warehousing, indoor storage</td>
<td>A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wholesaling and distribution</td>
<td>A</td>
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</table>

<table>
<thead>
<tr>
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<th>C-R</th>
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</thead>
<tbody>
<tr>
<td><strong>LODGING</strong></td>
<td></td>
<td></td>
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<tr>
<td>Bed and breakfast inn</td>
<td>A</td>
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<td></td>
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<tr>
<td>Homeless shelter</td>
<td>PC</td>
<td></td>
<td></td>
<td>17.08.110</td>
</tr>
<tr>
<td>Hostel</td>
<td>A</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Hotel, motel</td>
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</table>
### Recreational Vehicle (RV) Park Accessory to Hotel, Motel

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<tr>
<th>Land Use</th>
<th>Zoning Districts</th>
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<tbody>
<tr>
<td>Recreational vehicle (RV) park accessory to</td>
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<tr>
<td>hotel, motel</td>
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<table>
<thead>
<tr>
<th>Land Use</th>
<th>Zoning Districts</th>
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<tbody>
<tr>
<td>Vacation Rental</td>
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### Zoning Districts

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<thead>
<tr>
<th>Land Use</th>
<th>Zoning Districts</th>
<th>Municipal Code</th>
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<tbody>
<tr>
<td><strong>RECREATION, EDUCATION, AND PUBLIC ASSEMBLY</strong></td>
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</tr>
<tr>
<td>Bar/tavern</td>
<td>D</td>
<td>D</td>
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<tr>
<td>Club, lodge, private meeting hall</td>
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<td>D</td>
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<tr>
<td>Commercial recreation facility - Indoor</td>
<td>D(6)</td>
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<td>Commercial recreation facility - Outdoor</td>
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<tr>
<td>Educational conferences</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fitness/health facility</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Golf Course</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Library, museum</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Library, branch facility</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Nightclub</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Park, playground</td>
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</tr>
<tr>
<td>Public assembly facility</td>
<td>A</td>
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<tr>
<td>Religious facility</td>
<td>D(3)</td>
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<tr>
<td>School - Boarding school, elementary, middle,</td>
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<tr>
<td>secondary</td>
<td></td>
<td></td>
</tr>
<tr>
<td>School - College, university campus</td>
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<td></td>
</tr>
<tr>
<td>School - College, university - Satellite</td>
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<td></td>
</tr>
<tr>
<td>classroom facility</td>
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<td></td>
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<tr>
<td>School - Elementary, middle, secondary</td>
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</tr>
<tr>
<td>School - Specialized education/training</td>
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<td>A</td>
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<tr>
<td>Special event</td>
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<td>D</td>
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<tr>
<td>Sports and entertainment assembly facility</td>
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<tr>
<td>Studio - Art, dance, martial arts, music, etc.</td>
<td>A</td>
<td>A</td>
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<tr>
<td>Theater</td>
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<tr>
<td>Theater - Drive-in</td>
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<td>17.95</td>
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### Residential Uses

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<tr>
<th>Land Use</th>
<th>Zoning Districts</th>
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<tbody>
<tr>
<td>Boarding/rooming house, dormitory</td>
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<td>17.20</td>
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<tr>
<td>Caretaker’s quarters</td>
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<td>A(8)</td>
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<tr>
<td>Convents and monasteries</td>
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<td></td>
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<tr>
<td>Fraternity, sorority</td>
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</tr>
<tr>
<td>Land Use</td>
<td>Zoning Districts</td>
<td>Municipal Code</td>
</tr>
<tr>
<td>---------</td>
<td>-----------------</td>
<td>----------------</td>
</tr>
<tr>
<td>High occupancy residential use</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Home occupation</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Live/work units</td>
<td>A</td>
<td>A(8)</td>
</tr>
<tr>
<td>Mixed-use project</td>
<td>A</td>
<td>A(8)</td>
</tr>
<tr>
<td>Mobile home as temporary residence at building site</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mobile home park</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi-family dwellings</td>
<td>A(8)</td>
<td></td>
</tr>
<tr>
<td>Residential care facilities - 6 or fewer residents</td>
<td>A/D(8)</td>
<td></td>
</tr>
<tr>
<td>Residential care facilities - 7 or more residents</td>
<td>A/D(8)</td>
<td></td>
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<tr>
<td>Residential hospice facility</td>
<td>D(8)</td>
<td></td>
</tr>
<tr>
<td>Rest home</td>
<td>A/D(8)</td>
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</tr>
<tr>
<td>Single-family dwellings</td>
<td></td>
<td></td>
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<tr>
<td>Secondary dwelling units</td>
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<td>17.21</td>
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<tr>
<td>Work/live units</td>
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</table>

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Zoning Districts</th>
<th>Municipal Code</th>
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<tbody>
<tr>
<td>RETAIL SALES</td>
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<tr>
<td>Auto and vehicle sales and rental</td>
<td></td>
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<tr>
<td>Auto parts sales, with installation</td>
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</tr>
<tr>
<td>Auto parts sales, without installation</td>
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<td>A</td>
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<tr>
<td>Bakery, retail</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Building and landscape materials sales, indoor</td>
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<td>A</td>
</tr>
<tr>
<td>Building and landscape materials sales, outdoor</td>
<td>A</td>
<td>A</td>
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<tr>
<td>Construction and heavy equipment sales and rental</td>
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<td></td>
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<tr>
<td>Convenience store</td>
<td>D</td>
<td>A</td>
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<tr>
<td>Extended hour retail</td>
<td>D</td>
<td>D</td>
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<tr>
<td>Farm supply and feed store</td>
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<tr>
<td>Fuel dealer (propane, etc)</td>
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<tr>
<td>Furniture, furnishings, and appliance stores</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>General retail - 2,000 sf or less</td>
<td>A</td>
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</tr>
<tr>
<td>General retail - More than 2,000 sf, up to 15,000 sf</td>
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<tr>
<td>General retail - More than 15,000 sf, up to 45,000 sf</td>
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<tr>
<td>General retail - More than 60,000 sf, up to 140,000 sf</td>
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<tr>
<td>Groceries, liquor, specialty foods</td>
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<tr>
<td>Mobile home, RV, and boat sales</td>
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<tr>
<td>Office-supporting retail, 2,000 sf or less</td>
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<td>Office-supporting retail, More than 2,000, up to 5,000 sf</td>
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<tr>
<td>Outdoor temporary and/or seasonal sales</td>
<td>See Section 17.08.020</td>
<td>17.08.020</td>
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<tr>
<td>Produce stand</td>
<td>A</td>
<td>A</td>
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<tr>
<td>Land Use</td>
<td>Zoning Districts</td>
<td>Municipal Code</td>
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<tr>
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</tr>
<tr>
<td><strong>SERVICES – BUSINESS, FINANCIAL, GENERAL &amp; PROFESSIONAL</strong></td>
<td>C-S</td>
<td>C-R</td>
</tr>
<tr>
<td>ATMs</td>
<td>A</td>
<td>A</td>
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<tr>
<td>Banks and financial services</td>
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<td>Business support services</td>
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<tr>
<td>Medical service - Clinic, laboratory, urgent care</td>
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<td>Medical service - Doctor office</td>
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<td>Medical service - Extended care</td>
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<td>Medical service - Hospital</td>
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<td>Convalescent hospital</td>
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<tr>
<td>Office - Accessory</td>
<td>A</td>
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<td>Office – Business and Service</td>
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<td>A</td>
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<tr>
<td>Office - Government</td>
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<tr>
<td>Office - Processing</td>
<td>A(1)</td>
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<tr>
<td>Office - Production and administrative</td>
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<td>A</td>
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<tr>
<td>Office - Professional</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Office - Temporary</td>
<td>See Section 17.08.100.C</td>
<td>17.08.100.C</td>
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<tr>
<td>Photographer, photographic studio</td>
<td>A</td>
<td>A</td>
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<tr>
<td><strong>SERVICES – GENERAL</strong></td>
<td>C-S</td>
<td>C-R</td>
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<tr>
<td>Catering service</td>
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<td>A</td>
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<tr>
<td>Cemetery, mausoleum, columbarium</td>
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<td></td>
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<tr>
<td>Copying and Quick Printer Service</td>
<td>A</td>
<td>A</td>
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<tr>
<td>Day care - Day care center</td>
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<tr>
<td>Day care - Family day care home</td>
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<tr>
<td>Equipment rental</td>
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<tr>
<td>Food bank/packaged food distribution center</td>
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<td>Maintenance service, client site services</td>
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<td></td>
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<tr>
<td>Mortuary, funeral home</td>
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<tr>
<td>Personal services</td>
<td>A</td>
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<tr>
<td>Personal services - Restricted</td>
<td>D</td>
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</table>

Restaurant D D
Outdoor BBQ/Grill, accessory to restaurant D D
Service Station (see also “vehicle services”) A D 17.08.030
Vending machine See Section 17.08.020 17.08.020
Warehouse stores - 45,000 sf or less gfa D D
Warehouse stores - more than 45,000 sf gfa | | |
<table>
<thead>
<tr>
<th>Public safety facilities</th>
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<tr>
<td>Public utility facilities</td>
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<td>Repair service - Equipment, large appliances, etc.</td>
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<td>Residential Support Services</td>
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<td>Social service organization</td>
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<td>Vehicle services - Repair and maintenance - Major</td>
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<tr>
<td>Vehicle services - Repair and maintenance - Minor</td>
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<tr>
<td>Vehicle services - Carwash</td>
<td>D</td>
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<tr>
<td>Veterinary clinic/hospital, boarding, large animal</td>
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<tr>
<td>Veterinary clinic/hospital, Grooming, boarding, small animal, indoor</td>
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</tr>
<tr>
<td>Veterinary clinic/hospital, boarding, small animal, outdoor</td>
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</table>

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<th>C-R</th>
<th>Municipal Code</th>
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<tbody>
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<td>TRANSPORTATION &amp; COMMUNICATIONS</td>
<td>Airport</td>
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<tr>
<td></td>
<td>Ambulance, taxi, and/or limousine dispatch facility</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Antennas and telecommunications facilities</td>
<td>D</td>
<td>D</td>
<td>17.16.120</td>
</tr>
<tr>
<td></td>
<td>Media Production - Broadcast studio</td>
<td>A</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Media Production - Backlots/outdoor facilities and soundstages</td>
<td>D</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Heliport</td>
<td>PC</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Parking facility</td>
<td>D(3)</td>
<td>D(3)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Parking facility - Multi-level</td>
<td>PC(3)</td>
<td>PC(3)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Parking facility - Temporary</td>
<td>D</td>
<td>D</td>
<td>17.08.010</td>
</tr>
<tr>
<td></td>
<td>Railroad facilities</td>
<td>D</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Transit station or terminal</td>
<td>A</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Transit stop</td>
<td>A</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Truck or freight terminal</td>
<td>D</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Water and wastewater treatment plants and services</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes for Allowed Uses:

1. **C-S zone - Required findings for offices.** The approval of an office facility in the C-S zone shall require that the review authority first find that:
   a. The project will be compatible with existing and allowed land uses in the area;
   b. The project location or access arrangements will not significantly direct traffic to use local or collector streets in residential zones;
   c. The project will provide adequate mitigation to address potential impacts related to noise, light, and glare, and loss of privacy, among others, imposed by commercial activities on nearby residential areas, by using methods such as setbacks, landscaping, berming, and fencing;
d. The project will not preclude industrial or service commercial uses in areas especially suited for these uses when compared with offices; and
e. The project will not create a shortage of C-S zoned land available for service commercial or industrial development.

2. Parking as a principal use. Use Permit approval may include deviations to otherwise applicable setback requirements and building height limits. A multi-level parking facility shall require the approval of a Use Permit by the Planning Commission.

3. Religious facilities. Use Permit review shall consider that the C-S zone is primarily intended to accommodate uses not generally suited to other commercial zones because of noise, truck traffic, visual impacts, and similar factors. A Use Permit may be approved only when the religious facility will not likely cause unreasonable compatibility problems with existing or likely future service commercial uses in the vicinity. Use Permit conditions may include measures to mitigate incompatibility.

4. Day care centers. Allowed by right where accessory to a church or school, or where an employer provides on-site child care to 14 or fewer children for the exclusive benefit of employees, providing the primary use meets City parking standards.

5. Medical services. To approve a Medical Service use in the C-S zone, the Hearing Officer must make the following findings:
   a. The proposed medical service is compatible with surrounding land uses.
   b. The proposed medical service is located along a street designated as an arterial or commercial collector in the Circulation Element and has convenient access to public transportation.
   c. The proposed medical service will not significantly increase traffic or create parking impacts in residential neighborhoods.
   d. The proposed medical service is consistent with the Airport Land Use Plan.
   e. The project will not preclude service commercial uses in areas especially suited for these uses when compared with medical services.
   f. The project site can accommodate the parking requirements of the proposed medical service and will not result in other lease spaces being under-utilized because of a lack of available parking.

6. C-S zone - Required findings for indoor commercial recreational facilities. Commercial indoor recreational uses in the C-S zone shall not include less than 10,000 square feet gross floor area per establishment. The approval of an indoor commercial recreational facility in the C-S zone shall require that the review authority first find that:
   a. The proposed use will serve the community, in whole or in significant part, and the nature of the use requires a larger size in order to function;
   b. The project will be compatible with existing and allowed land uses in the area;
   c. The project location or access arrangements will not significantly direct traffic to use local or collector streets in residential zones;
   d. The project will not preclude industrial or service commercial uses in areas especially suited for these uses when compared with recreational facilities; and
   e. The project will not create a shortage of C-S-zoned land available for service commercial development.

7. Groceries, liquor, specialty foods in the C-R zone along Victoria Avenue. In the C-R zone along Victoria Avenue, grocery, liquor, and specialty food stores shall not exceed a gross floor area of 15,000 square feet for each establishment.

8. Noise buffer on Broad Street. Dwellings fronting on Broad Street shall include special noise reduction measures, such as increased setback from Broad Street, dual glazing, 6” wall studs, R-29 insulation, and noise-reducing window and door assemblies, to the approval of the Community Development Director.
3.1 OVERVIEW AND INTENT

This Chapter identifies the standards and requirements for new buildings and buildings to be modified in each zone within the Area Plan in order to ensure that proposed development is consistent with the City's goals for building form, character, and quality. The applicable standards for a building are determined by Building Types as summarized in Figure 3.1, Building Types. Development within the planning area shall comply with the development standards described below for the appropriate zoning district and street type. Development in “Existing Zoning” may, upon Director approval, be included in one of the land use districts listed in Table 2.1 and be subject to the development standards herein. Where no standards are listed, other pertinent City development regulations shall apply, including but not limited to the Zoning Regulations, Subdivision Regulations, Community Design Guidelines, and Parking and Driveway Regulations.

3.2 APPLICABILITY

Each proposed improvement and building shall be designed in compliance with the standards of this Chapter for the applicable district, except for public and institutional buildings, which because of their unique disposition and application are not required to comply with these requirements and are reviewed by a special permit and procedures.

3.3 GUIDING PRINCIPLES

(A) Building façades should be designed to define the spatial and architectural character of the street.

(B) Parking between buildings and the street shall be prohibited.

(C) Entry courtyards, patios, stoops, and balconies are encouraged adjacent to entry and village streets or village courts to provide individual open space, and to promote safe streets and walkable neighborhoods.

(D) Surface parking shall be located towards the rear of the site or at the side of the building, with bicycle parking near building entrances.

(E) Parking areas should be screened from public or private streets with a dense, three-foot-tall landscape planting, wall, or berm.

The following provisions apply to all parcels within the planning area, except as noted:

Density. The maximum density allowed by the Airport Land Use Plan (ALUP) for the Area Plan is 18 d.u./acre for residential and 150 persons/acre for commercial. The densities anticipated within the Area Plan are approximately 4 d.u./acre for residential development and 75 person/acre for commercial development, which is substantially less than allowed by the ALUP. These estimates are based on ALUP land use densities and a development capacity study completed by the City for the Area Plan.

Blocks Development Pattern, Access, and Parking. Much of the planning area was subdivided in 1888. This subdivision established a grid lot and block pattern in the northern portion of the planning area, with 40-foot-wide by 140-foot-deep lots as the standard. These narrow lots were well suited for small houses but make development of conventional commercial and multi-family housing difficult. Lot assembly or merger will be the most effective way to achieve the Area Plan’s objectives and to promote infill housing.
and commercial development. Figure 3.1 shows a typical block development pattern with a mix of standard (40-foot width) and oversize (wider than 40-foot) parcels.

**Residential Uses on the Ground Floor.** Most lots in the planning area are less than the standard lot size requirement for C-S and M-zoned lots of 9,000 square feet. Consequently, they are difficult to develop efficiently with mixed uses and adequate off-street parking. Within the Area Plan, new dwellings must be located above the ground level, except in the following cases: 1) on legal lots with dwellings existing at the time of plan adoption, or 2) on legal, conforming lots of at least 9,000 square feet or two 40-foot by 140-foot lots combined side-by-side (lot sides abutting, whichever is larger).

The area’s unique character is due, in part, to the pattern, size, and shape of existing lots. To retain that character, development of 40-foot-wide lots is allowed with appropriate building types, as described in Table 3.1. Figure 3.1 shows a typical block development pattern, with build-to lines, building areas, setbacks, reciprocal access ways, and parking areas.

**Reciprocal Parking.** Upon redevelopment, lots should dedicate reciprocal parking and access easements to allow vehicle parking in the interior of blocks to serve multiple parcels, as shown in Figure 3.1.

**Common Driveways.** Parcels with frontages along entry streets should dedicate common driveway easements to create Village Court Streets and provide through access to another entry street, alley court, or common driveway easement, as shown in Figure 3.1.

**Vehicle Access from Broad Street.** Upon development, parcels with frontage along the east side of Broad Street shall provide vehicle access from entry streets or village courts. Direct vehicle access to Broad Street shall be prohibited.

**Broad Street Driveways.** New curb cuts along Broad Street are prohibited, and existing curb cuts shall be removed and replaced with continuous curb upon provision of through rear access to the frontage parcel.

### 3.4 BUILDING TYPES BY STREET TYPE

Table 3.2 indicates the Building Types allowed, according to the building’s primary street frontage. For lots with multiple street frontages, the primary street frontage refers to the highest priority street the property fronts on, as shown in Table 3.2. Each proposed building shall be designed according to the form-based codes identified per the district in which the property is located.
### Table 3.1  Allowed Building Types, By Street Frontage.

<table>
<thead>
<tr>
<th>Building Type (refer to Notes)</th>
<th>Street Type - Primary Building Frontage</th>
<th>Lower Priority</th>
<th>→</th>
<th>Higher Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Service Street</td>
<td></td>
<td>Village Street</td>
</tr>
<tr>
<td>Commercial/Office (4, 5)</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Mixed-Use (4)</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Light Industrial</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multiple Family</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Stacked Dwelling</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Rowhouse (4)</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Live/Work</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Courtyard Housing</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

#### Notes:

1. On corner lots, the allowed building type may have frontage on the adjacent street, as shown in Figure 3.1.

2. The minimum parcel size for ground-floor residential development is 9,000 square feet or two 40-foot x 140-foot lots combined side-by-side (i.e., side property lines abutting), whichever is larger.

3. Figure 3.1 shows a standard 360-foot x 420-foot block pattern with building envelopes, build-to lines, setbacks, and access and parking easements. Variations may be allowed by the Director for non-standard blocks to achieve equivalent access, connectivity, and land use compatibility.

4. Building type allowed on 40-foot-wide lot with residential uses allowed only above the ground story.

5. On Village Streets, the ground story should house retail uses. Offices should be located above the ground story unless approved by the Director.

#### 3.5 Form-Based Codes

These codes apply to all new buildings and significant remodels in the planning area. Review the general codes in Section 3.5.1 that apply to all building types. Check the following sections for special codes that apply to individual building types.

#### 3.5.1 General Codes
**Build-to/Setback Lines (See Figures 3.2 & 3.3)**

**Building Placement.** Dimensions are from face of building to property line, for either build-to lines (BTL) or setbacks. For building setbacks, the first number listed is the minimum; the second is the maximum. Where only one setback is listed, it is the minimum setback and no maximum setback applies.

<table>
<thead>
<tr>
<th>Table 3.2 Building Setback Requirements</th>
<th>Build-to-Line (Distance to Property Line)</th>
<th>Location in Figure 3.1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Victoria Avenue</td>
<td>10’</td>
<td>C</td>
</tr>
<tr>
<td>Entry Street</td>
<td>5’</td>
<td>B</td>
</tr>
<tr>
<td><strong>Street</strong></td>
<td><strong>Min. Setback (Max. Setback)</strong></td>
<td></td>
</tr>
<tr>
<td>Broad Street</td>
<td>0’/5’</td>
<td>A</td>
</tr>
<tr>
<td><strong>Side</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adjacent to residential (See individual building types)</td>
<td>0’/10’</td>
<td>F</td>
</tr>
<tr>
<td>Adjacent to Village Court</td>
<td>12.5’</td>
<td>D</td>
</tr>
<tr>
<td>Adjacent to driveway</td>
<td>10’</td>
<td>G</td>
</tr>
<tr>
<td><strong>Rear</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>At ground floor</td>
<td>30’</td>
<td>E</td>
</tr>
<tr>
<td>Above ground floor</td>
<td>10’</td>
<td>E</td>
</tr>
<tr>
<td>Adjacent to Village Court</td>
<td>12.5’</td>
<td>D</td>
</tr>
<tr>
<td>Side yard on Victoria Avenue (At mid-block only)</td>
<td>5’</td>
<td>F</td>
</tr>
</tbody>
</table>
**Building Area.** Buildings may occupy any portion of the lot behind the BTL, exclusive of any setbacks required by this code. An open area equal to at least fifteen percent (15%) of the total buildable area shall be preserved as open space on every lot, exclusive of parking areas, and may be located at the ground level or upper stories. Publicly accessible street yard areas shall count toward the open space requirement.

**Building Façade.** Building façade shall be built to the BTL for at least eighty percent (80%) of the lot width. Building façade at BTL may include offsets or jogs of up to twenty-four (24) inches in depth. Buildings should have a main ground floor entrance facing the primary street. Rear-facing buildings, loading docks, overhead doors, and other service entries are prohibited on primary street façades.

**Building Heights.** See Table 3.3 and Figure 3.4.

<table>
<thead>
<tr>
<th>Table 3.3 Building Height Requirements</th>
<th>Minimum / Maximum Heights</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Location in Figure 3.4</strong></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>25’/35’</td>
</tr>
<tr>
<td>A (For mixed-use or historic designation buildings)</td>
<td>25’/40’</td>
</tr>
<tr>
<td>B (For balconies and patios)</td>
<td>12’ minimum vertical clearance</td>
</tr>
<tr>
<td>C (For balconies and patios)</td>
<td>4’ maximum building projection into public right-of-way</td>
</tr>
<tr>
<td>D (Ground story, minimum clear interior height)</td>
<td>12’</td>
</tr>
<tr>
<td>E (Upper stories, minimum clear interior height)</td>
<td>8’</td>
</tr>
<tr>
<td><strong>Not illustrated in Figure 3.4</strong></td>
<td></td>
</tr>
<tr>
<td>Finished floor height above adjacent sidewalk</td>
<td>Up to 3’</td>
</tr>
</tbody>
</table>

**Street Wall or Fence Height.** Any section along the BTL not defined by a building must be defined by a thirty-six (36) inch high fence, railing, wall, or hedge.

**Garages and Parking.** Off-street parking shall be located on the interior of the lots and at the rear of the building, either at or below grade. Parking between the BTL and the building is prohibited. Garage entries or driveways should generally be located at least forty (40) feet away from any block corner, driveway, or garage entry on the same block, unless specifically shown in the regulating plan. Common driveway easements and reciprocal parking easements should be provided between parcels to promote efficient site use. Garage entries should be setback at least twelve (12) inches but not more than thirty-six (36) inches behind the adjacent façade.
3.5.2 Commercial/Office

**Building Description.** A building designed for occupancy by retail or service uses on the ground floor, with upper floors configured for those uses and offices.

**Building Character/Site Concept**

![Figure 3.6 Commercial/Office Building Examples](image-url)
3.5.3 Mixed-Use

**Building Description.** A building designed for occupancy by retail and service uses on the ground floor, with upper floors configured primarily for residences and secondarily for offices.

**Building Character/Site Concept**

![Figure 3.7 Mixed-Use Building Examples](image)
3.5.4 Industrial Shed

**Building Description.** A building up to 4,000 square feet in size that has been designed or structurally modified to accommodate industrial activity with or without joint residential occupancy within a structure similar in scale to a single dwelling. The industrial shed allows light industrial activity in immediate proximity to single dwellings by utilizing the characteristics of the single dwelling for non-residential and residential purposes.

**Building Character/Site Concept**

![Figure 3.8 Industrial Shed Building Examples]
3.5.5 Multiple Family

**Building Description.** A building designed for multiple dwellings consisting of at least two (2) units arrayed either side by side along the primary frontage or vertically with upper levels along the primary frontage and/or setback from the build-to lines.

**Building Character/Site Concept**

![Figure 3.9 Multiple Family Building Examples](image-url)
3.5.6 Stacked Dwelling

**Building Description.** A structure of single-floor and/or multi-floor dwellings of similar configuration either above or below.

**Building Character/Site Concept**

![Figure 3.10 Stacked Dwelling Building Examples](image-url)
3.5.7 Rowhouse

**Building Description.** An individual structure on a parcel with a rear yard and individual garage accessed from an alley, occupied by one primary residence in an array of at least 3 such structures or a structure of 3 multiple townhouse unit types arrayed side by side along the primary frontage.

**Building Character/Site Concept**

![Rowhouse Building Examples](image)

*Figure 3.11 Rowhouse Building Examples*
3.5.8 Live-Work

Building Description. An integrated residence and working space located on the ground floor, occupied and utilized by a single household in an array of at least 3 such structures or 1 multiple structure with at least 3 units, either single-family or multi-family, consisting of at least 3 units arrayed side by side along the primary frontage, that has been designed or structurally modified to accommodate joint residential occupancy and work activity.

Building Character/Site Concept

Figure 3.12 Live-Work Building Examples
3.5.9 Courtyard

**Building Description.** A structure type consisting of residences that can be arranged in four possible configurations: townhouses, townhouses over flats, flats, and flats over flats. These are arrayed next to each other, on one or more courts, to form a shared courtyard that is partly or wholly open to the street.

**Building Character/Site Concept**

![Figures 3.13 Courtyard Building Examples](image1.png)

Figure 3.13 Courtyard Building Examples
3.6 PARKING REQUIREMENTS

Parking shall be provided for development and uses, as required by Section 17.16.060 of the Zoning Regulations. The following special provisions shall apply in the planning area:

**Mixed-Use Reduction.** Mixed-use projects shall receive a thirty percent (30%) reduction in total parking required, provided the Director determines at least one of the following:

- The mixed-uses utilize shared parking areas and the times of the maximum parking demand from the various uses do not coincide; or
- The project includes innovative parking measures to reduce car parking demand, including public transit incentives, shared or loaner vehicles, tandem and/or below-grade parking, or dwellings restricted to residents without automobiles.

**Off-site Parking.** The Director may approve off-site parking within 500 feet of the project boundary and on the same side of Broad Street, the railroad tracks, and Orcutt Road. Required off-site parking spaces shall be owned or leased to ensure their continued availability.

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Figure 3.14 Conceptual Block Parking Layout
3.7 SPECIAL DESIGN FACTORS

Recycling and Solid Waste Disposal. In mixed-use projects, the residential dwelling units shall have and maintain a recycling and solid waste disposal area that is separate from those disposal areas used by the commercial uses whenever feasible. It shall be clearly marked for residential use only, and use by commercial uses is prohibited. All recycling and solid waste disposal areas for commercial uses shall be located so as to be convenient to the commercial uses and where associated odors and noise will not adversely impact the residential uses. Recycling and solid waste areas and receptacles shall be screened so as not to be visible from the public right-of-way and shall be in accordance with Zoning Regulations Section 17.18.070.

Pedestrian Orientation and Design. All new uses shall be oriented and designed to enhance pedestrian movement to and between adjacent uses. New development shall include pedestrian walkways. Pedestrian circulation shall be adequately separated from vehicular traffic. Pedestrian entrances and walkways shall be clearly identified and easily accessible to minimize pedestrian/vehicle conflict. In mixed-use projects, pedestrian walkways shall link dwelling units with the compatible commercial facilities in the project, common open space, plazas, courtyards, parking areas, and public sidewalks. Colored, textured paving shall be used to delineate pedestrian walkways along Village Courts, at crossings, in driveways, and in parking lots. Figure 3.15 is the Conceptual Block Illustrative Plan, which includes section drawings of various street types. Figure 3.16 shows a block aerial view of Woodbridge at Broad Street, illustrating typical lot layout and development patterns according to the Area Plan.
Figure 3.16 Block Aerial View: Woodbridge at Broad Street
Chapter 4: STREETSCAPE STANDARDS

4.1 OVERVIEW AND INTENT

These standards show the typical configurations for street spaces within the planning area. The City will configure and adjust these as necessary for specific conditions. The specifications address vehicular traffic lane widths, bikeways, crosswalks, parkway, curb and sidewalk design, street trees, and on-street parking configurations.

Streets within the planning area will balance the needs of all forms of traffic (i.e. automobile, bicycle, pedestrian, etc.) to maximize mobility and convenience for citizens, area residents, employees and visitors. Street design and character will vary with their location and function. For example, Broad Street is designed both to carry a large volume of traffic and to provide pedestrian and bicycle facilities. Victoria Avenue will provide a more active and intense “Main Street” pedestrian experience.

4.2 STREET DESIGN STANDARDS

Street Configuration. Local streets will form an interconnected network, including automobile, bicycle, and pedestrian routes, that provide direct connections to local destinations. Local streets will provide for both intra- and inter-neighborhood connections and thus knit neighborhoods together, rather than form barriers between them.

Street Design. Entry, Village, and Service Streets should be designed to serve as both public ways and neighborhood amenities. They should have continuous sidewalks and large species of street trees on both sides. Individual residential dwelling units should provide entries, gates, porches, and other inviting features that face local streets to help create a sense of community and improve safety. In the limited circumstances where cul-de-sac streets are appropriate, the cul-de-sac should be open from the innermost area to create pedestrian and bicycle access.

Traffic-Calming Features. The design of an interconnected street network must include provisions to discourage fast through-traffic on neighborhood connector and local streets. Traffic measures that restrict traffic at the expense of the overall interconnectedness and coherence of the future growth area should be avoided.

Appropriate Street Widths. Each street's design should be based on its anticipated role within the project and surrounding neighborhoods. Street widths should be narrow enough to slow traffic while accommodating demonstrated traffic demand at a reduced speed and providing adequate emergency vehicle access. Streets should not be wider than needed to accommodate demonstrated traffic demand.

Traffic Circles. To slow and divert traffic, small traffic circles should be placed at the center of Entry Street and Village Street intersections. Center islands should be landscaped and include public art. Plant materials and artwork should be selected and maintained to avoid obstructing drivers' views.

Median Islands. These islands are installed in the center of a street and should serve to narrow and redirect traffic lanes, manage traffic movements, and provide a safe pedestrian/bicycle crossing.

Bulb-outs, Textured Crosswalks, and Raised Intersections. These features should be used singly or in combination. Sidewalk bulb-outs shall be provided on Victoria Avenue at mid-block and at intersections to help slow traffic, reduce pedestrian crossing distance, and improve visibility. Crosswalks shall be
colored and textured by means of special pavers or other treatment, to the approval of the City Engineer. Mid-block bulbouts shall include street trees, as shown in Figure 4.1.

**Impervious Landscape Reduction.** The extent of impervious surfaces throughout the streetscape should be reduced whenever possible. The incorporation of pervious pavers, small rain gardens along streetfronts, and a healthy tree canopy will reduce the amount of stormwater falling directly on impervious surfaces, such as asphalt and concrete. It is encouraged that such measures are used in order to eliminate problems with standing water, provide for groundwater recharge, control erosion, and reduce the need for stormwater retention/detention areas. Examples of such measures are illustrated in Figures 4.2 and 4.3.
4.3 STREET TREES AND LANDSCAPING

The future growth area shall be landscaped with a palette of street trees and landscaping appropriate in scale and species for each of the differing street types in order to establish the hierarchy of streets and provide a cohesive theme for the area. Street trees should be planted on both sides of streets and generally be spaced no more than forty (40) feet apart.

Species. Each street should have one dominant species of street tree for in-sidewalk planters or parkways, with alternate tree types for any in-street parking space trees (bulb-outs) and planted medians. Large-canopy, deep-root street trees should be used on all streets, as listed in the City’s Tree Regulations. Tree species should be selected to provide a consistent range in tree form, height, color, and texture, and to provide a canopy over sidewalk and street areas. Preferred street tree species for Entry, Village, and Service Streets are: London Plane (Platanus acerifolia), Chinese Elm (Ulmus pavifolia), Jacaranda (Jacaranda mimosifolia), Chinese Pistache (Pistacia chinensis), and Red Maple (Acer rubrum). Alternative species from the approved City list may be approved by the Architectural Review Commission.

Tree Grates. Sidewalks shall be City standard integral curb-gutter with a minimum width of ten (10) feet. Generously sized tree grates should be placed around street trees, off-set in right-of-way, with the edge of the grating spaced eighteen (18) inches from the back of the curb, as shown in Figure 4.5. Tree grates should occur along sidewalks and in public plazas where a continuous walking surface is needed. A standard tree grate size, shape and finish shall be used. Size shall be 48 inches by 72 inches, with longest dimension parallel to the street. The design is shown in Figure 4.5, Neenah Foundry Model R-811, Model R-8815-1, or equal.
**Tree Guards.** Tree guards should extend vertically from tree grates to protect trees in highly active areas. To relate to other site furnishings, tree guard bars should be narrow and vertical and should be attached to the tree grate. Welds should not be visible. Tree guards should be about four (4) feet in height with openings varying in diameter according to tree species.

![Figure 4.6 Installation showing tree guard](image)

**Landscape Plant Materials.** Ground landscaping in the public right-of-way, including shrubs and ground covers, shall be selected with consideration of site-specific conditions, such as shade, wind, moisture, drought tolerance, and soils.

**Bioretention Areas.** Bioretention areas should be incorporated along roads and open space where room is available. Bioretention areas capture and temporarily store stormwater and allow for higher pollutant removal close to the source of the water. In addition to their stormwater management benefits, bioretention areas contribute aesthetic value to the street by adding vegetation and color to streetfronts.

![Figure 4.7 Examples of bioretention areas](image)
4.4 LIGHTING AND UTILITIES

Exterior lighting shall comply with the Night Sky Preservation standards, Ch. 17.23 of the San Luis Obispo Municipal Code. Materials and equipment chosen for lighting fixtures should be durable and easy to maintain. Exterior lighting is appropriate for safety and decoration.

Street Lights. Streets must be lit with light standards (fixtures and poles) with a consistent and high quality appearance throughout the area. Light bollards are also encouraged in areas with high pedestrian activity levels. The height and location of light standards should correspond to the activities they illuminate:

(A) Along Entry and Village Streets and Village Courts. Light standards in environments where pedestrians are the primary focus (e.g., main streets and pedestrian walkways) should be lower in height to create an environment that is more human in scale. On these streets, City standard pedestrian light # 7915 should be used, as shown in Figure 4.8. Light standards shall be spaced approximately one hundred fifty (150) feet to one hundred seventy-five (175) feet along streets.

(B) Along primarily automobile-oriented streets. Light standards along major streets must relate to both vehicles and pedestrians at the edge of street and may be taller than those on local and connector streets.

(C) Placement. To the extent feasible, light standards should be placed on both sides of the street in a triangulated pattern. Lighting for parking garages shall satisfy Crime Prevention Through Environmental Design (CPTED) Standards. Parks, plazas, paseos, arcades, and sidewalks should include pedestrian-level lighting, such as light bollards, lighting embedded in steps and walls, and low-level luminaires.

Figure 4.8 Street Pedestrian Lighting for Entry and Village Streets and Village Courts
Lighting Fixture Guidelines.

(A) Lighting elements shall be incandescent, metal halide, or halogen or by other means that emit light that creates a true and accurate color. Energy efficient light fixtures are encouraged.

(B) No HID or fluorescent lights (excepting compact fluorescent bulbs, which screw into standard sockets) may be used on the exterior of buildings.

(C) Floodlights or directional lights (maximum 75-watt bulbs) may be used to illuminate parking areas and service or work areas; however, these must be shielded so that they do not shine across property lines, into residential windows, or cause nighttime sky light pollution (i.e. no up-lighting).

(D) No flashing, traveling, animated, or intermittent lighting shall be visible from the exterior of any building whether such lighting is of temporary (less than 30 days) or long-term duration. Also, the operation of search lights and other upward-directed and moving lights used to promote business activity is strictly prohibited.

Utilities. Overhead utilities along Village Courts and Village, Entry, and Corridor Streets shall be undergrounded concurrent with major street improvements, to the approval of the city engineer.

(A) Public utilities shall be undergrounded.

(B) Mailboxes should be architecturally integrated into the residences and/or residential complexes. Where they are consolidated, they should be textured and painted to match or compliment the architecture and/or natural settings, subject US Postal Service approval.

(C) Air conditioners and fountain and pool filters shall be located outside of the required setbacks and shall be visually screened from public rights-of-way. To minimize noise disturbance, such equipment should be located as far away as feasible from bedroom windows or public outdoor use areas, to the Director’s approval.

(D) Powered exhaust fan ports or ventilation fan ports shall not be located within ten (10) feet of the surface of a public sidewalk, street, plaza, or other outdoor assembly area, whether publicly or privately owned, to the Director’s approval. All ventilation shall be directed through the roof.

Exterior Equipment. The following shall be located on private property and shall be visually screened from the street:

(A) Air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company meters or boxes, refuse and recycling containers, storage tanks, and similar utilitarian equipment and facilities.

(B) Roof-mounted heating, ventilation and air conditioning equipment shall be screened from view from the public realm. This does not apply to photovoltaic installations.

4.5 SIGNAGE, STREET FURNITURE, AND SPECIAL PAVING

Signage. Signage shall comply with the Sign Regulations, Ch. 15.40 of the San Luis Obispo Municipal Code.
Street Furniture and Special Paving.

(A) Kiosks serve as information booths and/or shelter for small vendors. Kiosk design should be consistent with the architectural style of surrounding buildings and any nearby landscaped frontages.

(B) Newspaper racks should occur around major pedestrian gathering areas. The design should consolidate all vending boxes into one rack. Rack construction should use masonry elements or metal that complements other site furnishings in the area or the architecture of adjacent buildings. The rack should be attractive on all sides and properly anchored. Individual racks should not be permitted.

(C) Bicycle racks shall be designed to meet the City’s Bicycle Facilities Plan, and should be located and sized according to the Community Design Guidelines Chapter 6.3.F. The color of bicycle racks should coordinate with the color scheme established for all of the street furnishings.

(D) Throughout the Area Plan, solid waste and recycling receptacles should be provided. Receptacles should have vertical metal bars and be painted to match other recommended features. To avoid overflow, receptacles should be sized to be at least a thirty-gallon capacity, especially in commercial areas, and should be properly anchored. Multiple coats of a powder coating or comparable finish are recommended for durability.

(E) Planters should be simple in form. Round and square types are recommended. Planter material should be durable and attractive. Planters should be at least three (3) feet in diameter. Planters of various sizes should be grouped in clusters to enrich streetscapes and plazas.

(F) Paving, plants, and site furnishings should be utilized to enhance the character of the plan area. These features should be consistent with the following recommendations, whether in streets, parks, or plazas, or as on-site landscaping:

1. Interlocking pavers or equal shall be used in the public realm for plazas, Village Courts, pedestrian arcades, and pass-throughs, and in crosswalks on all streets within the planning area. Pavers should be durable and of brick, stone, or other materials appropriate to the area’s architectural character.

2. Alternative paving methods can be used to locally infiltrate rainwater and the runoff leaving a site. Examples of such methods include interlocking concrete pavers and grass pavers. These methods provide a solid ground surface, strong enough to manage heavy, frequent loads, while at the same time allowing water to filter through the surface and reach the underlying soils.

Figure 4.9 Examples of Alternative Paving Methods
Chapter 5: ARCHITECTURAL STANDARDS

5.1 OVERVIEW AND INTENT

This chapter establishes general architectural standards that apply to new development within the planning area and specific design standards for individual building types. It also provides standards that apply to site improvements and special design situations. The standards govern a building’s exterior architectural elements and materials and help ensure that proposed development in the planning area meets General Plan goals and Community Design Guidelines for high-quality, aesthetically pleasing, sustainable, and historically compatible development.

5.2 APPLICABILITY

New buildings, significant additions or remodels, and site improvements shall comply with these standards. Historically-designated properties are exempt from these standards; changes to Contributing or Master List historic buildings shall comply with the United States Secretary of the Interior’s Standards for the Treatment of Historic Properties. These standards establish a clear identity by creating a coherent character for the district and promote development which is both high-quality and architecturally compatible. Buildings must be reviewed by Community Development Staff to verify that they meet the standards set forth in this chapter. Wall treatments, roof materials, and signage are regulated in these standards.

5.3 GENERAL ARCHITECTURAL STANDARDS

Proposed projects shall comply with the Community Design Guidelines and with the following standards. Where these conflict, the Area Plan standards shall apply.

(A) Buildings, walls and fences shall be designed to define the street and public spaces; motor vehicle parking and storage shall not be located between buildings and the street.

(B) Buildings on corner lots shall be designed so that windows and architectural detailing extend to all elevations visible from the adjoining streets.

(C) Development projects should integrate public spaces and public art into the design to promote pedestrian character and sense of place.
(D) Building surfaces over two (2) stories high or forty (40) feet in length should provide vertical and horizontal wall plane offsets.

(E) Primary building entrances shall be designed as highly visible and prominent architectural features.

(F) The following elements shall be located in rear yards or side yards not facing Village Courts:

- Trash enclosures
- Utility meters
- Air conditioning compressors
- Irrigation and pool pumps
- Window and wall conditioners

(G) The following elements are prohibited:

- Reflective glass
- Glossy finish or backlit awning
- Inoperable or plastic window shutters
- Street or side yard fences made of chain link, barbed wire, or wire mesh

(H) Building designs should promote social interaction and defensible space through the use of balconies, patios, stoops, bow windows, and windows placed to capture views of streets and public and common use areas (e.g. interior parking courts and driveways).

(I) Architectural styles shall reflect the planning area’s historic connection to the railroad as well as to the mix of Victorian and simple, utilitarian service-commercial buildings. The area’s buildings are eclectic and simple with no single, predominant style. New buildings shall be designed to incorporate the common architectural forms, materials, features, and details of the following styles:

**“Railroad Vernacular Bungalow” or “Little Italy” Style.** This architectural style incorporates Bungalow and Italianate design elements into a simpler, local “Railroad Vernacular” style common in the City’s railroad neighborhoods when the Imperial Addition was subdivided and the area’s residential character was established. These buildings are rectilinear in plan, single or multi-story on raised foundations, and are marked by traditional architectural details, such as composition hip and gable roofs, covered porches, eave overhangs with exposed rafters, horizontal wood board siding, double-hung wood frame windows, and covered porches. This style is reflected in several potentially historic houses located at 743, 774, 796, and 797 Caudill; 2502, 2546, and 2663 Victoria; and 762 Woodbridge (Figure 5.3).

![Figure 5.2 Single-story Italianate architectural style influenced early house designs in the railroad area](image)
Figure 5.3 Railroad Vernacular style buildings in the Area Plan  
(Clockwise, from left: 762 Woodbridge, 743 Caudill, 2546 Victoria, and 2950 McMillan)
Railroad Commercial Buildings. Commercial buildings associated with the railroad consisted of a diverse range of styles and materials; however, certain style elements were prevalent and helped define the area’s historic character and sense of place. Architectural styles ranged from simple shed-type or gable-roofed metal buildings to brick, plaster, and concrete multi-story, rectilinear and round buildings. The following should be used in new commercial and mixed-use buildings: common brick; horizontal wood board siding; vertical board-and-batt siding; corrugated metal siding and roofing; double-hung, casement, jalousie, and fixed-glass windows with trim; use of brick trim and metal lintels over doors and windows; stone foundations or accent courses; decorative roof parapets; arched window and door openings; decorative roof rafters; clerestory windows; and concrete, tile, and smooth plaster. Examples of old and new buildings are shown in Figures 5.4, 5.4, and 5.6. More examples can be found in the City’s Railroad District Plan.
**Broad Street Village Contemporary.** Paying homage to the past with a blend of traditional and contemporary architectural forms, materials, and influences, the Broad Street Village Contemporary Style creates an urban village character unique to this area. Forms and materials are utilitarian and clearly influenced by the area’s heritage with sustainable “green building” features such as: solar roofs; plaster, brick, or metal exterior walls; raised and/or recessed entries, patios, porches, and balconies; arcades and courtyards; wide roof overhangs; and extensive use of glass, skylights, and sustainable and recycled building materials. Figures 5.7, 5.8, and 5.9 depict this architectural style.
5.4 SPECIFIC ARCHITECTURAL STANDARDS

**Exterior Building Walls.** Building walls should reflect the traditional materials and techniques of California’s Spanish Colonial Revival architecture and the industrial/railroad history of the plan area. Building walls should express the construction techniques and structural constraints of traditional, long-lasting materials. Simple configurations and solid craftsmanship are favored over complexity and ostentation in building form.

**Wall Materials.** Exterior materials should be durable and easily maintained. Building façades should be treated consistently on all elevations. Rough-coat stucco and highly reflective materials are prohibited. Exterior exhausts should be vented into areas without frequent pedestrian activity. The following types of exterior wall materials should be used. Other materials may be allowed if consistent with the architectural styles:

- Common brick (real, full dimension brick with the appearance of native clays);
- Smooth-finish cement plaster;
- Wood board siding, horizontal or vertical;
- Native stone (not faux stone);
- Concrete, concrete block, tile and precast masonry units;
- Metal, painted or unpainted (Paint should be factory applied and not applied on the job site); and
- Reused materials.

**Wall Articulation.** Large, blank walls, unrelieved with windows, doors, architectural detailing, or other ornamentation, are prohibited. At the street level, buildings should be designed to accommodate residential and/or retail uses. Both types of uses should be entered directly from the street level sidewalk. Where front floor residential units are raised off-grade by podiums or other means, stoops should provide direct access to the street. Handicapped access must be provided as required by local construction codes.

- Wall openings should not span vertically more than one story.
- Wall materials should be consistent horizontally (i.e. joints between different materials must be horizontal and continue around corners) except for towers, chimneys and piers.
- Brick, metal, block, and stone must be properly detailed and in appropriate load-bearing proportions.

**Roofs and Gutters.** Within one building, roof pitches should have consistent pitches and generous eave overhangs to provide visual continuity. Roofs should also respond to climate by utilizing appropriate pitch, drainage, materials, sod roofs or other “green building” strategies to reduce energy costs and provide usable areas for people, such as roof decks. The following types of roof materials should be used. Other materials may be allowed if consistent with the architectural styles:

- Clay or concrete;
- Standing seam metal;
- Tile, barrel, or flat clay, terra cotta, concrete, or slate;
- Built-up roofing (flat roofs with parapets);
- Composition shingle (for historic properties); and
- Gutters and downspouts of copper, aluminum, or galvanized steel.

Roof lines should be simple, utilizing gables, hips, and sheds, or combinations of these basic forms. Equipment on top of buildings should be enclosed and integrated into the building form. Unnecessarily complicated roof lines are to be avoided. Where eave overhangs are appropriate, they should be generous.
South Broad Street Corridor Area Plan – PC Hearing Draft September 2011

and significant as an architectural statement. Rakes (gable end) should overhang at least twenty-four (24) inches. Eaves and rakes on accessory buildings, dormers, and other smaller structures should overhang at least twelve (12) inches.

Soffits should be placed perpendicular to the building wall, not sloping in plane with the roof (except for gable end rakes). Cornices and soffits may be a combination of stone, masonry, wood, and/or metal. Vinyl cornices or soffits are prohibited.

Skylights and roof vents on sloped roofs are permitted only on the roof plane opposite the primary public realm, except for Broad Street Village Contemporary architecture.

Doors and Windows. Windows and doors should be simple in both design and placement. Where used, divided-light windows should be true with real mullions and muntins. “Plant on” mullions or muntins are prohibited.

The number of windows on public streets should be maximized to increase safety. Retail frontages should provide architectural interest at and above the pedestrian level, and they should provide sufficient glazing to allow visual transparency. Building entries should be designed to promote pedestrian comfort, safety, and orientation. Entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians.

Window glass must be clear with light transmission at the ground story at least ninety percent (90%) and seventy-five percent (75%) for the upper stories (subject to modification if necessary to meet Title 24 requirements). Specialty windows may use stained or opalescent glass. Window screens should be black or gray. Window screen frames should match the window frame material, adjacent trim, or wall colors.

Window Opening Configurations and Techniques.

- Openings should be taller than they are wide. Transom windows are not included in the measurements of this requirement.
- Windows may be ganged horizontally.
- Shutters, window boxes, and fabric awnings (without backlighting or glossy finishes) are permitted.
- Exterior shutters shall be sized and mounted appropriately for the window (1/2 the width) and shall be operable.
- Vinyl or aluminum windows are prohibited.

Door Opening Configurations and Techniques.

- Double-height entryways are prohibited.
- Storefronts may extend up to 12” beyond the building façade toward the street.
- Doors should be recessed behind the storefront windows to create a vestibule and a break in the façade bulk and mass.
- Doors, especially main entrance doors, should be framed and recessed to reinforce their primacy. The actual door and its hardware should exhibit high quality materials even if the remainder of the building is simple and functional.

Upper-Story Windows.

- Windows should be double-hung, single-hung, or casement type.
Residential windows should be operable.

**Storefront (Ground Floor) Windows and Doors.**

- Restaurants, cafes, and shops are encouraged to use operable French doors, folding doors, and similar openings to create outdoor dining and display areas adjacent to the public sidewalk.
- For all storefronts, clear glazing unobstructed by structural elements, shelves, or merchandise, should comprise at least fifty percent (50%) of the total storefront area to create visually interesting and pedestrian-friendly building façades facing the street. Storefront displays at least five feet deep should count toward the seventy-five percent (75%) minimum area.
- Single panes of glass should not exceed six (6) feet high by four (4) feet wide.
- Ground floor windows should not be made opaque by window materials, coverings, or treatments (except for operable sunscreen devices).

**Walls, Fences, and Railings.** Walls, fences, and railings establish clear edges where buildings or landscaping do not. This plan includes a series of masonry, brick, or stone walls that define public and private spaces, enhance or screen views, provide privacy, enhance safety, and reduce noise.

**Wall, Fence, and Railing Materials.**

- Natural stone;
- Metal – wrought iron, welded steel and/or aluminum (black) for gates only;
- Clay brick;
- Stucco on concrete block (or poured concrete) with decorative coping; and
- A combination of materials (e.g.: stone pilasters with metal infill panels).

**Wall, Fence, and Railing Configurations and Techniques.**

- Wall, fence, and railing heights shall comply with Section 17.16.050 of the Zoning Regulations.
- Where visible from a public street, plaster, concrete, or masonry walls should have a climatically appropriate species of climbing vine planted along them.
- All walls should be as carefully designed as the building façade, with similar finished surfaces on both sides.
Chapter 6: IMPLEMENTATION

6.1 APPLYING THE STANDARDS

These standards shall be applied to new development in the planning area, including new buildings, significant remodels, and building additions, as defined in Chapters 3, 4, and 5.

Administrative Review. Except as noted otherwise in the Plan, these standards are to be administered by the Community Development Director. The Director shall review new development for compliance with these standards and shall approve projects that comply, upon finding that no discretionary approvals are required.

6.2 EXCEPTIONS AND DISCRETIONARY APPROVALS

Exceptions to these standards or land use approvals identified in Table 2.1 may be approved by the Community Development Director at an Administrative Hearing, as described in Chapter 17.58 of the Zoning Regulations, or by the Architectural Review Commission or Planning Commission as part of development review where such discretionary approvals are otherwise required (e.g., subdivision approvals, use permits, environmental review).

Implementation Matrix. The following measures identify required actions, responsible parties, costs/funding resources, and timing necessary to implement these standards.

Table 6.1. Implementation Measures. (to be added)

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Plan Amendments. The South Broad Street Corridor Area Plan may be amended in the manner prescribed in Chapter 17.80 of the San Luis Obispo Municipal Code, subject to application requirements established by the City Council.
Chapter 7: GLOSSARY

7.0 Glossary (to be added)
Chapter 8: REFERENCES

8.0 References (to be added)
Chapter 9: APPENDICES

9.0 Appendices (to be added)
9.1 Resolution No. XXXX (2012 Series) – General Plan Amendment
9.2 Ordinance No. XXXX (2012 Series) – Rezoning: Mixed-Use/Form-Based Codes Overlay Zoning
9.3 Public Participation Record
9.4 How to Use the Regulating Plan
9.5 Economic Tools
9.6 Technical Data

(Include environmental study, relationship of plan to General Plan policies, traffic report, legal description, ALUP policies, other?)

g/cd-plan/jhook/broadstreetcorridorplan/draftcorridorplan/pchearingdraft_May2008/admindraft_southbroadstreetcorridorplan9-12-08
APPENDIX C: Initial Study, June 2012 Version
1. **Project Title:**

South Broad Street Corridor Plan

2. **Lead Agency Name and Address:**

City of San Luis Obispo  
Community Development Department  
919 Palm Street  
San Luis Obispo, CA 93401-3218

3. **Contact Person and Phone Number:**

Tyler Corey, Housing Programs Manager  
(805) 781-7169

4. **Project Location:**

The South Broad Street Corridor Plan area (also referred to as the “SBSCP area”) consists of approximately 140 acres area within City limits bounded by Broad Street to the west, Union Pacific Railroad right-of-way to the east, Upham Street and Santa Barbara Avenue to the north, and Orcutt Road to the south. The one-mile stretch of Broad Street between South Street and Orcutt Road until recently was part of the State Highway 227. It continues to function as a major thoroughfare for traffic originating outside the city.

5. **Project Sponsor’s Name and Address:**

City of San Luis Obispo  
Community Development Department  
919 Palm Street  
San Luis Obispo, CA 93401-3218

6. **General Plan Designation:**

Currently, most of the project area is classified as Services and Manufacturing in the General Plan Land Use Element Map. Other General Plan land use classifications include: Neighborhood Commercial in the northern portion of the area; Public Facility at the intersection of Santa Barbara Avenue, South Street, and Broad Street (City Fire Station No. 1); Medium Density
Residential along the west side of Broad Street; Service-Commercial with Mixed-Use for the Village at Broad mixed-use project adjacent to Broad, Emily and Alphonso Streets; Medium-High Density Residential for the Villa Rosa Planned Development along Lawrence Drive and Victoria and Mutsuhito Avenues, and for the Moylan Terrace development on Humbert Avenue, which is in its first phase of construction. To comply with the Area Plan, certain parcels in the General Plan Land Use Element Map will be reclassified as Office or General Retail.

Under the Plan, most of the properties currently classified as Services and Manufacturing will be reclassified as Retail Commercial or Service Commercial. These changes will coincide with updated zoning designations for certain parcels.

The General Plan identifies a portion of the SBSCP area as an “optional use and special design area.” It is one of several areas in the city in which the General Plan calls for the City to consider a range or mix of uses which do not correspond with any single use district described in the Land Use Element. Optional use and special design areas are intended to:

1) Help the City select appropriate land uses based on specific information for the area. In some cases, land uses will be based on specialized standards or conditions on land use, and may include requirements for off-site improvements or dedications; and/or

2) Encourage innovative design concepts which help revitalize and beautify the area.

7. **Zoning:**

Current zoning designations in the area are: C-S (Service Commercial), M (Manufacturing), C-N (Neighborhood Commercial), C-R (Retail Commercial), PF (Public Facilities), R-2 (Medium Density Residential), O (Office), R-3 (Medium-High Density Residential), and R-3-PD (Medium-High Density Residential Planned Development). The northern portion of the planning area is located in the Railroad Historic District. Zoning in this portion of the plan area includes the H designation for the related Historic Overlay Zone.

Upon adoption of the plan and associated amendment of the Zoning Code, certain parcels in the area will maintain their existing zoning designation while others will change designation. In the Plan Draft, Figure 2.1, Zones in the Plan Area, illustrates those parcels that will be rezoned C-S or C-R.

8. **Description of the Project:**

The South Broad Street Corridor Plan creates a framework for development over a 20-year period. It is an “area plan” which, once adopted, implements General Plan policies promoting mixed-use development, public facility improvements, and higher-density infill housing. The SBSCP will guide redevelopment of public and private land uses and promote neighborhood improvement and revitalization. Enhancement of the South Broad Street Corridor was identified as a Major City Goal in the City of San Luis Obispo’s 2003-2005 Financial Plan. The Plan’s goals are to improve the area’s economic vitality, safety and aesthetics by promoting mixed-uses
and higher density development and through implementation of context-sensitive public and private improvements and low-impact development (LID). It includes specific strategies to improve public safety, mobility, multi-modal transportation alternatives, streetscape aesthetics, and access to public and private services.

The Plan accomplishes the following efforts:
1) Establishes a long-range community “vision” for how and where the planning area will grow;
2) Includes a new land use table that promotes compatible commercial and residential uses and prohibits those uses that would create a nuisance.
3) Links and promotes walkable neighborhoods by improving bicycle, pedestrian, transit facilities, and by improving the safety, design, and appearance of Broad Street;
4) Sets development standards and land uses specific to this area to address land use compatibility, parking, circulation, recreation, and aesthetics; and

To achieve the community vision, the Plan establishes three land use districts: Retail-Commercial, Service-Commercial, and Existing Zoning. Properties with the Existing Zoning designation are those for which the land use designation and existing uses are not expected to change under the Plan. The Plan also includes form-based codes, detailed graphic and written standards for public and private development projects.

9. **Surrounding Land Uses and Settings:**

Surrounding land uses include the following:
- **North** of the project area is the City’s Railroad District, various residential densities, and Neighborhood Commercial. Most of these areas lie within the City’s Historic Overlay District.
- **South** of the project area are mixed-used Community Commercial and High Density Residential, including the Laurel Creek development. Further to the south are the Damon-Garcia Sports Fields facilities and the San Luis Obispo County Regional Airport.
- **East** of the project area is a 300-foot private right-of-way for the Union Pacific Railroad.
- **West** of the project area is a low density residential neighborhood and Meadow Park.

10. **Other public agencies whose approval is required:**

- San Luis Obispo County Airport Land Use Commission review and determination of consistency with SLO County Airport Land Use Plan, and endorsement of Plan.
- California Department of Transportation – Plan involves changes to a State Highway.

11. **Project Entitlements Requested:**

- Environmental Review
- Planning Commission review and recommendation to the City Council to: 1) approve the South Broad Street Corridor Plan, and 2) amend the General Plan Land Use Element Map and Zoning Map to modify land use and zoning designations in the plan area.
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

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FISH AND GAME FEES

The Department of Fish and Game has reviewed the CEQA document and written no effect determination request and has determined that the project will not have a potential effect on fish, wildlife, or habitat (see attached determination).

X The project has potential to impact fish and wildlife resources and shall be subject to the payment of Fish and Game fees pursuant to Section 711.4 of the California Fish and Game Code. This initial study has been circulated to the California Department of Fish and Game for review and comment.

STATE CLEARINGHOUSE

X This environmental document must be submitted to the State Clearinghouse for review by one or more State agencies (e.g. Cal Trans, California Department of Fish and Game, Department of Housing and Community Development). The public review period shall not be less than 30 days (CEQA Guidelines 15073(a)).
DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

<table>
<thead>
<tr>
<th>Determination</th>
<th>Signature</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>I find that the proposed project COULD NOT have a significant effect on the</td>
<td></td>
<td></td>
</tr>
<tr>
<td>environment, and a NEGATIVE DECLARATION will be prepared.</td>
<td></td>
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<tr>
<td>I find that although the proposed project could have a significant effect on</td>
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<tr>
<td>the environment, there will not be a significant effect in this case because</td>
<td></td>
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<tr>
<td>revisions in the project have been made, by or agreed to by the project</td>
<td></td>
<td></td>
</tr>
<tr>
<td>proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.</td>
<td></td>
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</tr>
<tr>
<td>I find that the proposed project MAY have a significant effect on the</td>
<td></td>
<td>--X--</td>
</tr>
<tr>
<td>environment, and an ENVIRONMENTAL IMPACT REPORT is required.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I find that the proposed project MAY have a “potentially significant”</td>
<td></td>
<td></td>
</tr>
<tr>
<td>impact(s) or “potentially significant unless mitigated” impact(s) on the</td>
<td></td>
<td></td>
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<tr>
<td>environment, but at least one effect (1) has been adequately analyzed in an</td>
<td></td>
<td></td>
</tr>
<tr>
<td>earlier document pursuant to applicable legal standards, and (2) has been</td>
<td></td>
<td></td>
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<tr>
<td>addressed by mitigation measures based on the earlier analysis as described</td>
<td></td>
<td></td>
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<tr>
<td>on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must</td>
<td></td>
<td></td>
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<tr>
<td>analyze only the effects that remain to be addressed.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I find that although the proposed project could have a significant effect on</td>
<td></td>
<td></td>
</tr>
<tr>
<td>the environment, because all potentially significant effects (1) have been</td>
<td></td>
<td></td>
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<tr>
<td>analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to</td>
<td></td>
<td></td>
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<tr>
<td>applicable standards, and (2) have been avoided or mitigated pursuant to</td>
<td></td>
<td></td>
</tr>
<tr>
<td>that earlier EIR of NEGATIVE DECLARATION, including revisions or mitigation</td>
<td></td>
<td></td>
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<tr>
<td>measures that are imposed upon the proposed project, nothing further is</td>
<td></td>
<td></td>
</tr>
<tr>
<td>required.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Kim Murry, Deputy Director, Long Range Planning

For: Derek Johnson
Community Development Director
EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 19, "Earlier Analysis," as described in (5) below, may be cross-referenced).

5. Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063 (c) (3) (D)). In this case, a brief discussion should identify the following:
   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they addressed site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. The explanation of each issue should identify:
   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance
### 1. AESTHETICS. Would the project:

<table>
<thead>
<tr>
<th></th>
<th>Sources</th>
<th>Potentially Significant Issues</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Have a substantial adverse effect on a scenic vista?</td>
<td>7</td>
<td>--X--</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, open space, and historic buildings within a local or state scenic highway?</td>
<td>7</td>
<td>--X--</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c) Substantially degrade the existing visual character or quality of the site and its surroundings?</td>
<td>7</td>
<td>--X--</td>
<td></td>
<td></td>
</tr>
<tr>
<td>d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</td>
<td>7</td>
<td>--X--</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Evaluation**

a) Within the planning area, Broad Street between its intersections with Mutsuhito and Orcutt Road is designated as having high scenic value, with vistas northwest along Broad Street toward Cerro San Luis, northerly toward Terrace Hill, and northeasterly toward the Santa Lucia foothills. As properties redevelop, a portion of views of the lower flanks of the Santa Lucia foothills along the scenic roadway and from points along the west side of Broad Street may eventually be blocked or limited; however, views of the foothills would be preserved along the Entry Streets: Alfonso, Woodbridge, Caudill, Francis, Humbert, and Lawrence. Therefore, impacts are considered less than significant.

b) According to the Conservation and Open Space Element, the southern portion of Broad Street within the planning area is a designated scenic highway due to views of the surrounding South Street Hills, Santa Lucia foothills, Righetti Hill, Terrace Hill, and Cerro San Luis from Broad Street. Development within the planning area would continue to allow views of these features along Broad Street, Orcutt Road and connecting local streets, although some view blockage of the lower hillsides is likely due to increased building height along Broad Street and the interior streets on the east side of Broad Street. Because unobstructed views toward the hills would still be possible with development along street corridors and over many single-story buildings, view impacts are considered less than significant.

c) The Plan encourages public and private improvements that would improve the area’s visual character and quality. Its policies and programs call for added landscaping, street trees, pedestrian-oriented amenities such as ornamental street lights and textured crosswalks, and enhancing streetscapes by relocating on-site parking to courtyards within the center of blocks. Form-based codes help to ensure new development is architecturally compatible with the area and view corridors from Broad Street easterly to the Santa Lucia foothills are preserved. Development according to the Plan will not degrade the existing visual character or quality of the site and its surroundings.

d) The SBSCP includes new street lights, and site and building lighting for new dwellings and businesses. City standards require exterior lighting to be shielded to prevent nighttime sky light pollution or glare across property lines. The SBSCP and Night Sky Preservation standards require exterior lighting be designed to be shielded, recessed, or located so that the lighting element is not directly visible and the light fixture illuminates only the intended areas. Consequently, while ambient lighting levels will increase with new development, the lighting would not adversely affect nighttime sky views.

**Conclusion**

No further analysis is required.

---

### 2. AGRICULTURE RESOURCES. Would the project:

<table>
<thead>
<tr>
<th></th>
<th>Sources</th>
<th>Potentially Significant Issues</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</td>
<td>7</td>
<td>--X--</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b) Conflict with existing zoning for agricultural use or a Williamson Act contract?</td>
<td>7</td>
<td>--X--</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

<table>
<thead>
<tr>
<th>Sources</th>
<th>Potentially Significant Issues</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td>--X--</td>
</tr>
</tbody>
</table>

Evaluation

a) b) c) The project site is surrounded by developed properties, recreation facilities, and public streets. The Farmland Mapping and Monitoring Program of the California Resources Agency designates this property as Urban Land. No Williamson Act contract is in effect within the SBSCP boundaries. Redevelopment of properties in the plan area will not contribute to conversion of farmland, and may relieve pressure to develop similar land outside of the City’s Urban Reserve Line. No impacts to existing on-site or off-site agricultural resources are anticipated.

Scope of Work

No further analysis is required.

3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

<table>
<thead>
<tr>
<th>a) Conflict with or obstruct implementation of the applicable air quality plan?</th>
<th>11, 12</th>
<th>--X--</th>
</tr>
</thead>
<tbody>
<tr>
<td>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</td>
<td>11, 12</td>
<td>--X--</td>
</tr>
<tr>
<td>c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</td>
<td>11, 12, 14</td>
<td>--X--</td>
</tr>
<tr>
<td>d) Expose sensitive receptors to substantial pollutant concentrations?</td>
<td>11, 12</td>
<td>--X--</td>
</tr>
<tr>
<td>e) Create objectionable odors affecting a substantial number of people?</td>
<td>11, 12</td>
<td>--X--</td>
</tr>
</tbody>
</table>

Evaluation

a) b) The project is of a size that it must be reviewed by the Air Pollution Control District to insure compliance with the requirements of the Clean Air Plan for San Luis Obispo County.

San Luis Obispo County is currently considered “non-attainment” by the State for PM$_{10}$ (fine particulate matter 10 microns or less in diameter) and ozone air quality standards. State law requires that emissions of non-attainment pollutants and their precursors be reduced by at least 5% per year until the standards are attained. The Air Pollution Control District must evaluate the project to determine if it will result in a cumulatively considerable net increase of pollutants.

d) e) The project does not appear to have the potential to expose sensitive receptors to substantial pollutant concentrations or to create objectionable odors.

Scope of Work

Review of air quality impacts shall be coordinated with the Air Pollution Control District and mitigation measures shall be recommended to mitigate emissions during construction and long-term use of redeveloped properties, consistent with the requirements of the Clean Air Plan.
### 4. BIOLOGICAL RESOURCES. Would the project:

| a) | Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? |
| b) | Have a substantial adverse effect, on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? |
| c) | Have a substantial adverse effect on federally protected wetlands as defined in Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? |
| d) | Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? |
| e) | Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? |
| f) | Conflict with the provisions of an adopted habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? |

**Evaluation**

- a) b) According to the Natural Diversity Database of the California Department of Fish and Game, there are no species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service in the plan area, nor is riparian habitat or other sensitive natural community identified.
- c) The plan area is not near any natural waterway and therefore will have no adverse effect on Federally protected wetlands.
- d) The project site is completely surrounded by urban development. The mixed-use infill development required by the Plan will not interfere with the movement of any wildlife species or with a migratory wildlife corridor.
- e) Redevelopment in compliance with the Plan will be subject to the City’s standard development review process, which includes consideration of impacts on or removal of trees, with consultation of the City Arborist as needed. The Plan encourages new tree plantings along pedestrian thoroughways.
- f) Development according to the Plan will not conflict with any local policy protecting biological resources nor any adopted habitat conservation plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

**Scope of Work**

No further analysis is required.

### 5. CULTURAL RESOURCES. Would the project:

| a) | Cause a substantial adverse change in the significance of a historic resource as defined in §15064.5. |

---

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Potential

Significant

Issues

Less Than

Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact
### Issues, Discussion and Supporting Information Sources

<table>
<thead>
<tr>
<th>Sources</th>
<th>Potentially Significant Issues</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>b)</td>
<td>Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5)</td>
<td>7, 13</td>
<td>--X--</td>
<td></td>
</tr>
<tr>
<td>c)</td>
<td>Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</td>
<td>7, 13</td>
<td>--X--</td>
<td></td>
</tr>
<tr>
<td>d)</td>
<td>Disturb any human remains, including those interred outside of formal cemeteries?</td>
<td>7, 13</td>
<td>--X--</td>
<td></td>
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</tbody>
</table>

**Evaluation**

a) The South Broad Street Corridor Plan is closely associated with the City’s railroad history. Both the narrow gauge Pacific Coast Railroad (PCRR) and the standard gauge Southern Pacific Railroad (SPRR) had track and support facilities in the project area. The project area’s buildings, land uses and character reflect its railroad heritage, and a key objective of the Plan is to identify and preserve features of that heritage.

Properties located at 750, 756, and 762 Woodbridge are on the City’s Contributing Properties List. The property at 1335 Roundhouse is on the Master List of Historic Resources.

The north corner of the project area is located within the Railroad Historic District. Within this district, new development is reviewed for consistency with the Railroad District Plan (RDP), an area plan addressing land use, historic preservation, and design review. New development will be reviewed for conformity with the RDP, as part of planning and building reviews.

Less than significant impact. As properties redevelop over time, those that contain historic resources are required to be reviewed for consistency with the Secretary of the Interior’s Standards for the Treatment of Historic Properties and the City’s Historic Preservation Ordinance and Program Guidelines.

b) c) d) A records search was conducted on March 1, 2006, at the Central Coast Information Center (CCIC) at the University of California, Santa Barbara. This search included a review of all recorded archaeological sites within a ½-mile radius of the project site, including virtually all of the project area, and also included a review of cultural resource reports on file. In addition, the California Points of Historical Interest, the California Historical Landmarks, the California Register of Historic Places, the National Register of Historic Places, and the California State Historic Resources Inventory were reviewed for the project site. No prehistoric archaeological sites have been recorded in the area, although several historic buildings have been recorded in the area. Ten surveys have been conducted within a ½-mile radius of the project site. One additional survey, not on file at the CCIC, has been conducted at the project site. This survey was conducted by Clay Singer in July 1996. No archaeological or historic resources were identified at the project site in this report. No evidence of paleontological deposits or human remains has been found.

**Scope of Work**

No further analysis is required.

### 6. GEOLOGY AND SOILS. Would the project:

<table>
<thead>
<tr>
<th>a)</th>
<th>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:</th>
<th>5, 13</th>
<th>--X--</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>I.</td>
<td>Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</td>
<td>5, 13</td>
<td>--X--</td>
<td></td>
</tr>
<tr>
<td>II.</td>
<td>Strong seismic ground shaking?</td>
<td>5</td>
<td>--X--</td>
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<tr>
<td>III.</td>
<td>Seismic-related ground failure, including liquefaction?</td>
<td>5</td>
<td>--X--</td>
<td></td>
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<tr>
<td>IV.</td>
<td>Landslides?</td>
<td>5</td>
<td>--X--</td>
<td></td>
</tr>
<tr>
<td>b)</td>
<td>Result in substantial soil erosion or the loss of topsoil?</td>
<td>5</td>
<td>--X--</td>
<td></td>
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</tbody>
</table>
### Issues, Discussion and Supporting Information Sources

**ER # GPI 49-06**

<table>
<thead>
<tr>
<th>Sources</th>
<th>Potentially Significant Issues</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?</td>
<td>5, 13</td>
<td>--X--</td>
<td></td>
<td></td>
</tr>
<tr>
<td>d) Be located on expansive soil, as defined in Table 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?</td>
<td>5</td>
<td>--X--</td>
<td></td>
<td></td>
</tr>
<tr>
<td>e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</td>
<td></td>
<td></td>
<td></td>
<td>--X--</td>
</tr>
</tbody>
</table>

### Evaluation

**a)** San Luis Obispo County, including the City of San Luis Obispo, is located within the Coast Range Geomorphic Province, which extends along the coastline from central California into Oregon. This region is characterized by extensive folding, faulting, and fracturing of variable intensity. In general, the folds and faults of this province comprise the pronounced northwest trending ridge-valley system of the central and northern coast of California.

Under the Alquist-Priolo Special Studies Zone Act, the State Geologist is required to delineate appropriately wide special studies zones to encompass all potentially and recently-active fault traces deemed sufficiently active and well-defined as to constitute a potential hazard to structures from surface faulting or fault creep. In San Luis Obispo County, the special Studies Zone includes the San Andreas and Los Osos faults. The edge of this study area extends to the westerly city limit line, near Los Osos Valley Road. According to a recently conducted geology study, the closest mapped active fault is the Los Osos Fault, which runs in a northwest direction and is about one mile from the City’s westerly boundary. Because portions of this fault have displaced sediments within a geologically recent time (the last 10,000 years), portions of the Los Osos fault are considered “active”. Other active faults in the region include: the San Andreas, located about 30 miles to the northeast, the Nacimiento, located approximately 12 miles to the northeast, and the San Simeon-Hosgri fault zone, located approximately 12 miles to the west.

Although there are no fault lines on the project site or within close proximity, the site is located in an area of “High Seismic Hazards,” specifically Seismic Zone 4, which means that future buildings constructed on the site will most likely be subjected to excessive ground shaking in the event of an earthquake. New structures must be designed in compliance with seismic design criteria established in the California Building Code for Seismic Zone 4. To minimize this potential impact, the Uniform Building Code and City Codes require new structures to be built to resist such shaking or to remain standing in an earthquake.

**b)** The project area is subject to soil erosion or loss of topsoil during or after the construction period. The construction of residential and commercial buildings typically requires excavation and grading, and may cause soil erosion unless standard erosion control/drainage measures are implemented.

**d)** No unstable geologic features and formations exist within the project area.

**e)** Wastewater service for the project area will be provided by the City. The SBSCP would not require a septic system or any alternative wastewater disposal system. Therefore, no impacts to soil would occur.

### Scope of Work

No further analysis is required.

### 7. GREENHOUSE GAS EMISSIONS. Would the project:

| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | --X-- |
| b) Conflict with an applicable plan, policy or regulation adopted | --X-- |
for the purpose of reducing the emissions of greenhouse gases?

<table>
<thead>
<tr>
<th>Sources</th>
<th>Potentially Significant Issues</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
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</table>

**Evaluation**

a) Redevelopment of properties in the project area may contribute incrementally to an increase in greenhouse gas emissions. There are no current standards or significance criteria for CO₂ or other greenhouse gas emissions. The SBSC Plan incorporates components suggested by SLO APCD to reduce greenhouse gas emissions, including:

- Infill development highly accessible to local and regional destinations,
- Urban mixed-use development proximate to transit,
- Transit facilities within one-quarter mile of the project area,
- Shops and services located within the project area, and
- Safe and convenient bicycle and pedestrian access to transit stops.

b) The City does not have an adopted Climate Action Plan (CAP). A draft CAP has been prepared and is undergoing review for formal adoption.

**Scope of Work**

Review of greenhouse gas emissions shall be evaluated in accordance with the Air Pollution Control District thresholds. A report on greenhouse gas emissions the SBSC Plan may contribute must be prepared.

### 8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

<p>| | | | |</p>
<table>
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</thead>
</table>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | 5, 13 | --X-- |
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | 5, 13 | --X-- |
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | 5, 13 | --X-- |
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | 5, 13 | --X-- |
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | 5, 10 | --X-- |
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | 5, 10 | --X-- |
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | 5, 13 | --X-- |
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | 5 | --X-- |

**Evaluation**
Issues, Discussion and Supporting Information Sources

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<table>
<thead>
<tr>
<th>Sources</th>
<th>Potentially Significant Issues</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
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</table>

a) b) c) The proposed project will not create a hazard to the public through the use or transport of hazardous materials, or create a hazard through reasonably foreseeable upset conditions. The project will not emit any hazardous emissions.

d) The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5.

e) The project area is located approximately two miles northwest of the San Luis Obispo County Airport and is located adjacent to the outer fringe of the County of San Luis Obispo Airport Land Use Area and Airport Safety Area S-2, an area with aircraft operations at a level of 500 to 1000 feet above ground. Due to its distance from the airport, it is unlikely that the proposed project would result in a safety hazard for people residing or working in the project area, and residential and commercial densities will be regulated by both City zoning and County Airport Land Use Plan (ALUP) standards.

f) The project area is not located within the vicinity of a private airstrip.

g) During construction, there is a possibility that existing roadways that may be part of an emergency response plan or emergency evacuation plan (e.g. Broad Street) would experience interference due to construction activities and increased construction traffic. However, such interference would be temporary and only occur during the delivery of construction materials and equipment to the site and removal of construction wastes.

h) The Safety Element of the General Plan identifies the site as having a low potential for impacts from wildland fires.

Scope of Work

No further analysis is required.

9. HYDROLOGY AND WATER QUALITY. Would the project:

| a) Violate any water quality standards or waste discharge requirements? | 15 | --X-- |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | 15 | --X-- |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site? | 15 | --X-- |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site? | 15 | --X-- |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? | 15 | --X-- |
| f) Otherwise substantially degrade water quality? | 15 | --X-- |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | 15 | --X-- |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | 15 | --X-- |
i) Expose people or structures to significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?  15

j) Inundation by seiche, tsunami, or mudflow?  15

Evaluation

a) Construction could result in short-term increases in erosion and sedimentation resulting from earth-moving operations and exposed soils. However, most construction would involve redevelopment of already disturbed sites. Little or no natural vegetation or undisturbed soils exist in the planning area, so no soil erosion due to land clearing operations is likely. During these clearing operations, vegetation would be removed and soil would be exposed. Soils eroded from the project site could ultimately be deposited into a nearby ephemeral creek, which could result in turbidity and sedimentation. Erosion could occur at the project site from uncontrolled runoff, barren fill slopes, overly steep fill slopes, or lack of sedimentation catch basins. The City’s Stormwater Management Plan, approved by the Regional Water Quality Control Board, requires all new and redevelopment projects to install structural and/or nonstructural controls that minimize runoff and pollutants reaching local water bodies.

b) The project would not involve the extraction of groundwater. Water and sewer services will be provided to the project area by the City and would not use or otherwise deplete groundwater resources.

c) d) Development within the project area would not require the modification of any surface water courses. Only minor alterations of existing topography would be required for construction of most new projects. As required by City standards and specifications, the direction and rate of runoff would not be expected to create significant adverse effects on erosion, siltation or flooding onsite or offsite.

e) Low impact development standards will require impervious surfaces throughout the streetscape whenever possible. The incorporation of pervious pavers, small rain gardens along streetfronts, and a healthy tree canopy will reduce the amount of stormwater falling directly on impervious surfaces.

f) Development in the project area should not otherwise substantially degrade water quality.

g) h) The project site is not located within a 100-year flood hazard as mapped on a Federal flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. It does not involve the placement of housing within a 100-year flood hazard.

i) j) Development in the project area should not expose people or structures to significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, nor place people or structures at risk of inundation by seiche, tsunami, or mudflow.

Scope of Work

No further analysis is required.

10. LAND USE AND PLANNING. Would the project:

<table>
<thead>
<tr>
<th>a) Physically divide an established community?</th>
<th>Sources</th>
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<tr>
<td>b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</td>
<td></td>
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<tr>
<td>c) Conflict with any applicable habitat conservation plan or natural community conservation plan?</td>
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</table>
Issues, Discussion and Supporting Information Sources

ER # GPI 49-06

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**Evaluation**

a) The project will not physically divide an established community.

b) The Plan has been prepared to achieve General Plan goals and programs and to be consistent with General Plan goals, policies and programs. The Plan would set new standards that apply specifically to the planning area, such as special land use provisions and form-based development codes. Any inconsistencies between the SBSCP and the General Plan would be addressed through General Plan amendments as part of any project approvals, so this is considered a “less than significant impact.”

c) There are currently no habitat conservation plans or natural community conservation plans in effect within the project area.

**Scope of Work**

No further analysis is required.

**11. MINERAL RESOURCES. Would the project:**

| Evaluation | |
|------------|--|---|---|---|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | 7 | --X-- | |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | 7 | --X-- | |

**Evaluation**

a) b) No mineral resources known to be of value to the region and the residents of the City or State are known to exist in the planning area. Therefore, project impacts on mineral and energy resources are considered less than significant.

**Conclusion**

No further analysis is required.

**12. NOISE. Would the project result in:**

| Evaluation | |
|------------|--|---|---|---|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | --X-- | | |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | | --X-- | |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | | --X-- | |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | | --X-- | |
| e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | --X-- | | |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | | | --X-- |
Issues, Discussion and Supporting Information Sources

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Evaluation

a) According to the Noise Contour Map in the Noise Element, the majority of the SBSCP is located within an area susceptible to 60-70 decibles (dB) Ldn due to transportation noise generated from Broad & Orcutt Streets, and Union Pacific Railroad. Some of the uses encouraged within the plan area are noise sensitive, including office and residential, as designated by the Noise Element. Maximum noise exposure for office and residential uses is 45 dB for indoor spaces and 60 dB for outdoor activity areas. Development of the SBSCP area with office and residential uses would expose people to unacceptable noise levels, if not properly mitigated. Since the noise exposure levels for office and residential uses exceed thresholds for mitigations included in Figure 1 and standards in Table 1 of the Noise Element, standard mitigation measures contained in the City’s Noise Guidebook cannot be used. Therefore, an acoustical analysis shall be prepared by a qualified consultant to ensure that noise impacts are reduced to a less than significant level.

b) Development in the project area will not expose people to the generation of excessive ground-borne noise levels or vibration nor a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without further development.

d) As properties redevelop over time, construction activities will temporarily increase ambient noise levels. This type of noise is regulated by the City’s Noise Ordinance, which regulates times of construction and maximum noise levels that may be generated. If noise levels exceed the Noise Ordinance thresholds, the property owner would be subject to possible citations.

e) The SBSC Plan Area is approximately two miles northwest of the San Luis Obispo County Airport. A portion of the plan falls within the County’s Airport Land Use Plan and is subject to noise levels in the 50 dB range. This level of noise exposure is considered less than significant.

f) The Plan Area is not in the vicinity of a private airstrip.

Scope of Work

A noise study for the SBSCP must be prepared and recommended mitigation measures provided to demonstrate how interior and certain exterior spaces are attenuated to comply with the noise exposure limits established by the Noise Element of the General Plan. These recommendations must reflect the order of preference and management approaches for mitigating noise exposure established by Policies 1.8, 1.8.1, 1.8.2, 1.8.3, and 1.9 of the Noise Element.

13. POPULATION AND HOUSING. Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Evaluation

a) b) c) The population added by this project is within the General Plan’s projection and will not induce substantial growth into the area or result in population exceeding local and regional growth projections. The project area is bordered by urban development and the SBSCP represents an in-fill development opportunity. This type of development is encouraged because it can take advantage of existing facilities for water, sewer, storm drainage, transportation and parks. The plan area currently contains some residential uses, and the plan calls for development for up to 425 additional residential units; therefore, neither housing nor people are expected to be displaced.
Issues, Discussion and Supporting Information Sources

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Scope of Work

No further analysis is required.

14. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection? --X--
b) Police protection? --X--
c) Schools? --X--
d) Parks? --X--
e) Other public facilities? --X--

Evaluation

a) Fire protection services for the SBSCP would be provided by the City Fire Station located at 2160 Santa Barbara Street in the City. The project would not necessitate the expansion of the equipment, facilities, or manpower of fire protection services to more than existing resources to maintain current service ratios and response times. The project also would not result in substantial adverse physical impacts associated with the provision of new or altered fire facilities.

b) Police protection services for the site would be provided by the City of San Luis Obispo Police Department. The project would not necessitate the expansion of the equipment, facilities, or manpower of police protection services beyond existing resources to maintain current service ratios and response times. The project also would not result in substantial adverse physical impacts associated with the provision of new or altered police facilities.

c) The project would be subject to payment of school fees. The San Luis Coastal Unified School District (SLCUSD) can absorb any students generated as a result of the project since school fees would be paid in accordance with new home construction (B. Parker, SLCUSD, pers. comm., 2002).

d) The project would not necessitate the need for significant expansion or alteration of the City’s parks and recreation services; however, implementation of the project would generate a slight additional demand for these services. The City’s Parkland In-Lieu Fee Program assesses fees based on each new lot in a subdivision so that the City can meet the goals included in the Parks and Recreation Element of the General Plan, including maintenance of existing facilities.

Scope of Work

No further analysis is required.

15. RECREATION.

a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? --X--

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? --X--

Evaluation
Issues, Discussion and Supporting Information Sources

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a) b) The project will add incrementally to the demand for parks and other recreational facilities and thereby slightly increase the use of existing neighborhood or regional parks or other recreational facilities. No significant construction or expansion of recreational facilities in the City would be expected as a result of implementation of this project.

Scope of Work

No further analysis is required.

16. TRANSPORTATION/TRAFFIC. Would the project: 

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?  

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? 

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

e) Result in inadequate emergency access?

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

| 4, 12 | --X-- |
| --X-- | --- |
| --X-- | --- |
| --X-- | --- |
| --X-- | --- |

Evaluation

a) b) The project would create an increase in traffic that will impact the current roadway capacity of the Broad Street corridor and intersections within the vicinity of the project. The project would individually or cumulatively cause intersection level of service standards established by the City’s General Plan Circulation Element to be exceeded. The project could also impact surrounding residential traffic conditions and may cause neighborhood traffic volumes and speeds to exceed General Plan Circulation Element thresholds.

c) This project is within the SLO County Airport Land Commission boundaries and is not in conflict with the SLO County Airport Land Use Plan.

d) The South Broad Street Corridor Plan does not include design features that would substantially increase hazards due to design features or incompatible uses.

e) The project does not change the current emergency access routes, which are adequate.

f) This project is consistent with alternative transportation policies, plans and programs.

Scope of Work
### Issues, Discussion and Supporting Information Sources

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The land use assumptions used as the basis for the South Broad Street Corridor Traffic Impact Analysis prepared by Rick Engineering has since changed substantially. Therefore that traffic study is no longer valid for the purposes of an environmental assessment. A complete Traffic Impact Analysis of this plan, consistent with the City’s Traffic Impact Guidelines, will need to be completed and incorporated into the EIR.

### 17. UTILITIES AND SERVICE SYSTEMS. Would the project:

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<tr>
<td>a)</td>
<td>Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</td>
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<td>--X--</td>
</tr>
<tr>
<td>b)</td>
<td>Require or result in the construction or expansion of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</td>
<td></td>
<td>--X--</td>
</tr>
<tr>
<td>c)</td>
<td>Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</td>
<td></td>
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</tr>
<tr>
<td>d)</td>
<td>Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?</td>
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</tr>
<tr>
<td>e)</td>
<td>Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?</td>
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</tr>
<tr>
<td>f)</td>
<td>Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?</td>
<td></td>
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</tr>
<tr>
<td>g)</td>
<td>Comply with federal, state, and local statutes and regulations related to solid waste?</td>
<td></td>
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### Evaluation

a) b) c) Implementation of the proposed project has the potential to increase the demand on wastewater treatment. However, development within the planning area is not likely to exceed wastewater treatment requirements of the RWQCB nor will it result in the construction or expansion of a wastewater treatment, water quality control, or storm drainage facility. Due in part to recent improvements made to the City’s wastewater collections and treatment facilities, wastewater capacity expected to serve the planning area would be adequate. Development within the SBSCP area is subject to Water and Wastewater Impact Fees, which were adopted to ensure that new development pays its fair share of the cost of constructing the water supply, treatment and distribution facilities that will be necessary to serve it.

d) The City will provide water and wastewater services to the project area. The City would assume responsibility for maintenance of the water system, which would be funded by user rates of property owners within the project area.

e) The City wastewater treatment plant has sufficient capacity to serve the SBSCP area. As properties develop, impact fees will be collected at the time building permits are issued to pay for capacity at the City’s Water Reclamation Facility. The fees are set at a level that is intended to offset the potential impacts of each project.

f) g) The San Luis Obispo Garbage Company is the sole provider of solid waste collection services in the City. The San Luis Obispo County Integrated Waste Management Authority estimates that the daily per capita solid waste disposal rate from all sources in the State of California is approximately 4 to 5 pounds. Solid waste from the proposed project site would be collected by the San Luis Garbage Company, and delivered to the Cold Canyon landfill, which is privately-owned facility operated under applicable State and local law. Based on current disposal rates and a continuing trend of reduced disposal per capita, the Cold Canyon Landfill is not projected to reach its capacity until 2018. Impacts resulting from increased demand for solid waste disposal will be less than significant.
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### Scope of Work

No further analysis is required.

### 18. MANDATORY FINDINGS OF SIGNIFICANCE.

| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | --X-- |
| The initial study identifies that the project does not raise potentially significant impacts to the quality of the environmental. |

| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)? | --X-- |
| Impacts discussed under the headings of air quality and transportation/traffic could be considered to have cumulative significance. |

| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | --X-- |
| An EIR will be required to analyze the potential adverse environmental impacts associated with the SBSCP Mitigation measures recommended by the EIR consultant will prevent the project from resulting in substantial adverse impacts on humans. |
19. EARLIER ANALYSES.

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063 (c) (3) (D). In this case a discussion should identify the following items:

a) Earlier analysis used. Identify earlier analyses and state where they are available for review.

N/A

b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

N/A

c) Mitigation measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions of the project.

N/A

20. SOURCE REFERENCES.

1. Draft South Broad Street Corridor Plan; City of San Luis Obispo, June 2012
2. General Plan Land Use Element; City of San Luis Obispo, 1994
3. General Plan Circulation Element; City of San Luis Obispo, 1994
4. General Plan Housing Element; City of San Luis Obispo, 2010
5. General Plan Safety Element; City of San Luis Obispo, 2000
6. General Plan Noise Element; City of San Luis Obispo, 1996
7. General Plan Conservation and Open Space Element; City of San Luis Obispo, 2006
8. General Plan Parks and Recreation Element; City of San Luis Obispo, 2001
9. General Plan Water and Wastewater Element; City of San Luis Obispo, 1987
10. Airport Land Use Commission of San Luis Obispo County, Airport Land Use Plan for the San Luis Obispo County Regional Airport, 2005
11. San Luis Obispo County 2001 Clean Air Plan
13. Village at Maymont, Initial Environmental Study/Mitigated Negative Declaration; Padre Associates, March 2006
15. Final EIR for the Land Use Element/Circulation Element Updates; City of San Luis Obispo, 1994.

SUMMARY OF WORKSCOPE ITEMS THAT REQUIRE FURTHER ANALYSIS

Section 3. Air Quality

Review of air quality impacts shall be coordinated with the Air Pollution Control District and mitigation measures shall be recommended to mitigate emissions during construction as well as during the operational phase of the project, consistent with the requirements of the Clean Air Plan.

Section 7. Greenhouse Gas Emissions

Review of greenhouse gas emissions shall be evaluated in accordance with the Air Pollution Control District thresholds. A report on greenhouse gas emissions the SBSC Plan may contribute must be prepared.

Section 12. Noise

A noise study for the SBSCP must be prepared and recommended mitigation measures provided to demonstrate how interior and certain exterior spaces are attenuated to comply with the noise exposure limits established by the Noise Element of the General
Plan. These recommendations must reflect the order of preference and management approaches for mitigating noise exposure established by Policies 1.8, 1.8.1, 1.8.2, 1.8.3, and 1.9 of the Noise Element.

Section 15. Transportation/Traffic

A traffic study will need to be prepared by a licensed Traffic Engineer and incorporated into the EIR. The traffic study shall adhere to the City of San Luis Obispo Traffic Impact Study Guidelines (June 2000). Project trip generation characteristics and distributions are to be submitted to the City for review and comment/approval prior to proceeding with the traffic analysis.

The consultant shall utilize the San Luis Obispo Citywide Traffic Model (SLOCTM), or equal, to develop the background traffic projections for future year analyses. The consultant shall supply exhibits illustrating proposed mitigations. Along arterial corridors, a traffic signal progression analysis may be necessary for Level of Service determinations and mitigations.

Regarding the SLOCTM, the consultant shall provide the City with a copy of the computer disk and documentation with the project land uses and loaded network. If the consultant utilizes software other than MINUTP, a licensed copy of the program shall be provided to the City along with the project disks.

Specific concerns and tasks that must be addressed in the required traffic study include:

1. Final EIR for the Parking & Downtown Access Plan - review the EIR to: validate this previous EIR’s conclusions; determine the validity of, and incorporate, pertinent mitigation measures identified in the EIR into the design of this project; determine whether residual significant transportation impacts exist; and present supplemental mitigation measures as necessary.

2. Pedestrian and Vehicular Counts and Trip Generation - provide existing counts and specific trip generation numbers to determine the extent to which this project will increase existing traffic volumes, and perhaps congestion, in the Downtown Core. The consultant should assume that the Garden Street Improvement Plan will be implemented which includes limiting the block of Garden Street between Marsh and Higuera Street to one-way traffic.

3. Intersection Impacts - evaluate the adequacy of pedestrian space and vehicle storage for left and right turns at impacted intersections within the Downtown Core in close proximity to the project site (and the secondary impacts on the existing supply of curb parking). Also analyze the intersection design for accommodating project associated truck turning movements. At a minimum, intersections to be analyzed shall include Broad/Marsh, Marsh/Garden, Marsh/Chorro, Garden/Higuera, Higuera/Broad, and Chorro/Higuera. Consultant should assume that the Garden Street Improvement Plan will be implemented which includes limiting the block of Garden Street between Marsh and Higuera Street to one-way traffic.

4. Traffic Signals - look at signal coordination between impacted intersections and the potential need for new traffic signals, pedestrian countdown heads, or other modifications.

5. Pedestrian Access and Circulation - evaluate the need for modifications to pedestrian facilities both on-and off-site including the parking structure (adequacy of pedestrian access in and out of street-level public parking garage) and along downtown sidewalks (adequacy of sidewalk widths), traffic signals, and at mid-block and intersection locations, to safely accommodate increased pedestrian volumes associated with the project.

6. Project Support Access - determine whether adequate service, delivery, refuse collection, and emergency access to the proposed project site is adequately provided to avoid conflicts with vehicle and non-vehicular circulation and evaluate how these services impact existing on-street parking and delivery zones.

7. Parking Facility Access Point - the location, design, and adequacy of the proposed singular vehicular access to the proposed parking facility, its impact on vehicle circulation, queuing, parking, and pedestrian circulation within the garage and along the Marsh Street public sidewalk.
8. Parking Facility Internal Efficiency - review and recommend changes to the proposed parking structure (public and private levels) regarding circulation safety, compliance with Parking and Driveway Standards, turning movements, queuing, sight visibility at entry and exit, pedestrian and bicycle access and circulation and operational effectiveness of the public parking spaces.

9. Garden Alley – Evaluate potential impacts associated with the closure of Garden Alley. Evaluate how trash and delivery trucks access the alley.

10. Parking Adequacy Issues – summarize the parking demand and supply (public and private) and identify alternative parking strategies as mitigation measures. Evaluate the project’s consistency with the parking requirements for the C-D zone. Indicate existing and proposed curb parking surrounding the site and evaluate any impacts associated with the loss of public parking. Evaluate how the project implements the City’s Garden Street Improvement Plan.

11. Access Mitigation Strategies - provide an evaluation of how access levels to the downtown for employees and patrons as well as workers associated with the construction can be maintained during the phased construction of the project. At a minimum, mitigation strategies shall include TDM measures, supplemental parking, and/or alternative parking techniques and programs.
INITIAL STUDY
ENVIRONMENTAL CHECKLIST FORM
For ER # GPI 49-06

1. **Project Title:** South Broad Street Corridor Plan

2. **Lead Agency Name and Address:**
   City of San Luis Obispo
   Community Development Department
   919 Palm Street
   San Luis Obispo, CA 93401-3218

3. **Contact Person and Phone Number:**
   Jeff Hook, Senior Planner
   Phone: (805) 781-7176; or

   Kim Murry, Deputy Director of Long Range Planning
   Phone: (805) 781-7274

4. **Project Location:**
   The South Broad Street Corridor project area (also referred to as the “SBSC planning area” or “Broad Street Village” area) consists of approximately 140 acres area within City limits and bounded by Broad Street on the west, Union Pacific Railroad right-of-way on the east, Upham Street and Santa Barbara Avenue on the north, and Orcutt Road. The one-mile stretch of Broad Street between South Street and Orcutt Road is part of the State Highway system (SR 227).

   The project area is centrally located in the City of San Luis Obispo, with the City’s Multi-Modal Transit Center, Fire Station #1, Hawthorne Elementary School and Meadow Park adjoining the northern portion of the area. The southern end of the corridor is adjacent to the Laurel Creek residential planned development, and includes the Brickyard, the Crossroads, and Marketplace retail centers, and the Economic Opportunity Commission’s homeless shelter. Marigold Shopping Center, the Damon-Garcia Sports Fields facility and San Luis Obispo Regional Airport are located within 1 mile south of the project area along Broad Street. Villa Rosa, also located in the southern portion of the project area, is a medium-high density residential development with 85 affordable and market-rate condominiums and borders retail and service-commercial/light industrial uses. (*Attachment 1, Vicinity Map*).

5. **Project Sponsor’s Name and Address:**
   City of San Luis Obispo
   Community Development Department
   919 Palm Street
   San Luis Obispo, CA 93401-3218
6. **General Plan Designation:**
Most of the project area is designated “Services and Manufacturing” in the General Plan Land Use Element Map. Other general plan land use designations include “Neighborhood Commercial” in the northern portion of the Corridor, “Public Facility” at the intersection of Santa Barbara Avenue, South Street and Broad (City Fire Station No. 1), “Medium Density Residential” along the west side of Broad Street, “Medium-High Density Residential” for the Villa Rosa Planned Development and for property on Humbert Avenue owned by the Housing Authority of the City of San Luis Obispo, and Community Commercial at the southeast corner of the intersection at Broad Street and Orcutt Road.

The General Plan shows a portion of the South Broad Street Corridor as an “optional use and special design area”, Area 3 on *Attachment 2*. It is one of several areas where the General Plan calls for the City to consider a range or mix of uses which do not correspond with any single use district described in the Land Use Element. Optional use and special design areas are intended to:

1) Help the City select appropriate land uses based on specific information for the area. In some cases, land uses will be based on specialized standards or conditions on land use, and may include requirements for off-site improvements or dedications; and/or

2) Encourage innovative design concepts which help revitalize and beautify the area.

The General Plan refers to the project site as, the Broad Street Area and encourages the City to work with property owners to prepare area plans containing design guidelines and implementation programs. Programs may include implementation incentives, such as variations from development standards or loan funds. The area is designated for the renovation of streetscapes, landscaping, and building facades. The area is also addressed in Housing Element program 3.12.7A which identifies portions of the South Broad Street Corridor area for possible rezoning to encourage mixed-use development and higher density housing.

7. **Zoning:**
There is a range of zoning designations within the planning area: C-S (service-commercial), M (manufacturing), C-N (neighborhood-commercial), C-R (retail-commercial), PF (public facilities), R-2 (Medium Density Residential, O (Office) and R-3 (medium-high density residential) and R-3-PD. The northern portion of the planning area is located in the Railroad Historic District. This portion of the project area is shown with an “H” (Historic) overlay zone, as shown in the Zoning Map, *Attachment 3*. 
8. **Description of the Project:**

The South Broad Street Corridor Plan (*Attachment 3*) will guide public and private land use and improvements, and promote neighborhood improvement and revitalization. Enhancement of the South Broad Street Corridor was identified as a Major City Goal in the City of San Luis Obispo’s 2003-2005 Financial Plan. The Plan’s goals are to improve the area’s economic vitality, safety and aesthetics by promoting mixed-uses, higher density development, implementing context sensitive public and private improvements and low impact development (LID). It includes specific strategies to improve public safety, mobility, multi-modal transportation alternatives, streetscape aesthetics, and access to public and private services.

The Plan does four things: 1) it establishes a long-range community “vision” for how and where the planning area will grow, 2) it allows a broader range of commercial and residential uses than would otherwise be possible under conventional zoning, 3) it sets development standards specific to this area to address land use compatibility, parking, circulation, recreation, and aesthetics, and 4) serves as a Detailed Area Plan (DAP) to meet requirements in the San Luis Obispo County Airport Land Use Plan (ALUP).

To achieve the community vision, the Plan establishes four land use districts: Village Retail-Commercial, Village Service-Commercial, and Village Neighborhood Commercial, plus other properties referred to as “Existing Uses.” Properties with the Existing Uses designation are those for which the land use designation and existing uses are not expected to change under the Plan. The Plan also includes “form-based codes”, detailed graphic and written standards for public and private development projects. The codes provide greater predictability in the design process, and help ensure that City goals and objectives will be met through public and private improvements that specifically meet the area’s special needs and environmental conditions.

The SBSC Plan creates a development framework that will guide development over a 20-year period. It is an “area plan” which, once adopted, implements General Plan policies promoting mixed-use development, South Broad Street improvements and higher-density infill housing in this neighborhood mid-way between Downtown and the San Luis Obispo Regional Airport. One of the main objectives of the plan is to link and promote walkable neighborhoods by improving bicycle, pedestrian, transit facilities, and by improving Broad Street’s safety, design and appearance.

9. **Surrounding Land Uses and Settings:**

The proposed project area is surrounded by a variety of land uses which includes: neighborhood commercial, services and manufacturing, various parcels which lie within the City’s Historic Overlay District, and the Union Pacific Railroad.

Existing land uses include the following:

- **A. North**: North of the project is the City’s Railroad District, various residential densities, and neighborhood-commercial. Most areas lie within the City’s Historic Overlay District.
B. **South**- South of the project area are mixed-used residential developments, Laurel Creek and Broad Street Mixed-Use development. Also, located south is the Damon-Garcia Sports Fields facilities and the San Luis Obispo Regional Airport.

C. **East**- East of the project area is a 300-foot private right-of-way for the Union Pacific Railroad.

D. **West**- West of the project area is a low density residential neighborhood and Meadow Park.

10. **Project Entitlements Requested:**
As envisioned, the project will require the following review and/or entitlements:

A. Cultural Heritage Committee review and possible nomination of historic properties within the planning area;


C. Planning Commission review and recommendation to the City Council to: 1) approve the South Broad Street Corridor Plan; 2) amend the General Plan Land Use Element and Map to establish a mixed-use, Broad Street Village subject to special land use and design standards, and 3) amend the Zoning Regulations text and Map to establish standards for the “Village” overlay zone and apply the new zones in the planning area.

11. **Other public agencies whose approval is required:**
It is anticipated the following agencies will need to approve the project:

<table>
<thead>
<tr>
<th>Agency</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. California Department of Transportation</td>
<td>Plan involves changes to a State Highway</td>
</tr>
<tr>
<td>2. County of San Luis Obispo Airport Land Use Commission</td>
<td>Portion of planning area falls within Airport Planning area, Safety Zone 2A, requiring determination of consistency with SLO County Airport Land Use Plan.</td>
</tr>
<tr>
<td>3. California Public Utilities Commission</td>
<td>Pedestrian/bike trail and crossings in or adjacent to the railroad right-of-way</td>
</tr>
</tbody>
</table>
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

<table>
<thead>
<tr>
<th>Environmental Factor</th>
<th>--X--</th>
<th>--X--</th>
<th>--X--</th>
<th>--X--</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aesthetics</td>
<td></td>
<td>Geology/Soils</td>
<td>Public Services</td>
<td></td>
</tr>
<tr>
<td>Agricultural Resources</td>
<td>--X--</td>
<td>Hazards &amp; Hazardous Materials</td>
<td>Recreation</td>
<td></td>
</tr>
<tr>
<td>Air Quality</td>
<td>--X--</td>
<td>Hydrology/Water Quality</td>
<td>Transportation &amp; Traffic</td>
<td></td>
</tr>
<tr>
<td>Biological Resources</td>
<td>--X--</td>
<td>Land Use and Planning</td>
<td>Utilities and Service Systems</td>
<td></td>
</tr>
<tr>
<td>Cultural Resources</td>
<td>--X--</td>
<td>Noise</td>
<td>Mandatory Findings of Significance</td>
<td></td>
</tr>
<tr>
<td>Energy and Mineral Resources</td>
<td>--X--</td>
<td>Population and Housing</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

FISH AND GAME FEES

There is no evidence before the Department that the project will have any potential adverse effects on fish and wildlife resources or the habitat upon which the wildlife depends. As such, the project qualifies for a de minimis waiver with regards to the filing of Fish and Game Fees.

The project has potential to impact fish and wildlife resources and shall be subject to the payment of Fish and Game fees pursuant to Section 711.4 of the California Fish and Game Code. This initial study has been circulated to the California Department of Fish and Game for review and comment.

STATE CLEARINGHOUSE

This environmental document must be submitted to the State Clearinghouse for review by one or more State agencies (e.g. Cal Trans, California Department of Fish and Game, Department of Housing and Community Development). The public review period shall not be less than 30 days (CEQA Guidelines 15073(a)).
**DETERMINATION:**

On the basis of this initial evaluation:

<table>
<thead>
<tr>
<th>Determination</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>I find that the proposed project <strong>COULD NOT</strong> have a significant effect on the environment, and a <strong>NEGATIVE DECLARATION</strong> will be prepared.</td>
<td></td>
</tr>
<tr>
<td>I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made, or the mitigation measures described on an attached sheet(s) have been added and agreed to by the project proponent. <strong>A MITIGATED NEGATIVE DECLARATION will be prepared.</strong></td>
<td><strong>--X--</strong></td>
</tr>
<tr>
<td>I find that the proposed project <strong>MAY</strong> have a significant effect on the environment, and an <strong>ENVIRONMENTAL IMPACT REPORT</strong> is required.</td>
<td></td>
</tr>
<tr>
<td>I find that the proposed project <strong>MAY</strong> have a “potentially significant” impact(s) or “potentially significant unless mitigated” impact(s) on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An <strong>ENVIRONMENTAL IMPACT REPORT</strong> is required, but it must analyze only the effects that remain to be addressed</td>
<td></td>
</tr>
<tr>
<td>I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (1) have been analyzed adequately in an earlier EIR or <strong>NEGATIVE DECLARATION</strong> pursuant to applicable standards, and (2) have been avoided or mitigated pursuant to that earlier EIR of <strong>NEGATIVE DECLARATION</strong>, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.</td>
<td></td>
</tr>
</tbody>
</table>

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**Signature**

**Date**

Kim Murry, Deputy Director, Long Range Planning

For: Derek Johnson

Community Development Director
EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the analysis in each section. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. The explanation of each issue should identify the significance criteria or threshold, if any, used to evaluate each question.

3. "Potentially Significant Impact' is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, "Earlier Analysis," may be cross-referenced).

5. Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c) (3) (D) of the California Code of Regulations. Earlier analyses are discussed in Section 17 at the end of the checklist.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion. In this case, a brief discussion should identify the following:
   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on earlier analysis.
   c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
### 1. AESTHETICS. Would the project:

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a)</td>
<td>Have a substantial adverse effect on a scenic vista?</td>
<td>7</td>
<td>--X--</td>
</tr>
<tr>
<td>b)</td>
<td>Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, open space, and historic buildings within a local or state scenic highway?</td>
<td>7</td>
<td>--X--</td>
</tr>
<tr>
<td>c)</td>
<td>Substantially degrade the existing visual character or quality of the site and its surroundings?</td>
<td>7</td>
<td>--X--</td>
</tr>
<tr>
<td>d)</td>
<td>Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</td>
<td>7</td>
<td>--X--</td>
</tr>
</tbody>
</table>

#### Evaluation

a) Within the planning area, Zoning Regulations allow a maximum building height of 35 feet, plus 10 feet for architectural and mechanical appurtenances such as components of solar energy systems, chimneys, screened mechanical equipment, antenna and steeples. The South Broad Street Corridor Plan (SBSCP) matches the Zoning Regulations maximum building height, and allows an additional five feet of building height to encourage mixed-use development and/or preservation of historically designated buildings. As an incentive to include housing in mixed use developments, and to encourage the preservation of historically designated properties, the Plan allows a maximum building height of 40 feet. To maintain views of the Santa Lucia foothills from Broad Street, building heights for properties with frontage on Broad Street may not exceed 35 feet. The SBSCP sets form-based codes (FBCs) that define the street corridors, preserve and protect hillside views by requiring new buildings to be located within zero to 10 feet from the street right-of-way (typically, from back of public sidewalk).

City of San Luis Obispo planning policy designates portions of Broad Street and Orcutt Road as Scenic Roadways, and defines views of the South Street Hills, the Santa Lucia Foothills, Islay Hill and Orcutt Knob as primary contributors to these scenic designations. City policies require preservation of hill and mountain resource views from City-designated Scenic Roadways. The quality of hillside views from the designated Scenic Roadways varies relative to factors such as viewpoint elevation, locations of resource relative to the primary viewing direction, intervening development and vegetation, viewing distance and duration, and other conditions.

Within the planning area, Broad Street between its intersections with Mutsuhito and Orcutt Road is designated as having high scenic value, with vistas toward the northwest, along Broad Street, toward Cerro San Luis, northerly toward Terrace Hill and northeasterly toward the Santa Lucia Foothills at the edge of the City. Buildout may eventually block or limit a relatively small portion of views of the lower flanks of the Santa Lucia foothills along the scenic roadway and from some points along the west side of Broad Street; however views of the foothills would be preserved along the “entry streets”: Alfonso, Woodbridge, Caudill, Francis, Humbert, and Lawrence. Therefore, existing viewsheds would not be significantly affected.

b) According to the Conservation and Open Space Element, the southern portion of Broad Street within the planning area is a designated scenic highway due to views of the surrounding South Street Hills, Santa Lucia foothills, Righetti Hill, Terrace Hill, and Cerro San Luis from Broad Street. Development within the planning area would continue to allow views of these features unless Mitigation Incorporated. Although some view blockage of the lower hillsides is likely due to increased building height along Broad Street and the interior streets on the east side of Broad Street. Since unobstructed views to the hills would still be possible with development along street corridors and over many single-story buildings, view impacts are considered less than significant.

c) The Plan encourages public and private improvements that would improve the area’s visual character and quality. Its policies and programs call for added landscaping, street trees, pedestrian-oriented amenities such as ornamental street lights and textured crosswalks, and enhancing streetscapes by relocating on-site parking to courtyards within the center of blocks to gradually transform streets into more pedestrian-friendly, less automobile-oriented public spaces. Form-based codes will help ensure that new development is architecturally compatible with the area and that view corridors from Broad Street easterly to the Santa Lucia foothills are preserved.
d) The SBSCP includes new street lights and site and building lighting for new dwellings and businesses. City standards require exterior lighting to be shielded to prevent nighttime sky light pollution or glare across property lines. SBSCP standards require that exterior lighting be designed to be shielded, recessed, or located so that the lighting element is not directly visible and that the light fixture illuminates only the intended areas. Consequently, while ambient lighting levels will increase with new development, the lighting would be unlikely to adversely affect nighttime sky views, as uplighting or unshielded site and street lighting would be prohibited.

**Mitigations**

1. All project and building plans shall generally limit building heights to 35 feet, per City Zoning regulations, to help preserve the viewshed surrounding the proposed project site. Mixed-use buildings and buildings on lots with historically designated buildings shall be limited to 40 feet in height, consistent with the Village overlay zoning and with the Plan’s form-based codes.

2. Prior to issuance of grading and buildings permits for the proposed project, the Community Development Director, Architectural Review Commission (ARC) in consultation with City staff, or other City advisory body shall ensure that the project adheres to the Community Design Guidelines with regards to the applicable design standards, including form-based codes, Community Design Guidelines, Secretary of the Interior’s Standards for the Treatment of Historic Properties, and the Historic Preservation Program Guidelines. The ARC, City staff, and other reviewing authorities shall not approve the project unless the following specific findings can be made:

a) The project maintains a high quality of craftsmanship in development through use of authentic building styles, design elements and materials, b) The project buildings are consistent with the South Broad Street Corridor Plan form-based codes and architectural standards, c) The project buildings provide a sense of human scale. And incorporate significant wall and roof articulation to reduce apparent scale. Roofs are multi-planed to avoid large monotonous expanses. Horizontal and vertical wall articulation is expressed through the uses of elements such as wall offsets, recessed windows and entries, awnings, and second floor setbacks, d) The project maintains views of the Santa Lucia foothills from most sections of South Broad Street between South Street and Orcutt Road, to the greatest extent possible.

**2. AGRICULTURE RESOURCES. Would the project:**

| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | 7, Fig. 10 | --X-- |
| b) Conflict with existing zoning for agricultural use or a Williamson Act contract? | 7 | --X-- |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use? | 7 | --X-- |

**Evaluation**

a) The San Luis Obispo General Plan applies the Agriculture land-use category to areas that have existing or potential agricultural production capability. According to the City’s General Plan Conservation and Open Space Element, there is no prime agricultural land or of statewide importance in the project area, nor is there agriculturally-zoned land. The proposed project would be constructed on a gentle 5% slope at an elevation of approximately 240 feet above mean sea level (msl). Geologic maps of the project area indicate that the site is underlain by sandstone of the Franciscan Formation. Subsurface soils consist of undocumented fills and possible fills ranging in depth of up to 15 feet from the surface. These soils are not considered to be of prime or statewide importance. There are no agricultural operations in the project area and the project would have no significant impacts to agricultural resources.
a and c) The project would not conflict with existing zoning regulations for agricultural uses. The project area is not used for farming or grazing, and does not involve conversion of land in a Williamson Act contract.

Conclusion

The project will not pose significant adverse impacts to agricultural resources.

3. AIR QUALITY. Would the project:

| a) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | 11, 12 | --X-- |
| b) Conflict with or obstruct implementation of the applicable air quality plan? | 11, 12 | --X-- |
| c) Expose sensitive receptors to substantial pollutant concentrations? | 11, 12 | --X-- |
| d) Create objectionable odors affecting a substantial number of people? | 11, 12 | --X-- |
| e) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed qualitative thresholds for ozone precursors)? | 11, 12, 17 | --X-- |

Evaluation

The SBSCP promotes housing infill and a broader range of land uses than allowed under Zoning Regulations in effect in July 2008. Within its 20-year build out horizon, the SBSCP is anticipated to add 412 dwellings and 641,205 square feet of commercial floor area. The SBSCP promotes infill, mixed-use development within easy walking and biking distance of jobs, schools, Cal Poly, shopping and public services. The area’s location between two major transportation arteries, Broad Street (Highway 227) and the Union Pacific Railroad right-of-way, make it ideally suited for higher-density, transit-oriented development. Land use and design standards will promote energy-conserving building design, and public improvements will include signalized crosswalks on Broad, a pedestrian/bicycle railroad crossing, and enhanced transit facilities.

This analysis of air quality issues follows the guidance and methodologies recommended in the San Luis Obispo County Air Pollution Control District’s (APCD) 2001 Clean Air Plan (CAP) and CEQA Air Quality Handbook (August 1995). The URBEMIS 2007 (Version 9.2.4) for Windows computer modeling program, which was developed by the California Air Resources Board, was utilized in estimating composite mobile emission factors and is based on the number and length of vehicle trips to and from the proposed project.

A project may have a significant adverse air quality impact if the project individually or cumulatively does the following:

- Interferes with progress towards the attainment of the ozone standard by releasing emissions which equal or exceed the established long term quantitative thresholds for pollutants;
- Causes an exceedance of a state or federal ambient air quality standard for any criteria pollutant (as determined by modeling); or
- Is inconsistent with the emissions reduction projections contained in the 2001 CAP.

Short-term construction emission thresholds for San Luis Obispo County have been set by the APCD on a quarterly basis as follows:

- 2.5 tons per quarter of ROG
• 2.5 tons per quarter of NOx
• 2.5 tons per quarter of PM10

The APCD has adopted a tiered system for assessing the significance of a project’s air quality impact, as shown below. When project emissions of ROG, SOx, SO2, and PM10 are less than 10 pounds per day and CO emissions are less than 50 pounds per day, impacts are considered less than significant. If emissions of any of ROG, SOx, SO2, or PM10 are from 10 to 24 pounds per day, impacts are considered potentially significant and on-site mitigation is recommended. If emissions of ROG, NOx, SO2, or PM10 cannot be reduced to less than 25 pounds per day or CO emissions cannot be reduced to less than 550 pounds per day, additional measures may be required. If CO emissions exceed 550 pounds per day, CO concentrations should be modeled to determine whether or not the project would cause federal or state standards to be exceeded. The following table shows the significance tiers for determining a project’s impacts on air quality.

<table>
<thead>
<tr>
<th>Significance Thresholds for Operational Emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pollutant</td>
</tr>
<tr>
<td>ROG, NOx, SO2, PM10</td>
</tr>
<tr>
<td>Carbon Monoxide</td>
</tr>
<tr>
<td>Significance</td>
</tr>
<tr>
<td>Environmental Document</td>
</tr>
</tbody>
</table>

Pursuant to the State CEQA Guidelines, air quality impacts related to the proposed project would be considered significant if the project would:

• Conflict with or obstruct implementation of the applicable Clean Air Plan;
• Violate any stationary source air quality standard or contribute to an existing or projected air quality violation;
• Result in a net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
• Create or contribute to a non-stationary source "hot spot" (primarily carbon monoxide);
• Expose sensitive receptors to substantial pollutant concentrations; and/or
• Create objectionable odors affecting a substantial number of people.

Based on the San Luis Obispo County APCD criteria, a project that generates more than 10 lbs/day of ROC, NOx or PM10 would exceed the County’s significance thresholds. Project-related vehicle emissions were calculated using the URBEMIS 2007 air quality model, version 9.2.4.

A. Mitigated Area and Operational Emissions Associated with Proposed Plan, (lbs per day/tons per year)

<table>
<thead>
<tr>
<th>Emission Source</th>
<th>ROG</th>
<th>NOx</th>
<th>CO</th>
<th>PM10</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area Source</td>
<td>21.09/4.87</td>
<td>3.19/0.77</td>
<td>8.02/10.61</td>
<td>0.03/1.54</td>
</tr>
<tr>
<td>Operational Source</td>
<td>50.32/9.38</td>
<td>55.46/11.08</td>
<td>479.93/92.46</td>
<td>54.15/9.89</td>
</tr>
<tr>
<td>Totals</td>
<td>71.41/14.25</td>
<td>58.65/11.85</td>
<td>487.95/103.07</td>
<td>54.18/11.43</td>
</tr>
</tbody>
</table>

B. Mitigated Area and Operational Emissions Associated with a Reduced Alternative Plan1, (lbs per day/tons per
The SBSC Plan is consistent with CAP objectives, provided that appropriate air quality mitigation strategies are incorporated. Communities, providing for mixed uses, promoting jobs/housing balance, circulation management and improved accessibility, while meeting other General Plan goals. These include bikeway improvements, traffic flow improvements, planning compact communities, providing for mixed uses, promoting jobs/housing balance, circulation management and improved accessibility. The SBSC Plan is consistent with CAP objectives, provided that appropriate air quality mitigation strategies are incorporated. Specific air quality issues and mitigation strategies are discussed below.

a) Development in the project area will contribute to air pollutants in the San Luis Obispo air basin, primarily through the generation of added vehicle trips due to commercial and residential development. In San Luis Obispo, PM10 and ozone are the pollutants of main concern, and until relatively recently, these pollutants exceeded California state air quality standards. The County is currently considered to be an attainment area for the State PM10 and Ozone standards. Build out of the planning area, for the land uses and at the densities allowed by the SBSCP, will increase motor vehicle traffic and therefore, increase mobile source emissions. Construction in the project area is likely to contribute to PM10 levels on a temporary basis, unless appropriate mitigation is included. The proposed development capacity is within citywide commercial and residential growth levels anticipated in the General Plan. Consequently, additional project-related trips and resultant air quality impacts are not likely to exceed those anticipated in the Final Environmental Impact Report, General Plan Land Use and Circulation Element Updates (1994).

Using the URBEMIS 2007 air quality model, emissions associated with the proposed plan (Table A) are estimated to generate 50 lbs./day (9 tons/year) of ROG, 55 lbs./day (11 tons/year) of NOx, 480 lbs./day (92 tons/year) of CO, and 54 lbs./day (10 tons/year) of PM10 as a result of operational emissions associated with project vehicular traffic and electrical and natural gas usage. Emissions associated with a Reduced Alternative Plan are shown in Table B. The Reduced Alternative represents a reduction of 17 percent in the number of dwelling units and commercial square footage, and relates to recommended traffic mitigation. When compared to the County’s thresholds of significance, both the proposed plan and reduced project alternative are projected to exceed significance thresholds for ROG, NOx, CO and PM10 and therefore, would be considered to have potentially significant air quality impacts. However, the model’s design and specificity is best suited for specific development projects with defined construction and land use parameters. The SBSC Plan will be implemented over a 20-year period and modeling results must be used with caution, since they may not represent long term air quality effects accurately.

The 2001 CAP was based, in part, on growth assumptions built into local agencies’ adopted plans, including the City of San Luis Obispo’s General Plan which includes anticipated growth levels through the year 2022. The growth planned in the South Broad Street Corridor Planning Area is consistent with growth rates anticipated in General Plan and with the CAP. When anticipated population growth in the South Broad Street Corridor planning area, the major residential expansion areas, Margarita and Orcutt Specific Plan Areas, minor annexations and infill development are considered, the City’s total anticipated population in 2022 is 49,991, well below the General Plan projection of 57,200.

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<tr>
<th>Emission Source</th>
<th>ROG</th>
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<td>53.81/10.82</td>
<td>437.79/92.74</td>
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</table>

¹Number of dwellings and commercial square footage reduced by 17 percent from project description.
b) Development in the project area may conflict with or obstruct implementation of the 2001 San Luis Obispo County Clean Air Plan emission standards, but help achieve goals of urban infill and more efficient land use. Build out of the planning area, with the land uses and at the densities allowed by the SBSCP, will increase motor vehicle traffic and therefore, increase mobile source emissions. However, the project consists of infill development intended to accommodate the City’s reasonable share of anticipated regional growth. The SBSC intends to accomplish this through development standards that promote higher-density mixed-use development close to jobs, schools, and public service, and to encourage walking, bicycling and use of public transit. The General Plan anticipated citywide totals of 21,000 dwellings and 49,700 persons by the year 2007, and the 1993 Land Use and Circulation Element FEIR addressed environmental impacts associated with that level of growth. As of January 1, 2008, the State Department of Finance estimates the City population at 44,697, with 20,222 dwellings, well below anticipated growth levels. The 1994 General Plan Land Use and Circulation FEIR included a finding of overriding considerations for traffic impacts and concluded that unacceptable levels of service at certain major intersections would result from the City’s mandated requirement to accommodate its reasonable share of anticipated regional growth, while avoiding significant land-use and aesthetic impacts that would result from widening roadways and changing intersections.

c) Construction activities are expected to result in temporary short-term air quality impacts. These impacts are associated with dust generated by onsite grading activities and as a result of heavy construction vehicle emissions. Although the SBSC Plan describes potential numbers of dwelling units and a phasing plan, it is difficult to predict the amount of construction activity that will take place at any given time. The timing and phasing of development under the Plan has not been determined, so forecasted construction emissions have not been quantified. However, given that San Luis Obispo County is in non-attainment of the state standards for PM10, the minimal amount of dust generated from construction activities is considered to be potentially significant and mitigation measures are required.

d) There are no sensitive receptors (e.g. schools, hospitals, convalescent homes) within the planning area, however sensitive receptors exist nearby. There are two schools, Hawthorne Elementary School and Sinsheimer Elementary School within approximately one-third of a mile of the project area. Additionally, the project area is adjacent to residential development to the west and south. Short-term construction-related combustion emissions may affect these uses unless mitigation measures are incorporated into development projects within the planning area.

The project area’s primary uses have historically been associated with the railroad, and include service-commercial and industrial uses, such as waste collection and processing yards, meat-packing, shipping, auto sales, painting and repair, construction equipment and materials sales, cabinet-making, and printing. Some of these uses are likely to occasionally produce objectionable odors; however these uses are expected to gradually be replaced by offices, retail and residential uses. The SBSCP allows service-commercial and light industrial uses to continue indefinitely, but “heavy manufacturing” uses likely to produce objectionable odors are prohibited, and other “light manufacturing” uses will be subject to performance standards for air contaminants in Section 17.18.040 in the Zoning Regulations, and in Chapter 6, Implementation of the SBSCP. With these measures, potential impacts due to odors are expected to be less than significant. For the mixed-use portions of the project, it is important to keep in mind that some uses may not be compatible with adjacent dwellings. Incompatible land uses could result in potential nuisance problems (i.e. odors, chemical inhalation, dust, etc.) to the surrounding sensitive residential receptors. The APCD has indicated that the following uses could be problematic if residential uses are included in or located adjacent to a building with these uses:

- Nail Salons;
- Dry-cleaners;
- Coffee Roasters;
- Furniture Refurbishing/refinishing, and;
- Any type of spray operation (i.e. painting, automotive, etc.).

e) The SBSC Plan is a long-range plan that guides development at a programmatic level. Specific development projects will be subject to individual environmental studies that address specific project characteristics and features. Development within the area may contribute to cumulatively significant net increases in emissions, citywide; however increases will occur gradually as the project area redevelops over time. The project is designed to be consistent with the City’s General
Plan growth policies, and to incorporate land use measures to promote more efficient and sustainable land use.

f) AB 32 – Greenhouse Gas Reduction. In 2006, the California State Legislature adopted the California Global Warming Solutions Act of 2006. AB 32 establishes a cap on statewide greenhouse gas emissions and sets forth the regulatory framework to achieve the corresponding reduction in statewide emissions levels. AB 32 charges the California Air Resources Board (CARB), the state agency charged with regulating statewide air quality, with implementation of the act. Under AB 32, greenhouse gases are defined as: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The regulatory steps laid out in AB 32 require CARB to: adopt early action measures to reduce GHGs; establish a statewide greenhouse gas emissions cap for 2020 based on 1990 emissions; adopt mandatory reporting rules for significant source of greenhouse gases; and adopt a scoping plan indicating how emission reductions will be achieved via regulations, market mechanisms and other actions; and to adopt the regulations needed to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gases. One consideration of the effect of GHG and global warming is potential impact from sea level rises adjacent to urbanized areas. Figure 1 shows a preliminary study of the effect of 2-4 foot rise in sea level in the San Luis Obispo area. Due to the City’s location and topography, no portion of the City would be affected by a 2-4 rise in seal level, the maximum sea level rise anticipated due to global warming.

Figure 3: Sea Level Rise with Global Warming
g) While the regulatory framework is not yet fully in place to implement AB 32, local agencies must consider a range of mitigation measures to offset or reduce potential global warming impacts. By design, the South Broad Street Corridor Plan promotes energy-efficient land use and transportation and includes specific measures to address the impacts of global warming. These include:

- Discouraging sprawl and inefficient land use patterns by promoting mixed-uses, infill and higher density development to: reduce vehicle trips and promote alternatives to individual vehicle travel, and promote efficient delivery of goods and services.
- Expanding pedestrian linkages to re-connect neighborhoods with parks, schools and businesses. This will be done by installing signalized pedestrian crossings at Lawrence and Broad and Woodbridge and Broad, and by establishing safe bicycle and pedestrian crossings of the Union Pacific Railroad right-of-way.
- Promoting “green”, energy-efficient site and building design through the use of form-based development codes.
- Improved bicycle facilities.
- Improved public transit facilities
- Street network improvements, including installation of a raised landscape median in Broad Street, to improve traffic flow, to “calm” traffic and provide alternative street connectivity by extending Victoria Avenue to parallel Broad Street.
- Reduce the urban “heat island” effect by requiring street tree planting and by encouraging light-colored, reflective roof materials and wall finishes to reduce heat gain.

These measures are required as part of the project area plan, and once adopted, must be incorporated into all development proposals within the project area.

Mitigation

Air Quality - Energy Conservation/Site Design. Area developers shall incorporate where feasible the following design and operational elements to the satisfaction of the Community Development Director:

1. Provide for the use of alternative energy resources (e.g. passive lighting, heating, ventilation and cooling). Under the City’s Conservation and Open Space Element, applications for development projects over 5 dwelling units or 5,000 square feet of commercial floor area must include LEED or California Green Building Guidelines checklist to show how closely the project would meet green building standards. Residential uses at densities greater than 12 dwellings per acre, and general commercial and industrial uses must ensure most roof areas and some south walls on upper floors are unshaded between 10 am and 3 pm on winter solstice to allow solar collectors.
2. Provide on-site employee services (e.g. cafeterias, childcare, postal machines, automated teller, etc.)
3. Provide continuous on-site private walkways and bicycle paths and dedicate easements and/or contribute toward the cost of constructing off-site pedestrian/bicycle trails to promote employee commuting to work by either walking or bicycling.
4. Provide bicycle racks, storage facilities, showers and lockers to support bicycle or pedestrian travel mode.
5. Provide on-site or off-site bus turnouts, passenger benches or shelters to promote mass transit use.
6. Health Risk Assessment shall be prepared for any subsequent development that proposes land uses that contain sensitive receptors (per SLOAPCD) to demonstrate that a significant health risk will not be posed.
7. All new and modified stationary sources of emissions shall be subject to SLOAPCD review and permit requirements. Through the implementation of these rules, new and modified stationary sources shall be required to install Best Available Control Technology and offset any new emissions such that there is no net gain in emissions within the air basin.

Air Quality - Fugitive Dust Mitigation. Prior to the issuance of grading permits, the developer shall submit to the City Building Official a Dust Control Plan (DCP) consistent with APCD guidelines. The purpose of this plan is to minimize the amount of fugitive dust generated during construction operations both on-site and off-site. The DCP shall be referenced on the grading plan and in all contracts with construction contractors and subcontractors. The developer is responsible to implement the DCP to the satisfaction of the Building Official, and shall include:
8. Exposed piles of soil shall be either covered, kept moist through watering (twice daily minimum). Storage piles that are to be left in place for more than three working days shall either be covered with plastic, revegetated or sprayed with a non-toxic soil binder per specifications.

9. Water spraying shall be used during grading operations to control fugitive dust.

10. Apply water three times daily or apply non-toxic soil stabilizers to all unpaved parking or staging areas and any unpaved road surfaces. Tires of vehicles shall be washed before the vehicle leaves the project site to enter a paved road.

11. Dirt on paved surfaces shall be removed daily to minimize generation of fugitive dust.

12. Streets shall be swept with a street sweeper/washer at the end of the day if visible soil material is carried onto adjacent public paved roads, preferably with sweepers using reclaimed water.

13. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard between top of the load and the top of the trailer.

14. Traffic speeds on all unpaved on-site roads shall be 15 miles per hour (mph) or less.

15. During high wind conditions (wind speeds exceeding 25 mph) areas with disturbed soil shall be watered hourly.

16. Suspend all excavation and grading operations when wind speeds exceed 25 mph.

17. Monitor particulate emissions according to APCD procedures.

18. Hydroseed all inactive disturbed construction areas (graded areas inactive for ten days or more) with a native grass mixture timed with winter rains or apply a degradable soil binding additive to the surface of the soil as an interim erosion control measure until favorable rain conditions prevail.

Air Quality – Contractor Agreement. Prior to issuance of grading permits, developers shall submit written verification to the satisfaction of the Building Official that all construction contracts and subcontracts for the project contain provisions that require compliance with these standards and requirements. During construction, each contractor and subcontractor shall implement the following:

19. All APCD regulations.

20. Suspend all excavating and grading operations when wind speeds exceed 25 mph.

21. Provide temporary traffic control (e.g. flag person), during all phases of construction.

22. Construction Vehicle Requirements: 1) prohibit truck idling in excess of 10 minutes and turn off all engines when not in use; 2) apply 4-6 degree injection timing retard to diesel IC engines; 3) use reformulated low-sulfur diesel fuel in equipment; 4) use low-NOx engines, alternative fuels and electrification; 5) substitute electric and gasoline-powered equipment for diesel-powered equipment; 6) use catalytic converters on gasoline-powered equipment, 7) minimize concurrent use of equipment through equipment phasing; 8) wash truck wheels before trucks leave construction site and 9) cover all trucks hauling materials off-site with a secured tarpaulin or equivalent material.

23. Provide documentation prior to beginning construction demonstrating that the project proponents will comply with all APCD regulations.

24. Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas that are inactive for ten days or more).

25. Enclose, cover, water twice daily or apply non-toxic soil binders according to manufacturers' specifications, to exposed piles (i.e., gravel, sand, and dirt) with 5% or greater silt content.

26. On paved roads: a) Sweep streets at the end of the day if visible soil material is carried onto adjacent public paved road (water sweepers with reclaimed water) and at the conclusion of construction.

27. Install adequate storm water control systems to prevent mud deposition onto paved areas.

28. All construction equipment shall be maintained in good operating condition to reduce operational emissions.

29. Sweep public streets at the conclusion of construction work.

30. Apply non-toxic soil stabilizers or water as needed to keep the following areas damp:
   a) all unpaved parking, road and staging areas.
   b) Finished graded surfaces once every two hours.
   c) Unpaved roads traveled by construction vehicles (autos and trucks).

31. Coating Application Requirements. To minimize the quantity of Reactive Organic Gases (ROG) produced from
architectural coating application, the contractor shall:

1) not use architectural coatings with ROG content greater than 100 g/lt,
2) use High-Volume, Low Pressure (HVLP) spray guns to apply materials,
3) not exceed the significance threshold for daily volume of ROG Architectural coating [i.e. 75 lbs./day]
4) not exceed the significance threshold for daily volume for the combined ROG, of architectural coatings and asphalt paving [i.e. 75 lbs./day].

32. Alternate Transportation Modes. Prior to the issuance of building permit, developers within the project area shall submit to the Community Development Director a gasoline vehicle mileage reduction plan through the inclusion of onsite childcare, bus stops, car pool and transit incentives, facilities for alternate fuel vehicles, bicycles, motorcycles, etc. The developer shall:

1) Construct on-site or off-site bus turnouts, passenger benches or shelters in coordination with the City of San Luis Obispo and Caltrans;
2) Construct on-site bicycle and motorcycle facility improvements and include bicycle and motorcycle parking facilities, such as designated parking areas, bicycle lockers and racks, to meet City standards;
3) Construct on-site pedestrian improvements, as (e.g. sidewalks and pathways) that do not exceed 8.33% grade. These pathways shall have curb cuts for the handicap and provide a safe continuous pedestrian circulation system from all public streets and parking lots to all building entries.
4) Provide a continuous path of travel between each of the buildings and between the buildings and the street.
5) Submit a Trip Reduction Plan, consistent with APCD requirements, for any businesses that employ more than 250 permanent employees to encourage reduction in vehicle emissions associated with employee vehicle trips. A copy of the plan shall be submitted to the Community Development Director for approval.
6) Submit a Transportation Demand Management Program (TDM) for Community Development Director approval at the time of building occupancy for companies employing 100 or more persons. The TDM program shall be reviewed and modified over the life of the project to take advantage of new opportunities, such as expanded transit routes or regional rail connections. Potential measures may include:
   a. personalized rideshare matching;
   b. employer-operated or employee-owned vanpool service;
   c. guaranteed ride home;
   d. preferential parking locations for carpools and vanpools;
   e. on-site sale of transit passes and distribution of schedule information;
   f. safe and secure bicycle storage areas;
   g. promotional programs, including direct involvement of upper-level employer management to show the commitment to the program; and
   h. adjustable work hours to allow employees to participate in ridesharing arrangements or reduce the number of days per week each employee commutes.

Conclusion

The project could have potentially significant adverse impacts on air quality. With the incorporation of the above mitigation measures, impacts to air quality would be less than significant.

4. BIOLOGICAL RESOURCES. Would the project:

a) Have a substantial adverse effect, either directly or indirectly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

\[7, 14\]  \[--X--\]

b) Have a substantial adverse effect, on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish

\[14\]  \[--X--\]
### Issues, Discussion and Supporting Information Sources

<table>
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<tr>
<th>Sources</th>
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<th>Less Than Significant Impact</th>
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<td>c)</td>
<td>Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g. Heritage Trees)?</td>
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<td>d)</td>
<td>Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?</td>
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<td>e)</td>
<td>Conflict with the provisions of an adopted habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</td>
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<td>f)</td>
<td>Have a substantial adverse effect on Federally protected wetlands as defined in Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, etc.) through direct removal, filling, hydrological interruption, or other means?</td>
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### Background

The planning area is entirely urbanized and consists mainly of developed and disturbed areas. A small area of seasonal wetland is the only habitat in the planning area that may support wildlife. Following is a brief description of those vegetation habitats present within the proposed project area and wildlife observed or typically associated with those habitats:

**Wetlands:** Wetlands are defined in the U.S. Army Corps of Engineers (Corps) Wetlands Delineation Manual (Environmental Laboratory, 1987) as: “Those areas that are inundated or saturated by surface or groundwater a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.” Wetlands function to improve water quality, detain storm water runoff, recharge groundwater, and provide wildlife habitats.

Seasonal wetlands have been identified within the project site along the existing drainage located within the eastern portion of the project area, and in creek and drainage areas located is the south portion of the project area, near McMillan and Orcutt Road. These seasonal wetlands area is largely characterized by the presence of arroyo willow (*Salix lasiolepis*) and herbaceous hydrophytes along the existing drainage, including cattails (*Typha* sp.) and bulrush (*Scirpus* sp.), along with non-native vegetation, including *Eucalyptus sp.* The northerly seasonal wetland was documented in support of a previously proposed project (Albertson’s Inc., Broad Street Station Project). At that time, a formal wetlands delineation report was submitted to the Corps, dated August 3, 2000. The jurisdictional determination included research and evaluation of the current and historic upstream origins of the drainage that crosses the approved development of the Village at Broad. The review traced a historic origin of the drainage to a hillside spring that has been highly modified to accommodate development.

It does not appear that this wetland has been modified since 2000 based on a March 2006 site visit conducted by Padre Associates, Inc. biologists. In addition, Acacia Creek, a seasonal creek in most years, passes through the project area from the east side of the railroad tracks, underneath the tracks and southeasterly toward McMillan and crossing Orcutt Road approximately at its intersection with McMillan. Development adjacent to Acacia Creek will need to meet City regulations (SLOMC 16.18.155) regarding creek preservation and setbacks.

A 2006 biological study was conducted in a 7.5 acre portion of the project area (Village at Broad site, parcels 004-845-004, 004-845-002, and 003-755), an area which is considered typical for the range of habitat and plant and animal species occurring in the project area. That study concluded that most areas not already developed with urban uses consisted mainly of ruderal vegetation (disturbed annual grassland) is usually found in areas that have been significantly altered by agriculture, construction, landscaping, or other types of land-clearing activities. Ruderal habitats often occur in abandoned agricultural fields, along roadsides, near developments, and in other areas experiencing severe ground surface disturbance. This habitat type is variable in species composition depending upon soils, aspect, slope, hydrology, disturbance regime, prior uses, and species recruitment opportunity. On the subject property this habitat type is heavily dominated by non-native species, including non-native tree species such as: blue gum (*Eucalyptus globulus*) and Peruvian peppertree (*Schinus molle*). Other non-native
plant species within this habitat include species, such as: fountain grass (Pennisetum setaceum), pampas grass (Cortaderia selloana), dogtail (Cynosurus echinatus), oyster plant (Tragopogon porrifolius), castor bean (Ricinus communis), wild radish (Raphanus sativa), ripgut brome (Bromus diandrus), Italian ryegrass (Lolium multiflorum), wild oats (Avena fatua), prickly lettuce (Lactuca serriola), and red-stem filaree (Erodium cicutarium). Areas with ruderal vegetation/disturbed annual grassland habitat typically do not offer high quality wildlife habitat. However, raptors, such as red-tailed hawk (Buteo jamaicensis), whitetailed kite (Elanus leucurus), barn owl (Tyto alba), and American kestrel (Falco sparverius), commonly use open grassland areas for foraging purposes, while species such as western meadowlark (Sturnella neglecta) may use grassland portions for nesting. Other species that typically utilize this habitat type include California ground squirrel (Spermophilus beecheyi), desert cottontail (Sylvilagus audubonii) and western fence lizard (Sceloporus occidentalis).

Regional special-status species are plants and wildlife species that are listed as either endangered or threatened under the Federal or California Endangered Species Act, considered rare under the California Native Plant Protection Act, or considered rare (but not legally listed) by resource agencies, professional organizations, and the scientific community. Based on information obtained by the CNDDB query, previously conducted surveys, and a literature review, a preliminary list was compiled of special-status species known to occur in the region. Each regional special-status species was evaluated in terms of its likelihood to occur within the proposed project site based on the species known distribution, habitat requirements, and the results of previously conducted surveys. Species which are known, or have the potential to occur within the vicinity of the project site are discussed in further detail below.

Plants. Special-status plant species which were determined to have the potential to occur within the property were based on a query of the CNDDB and California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants of California. As a result of the database review, 27 plant species are known to occur within the vicinity of the project area. However, based on the existing habitat, elevation, nearest known occurrence locations, and soils within the project site, Padre Associates determined that only the following 4 plant species have the potential, however low, to occur within the project site:

- Obispo Indian paintbrush (Castilleja densiflora ssp. obispoensis)
- Jones’ layia (Layia jonesii)
- Adobe sanicle (Sanicula maritima)
- Congdon’s tarplant (Centromadia parryi ssp. congdonii)

Padre Associates determined in 2006 that it was unlikely that any regional plant species of concern exist within property; however, due to the timing of the survey efforts for this environmental review, site specific plant surveys should be required as part of environmental review for development projects on sites with natural vegetation to determine presence or absence of special-status plant species during the normal blooming period of these species prior to any ground disturbance.

Animals. Special-status wildlife species determined to have the potential to occur within the vicinity of the property were also based on a query of the CNDDB. As a result of the database review, 17 wildlife species are known to occur within the immediate vicinity of the property. However, based on the existing habitat and reconnaissance-level surveys and review of other regional environmental documents, Padre Associates determined that it was unlikely that any of these special-status wildlife species would occur within the Village at Broad site. Because the project area is relatively small and the Village at Broad site is representative in terms of soils, topography and plant habitat for the SBSCP area as a whole, Padre Associates’ biological findings are considered applicable to the project area.

Three sensitive plant communities were identified within the vicinity of the project site based on a query of the California Natural Diversity Data Base (CNDDB). These sensitive plant communities include Coastal and Valley Freshwater Marsh, Northern Interior Cypress Forest, and Serpentine Bunchgrass. However, based on a reconnaissance-level survey conducted by Padre Associates and confirmed by city staff in 2008, none of these sensitive plant communities exist within the project site.

Evaluation

a) No sensitive plant or animal species are known to exist in the project area.
b) No perennial creeks exist in the project area. Small pockets of Willow and Cattail exist along portions of Acacia Creek and...
in one, low-lying drainage area on the west side of the railroad right-of-way, at Alphonso Street. These are located outside of proposed developable areas and would not be affected by the Plan.
c) Development within the project area will not conflict with any local policies or ordinances protecting biological resources.
d) Portions of Acacia Creek crossing the project area may serve as a corridor for wildlife species and provide limited foraging, roosting and nesting habitat. Development in the vicinity of Acacia Creek must comply with Creek Setback requirements in the Zoning Regulations, which require new buildings to be set back at least twenty (20) feet from top of creek bank.
e) No adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional state habitat conservation plan is applicable for the planning area.
f) Based on the proposed project design, impacts to federally protected wetlands which have been identified within the project plan will be avoided. Therefore, the proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act.

The project area is urbanized and does not contain sensitive habitats or species of local, statewide or federal concern. A representative 7.5 acre portion of the project area was evaluated by Padre Associates for biological resources, and no sensitive habitats or plants and animal species were identified. Staff field verified existing conditions in August 2008, and noted that the area’s biological conditions appeared unchanged. Most of the project area has been developed, with ruderal vegetation located in disturbed areas in and adjacent to the project area. Site specific biological surveys shall be required for development on sites where natural vegetation exists during flowering season to verify no sensitive plant species exist. There are small seasonal wetlands that support Willow and other hydrophytic plants in low areas, adjacent to drainage ways near the railroad right-of-way near the east end of Alphonso Street, at the north end of McMillan Street, and along two exposed traces of Acacia Creek that crosses under the railroad from Sinsheimer Park, crossing the southern portion of the planning area toward Orcutt Road, near McMillan Avenue. In the unlikely case that sensitive plant or animal species are identified through site-specific surveys, the Community Development Director shall require project mitigation as provided below. With this mitigation, no significant impact is anticipated.

Mitigation

The following mitigation measures have been identified to ensure all potential impacts are mitigated to a level of insignificance:

1. In areas within 200 feet of wetland or riparian habitat, initial rough grading operations and vegetation removal shall be conducted prior to, or after, the typical migratory bird nesting season (March 1 - August 1) to avoid any potential impact to migratory bird nesting activity. Therefore, initial grading should be conducted between the months of August and February.

2. If mitigation in measure 1 is not possible, pre-construction surveys shall be conducted prior to any initial grading activity and vegetation removal to identify any potential bird nesting activity, and:

a) If any nest sites of bird species protected under the Migratory Bird Treaty Act are observed within the vicinity of the project site, then the project shall be modified and/or delayed as necessary to avoid direct take of the identified nests, eggs, and/or young, to the approval of the City’s Natural Resources Manager; and
b) If active nest sites of raptors and/or birds species of special concern are observed within the vicinity of the project site, then CDFG shall be contacted to establish the appropriate buffer around the nest site. Construction activities in the buffer zone shall be prohibited until the young have fledged the nest and achieved independence, to the approval of the City’s Natural Resources Manager.

3. Prior to ground disturbance within 200 feet of a wetland or vegetated drainage way, a focused botanical survey shall be conducted to determine the presence or absence of special-status plant species which have the potential to exist onsite, including, but not limited to Obispo Indian Paintbrush, Jones’ Lamp, Adobe Sanicle, and Condon’s Tarplant. This survey shall be scheduled to occur during the appropriate blooming period for the subject plant species, prior to scheduled site disturbance. If a special-status plant species is identified within the project site and the project cannot be designed to avoid disturbance to the species, the applicant shall consult with the CDFG and City Natural Resources Manager to develop a Sensitive Plant Restoration Plan as appropriate.
4. The amount of construction-related disturbance should be limited to smallest area the extent feasible. During construction, the project impact area should be clearly delineated with high-visibility construction fencing to prevent unnecessary impacts to wetlands identified onsite. A 20-foot setback to any riparian area shall be maintained. Prior to any earth disturbance, temporary exclusionary fencing shall be erected at the boundaries of all construction areas to avoid equipment and human intrusion into adjacent habitats. The fencing shall remain in place and be maintained throughout construction.

Conclusion

With incorporation of the above mitigation measures, impacts to biological resources would be less than significant.

5. CULTURAL RESOURCES. Would the project:

| a) Cause a substantial adverse change in the significance of a historic resource? (See CEQA Guidelines 15064.5) | 14, 7 | --X-- |
| b) Cause a substantial adverse change in the significance of an archaeological resource? (See CEQA Guidelines 15064.5) | 14, 7 | --X-- |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | 14, 7 | --X-- |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | 14, 7 | --X-- |

Evaluation

The South Broad Street Corridor Plan is closely associated with the City’s railroad history. Both the narrow gauge Pacific Coast Railroad (PCRR) and the standard gauge Southern Pacific Railroad (SPRR) had track and support facilities in the project area. The project area’s buildings, land uses and character reflects its railroad heritage, and a key objective of the Plan is to identify and preserve features of that heritage.

Once adopted, will be an “area plan”, similar to scope and effect to the Mid-Higuera Enhancement Plan and the Railroad District Plan. The Plan will address a wide range of community development issues, including historic preservation, neighborhood character and sense of place. The Plan includes a portion of the “Little Italy” neighborhood, an area within which the Cultural Heritage Committee has discussed potentially historic structures and which includes three contributing properties located at 750, 756 and 762 Woodbridge Street. Moreover, the planning area abuts and slightly extends into the Railroad Historic District. The Little Italy/Railroad District was identified as a potential historic district in Margaret Lovell’s January 1991 report entitled “Historical Resources Survey II Completion Report.” (Attachment 3) In the report, Ms. Lovell cited eight potentially historic properties in the planning area:

1. 774 Caudill
2. 796 Caudill
3. 797 Caudill
4. 2502 Victoria
5. 2546 Victoria
6. 2663 Victoria
7. 762 Woodbridge
8. 785 Woodbridge

750, 756 and 762 Woodbridge were added to the Contributing Properties List in 2001.

In May 2008, the City’s Cultural Heritage Committee identified several properties as having potential historic or architectural significance based on criteria in the Historic Preservation Program Guidelines: 743, 796 and 797 Caudill Street, 778 Francis Avenue, 781 Humbert Avenue, -2502, 2546, 2663 and 2691 Victoria Avenue, 2950 McMillan Street, and 753 Woodbridge Street. These properties must be further evaluated for age, historical associations and architecture and if added to the City’s List of Historical Resources by the City Council, the properties will be identified in the Plan as historic properties. Properties on the list of historic resources are subject to the Historic Preservation Program Guidelines and the Secretary of the Interior’s Standards for Treatment of Historic Properties, and their development would have to be consistent with these standards.
The north corner of the project area is located within the Railroad Historic District. Within this district, new development is reviewed for consistency with the Railroad District Plan (RHD), an area plan addressing land use, historic preservation, and design review. New development will be reviewed for conformity with the RHD, as part of planning and building reviews.

A records search was conducted on March 1, 2006, at the Central Coast Information Center (CCIC) at the University of California, Santa Barbara. This search included a review of all recorded archaeological sites within a ½-mile radius of the project site, including virtually all of the project area, and also included a review of cultural resource reports on file. In addition, the California Points of Historical Interest, the California Historical Landmarks, the California Register of Historic Places, the National Register of Historic Places, and the California State Historic Resources Inventory were reviewed for the project site. No prehistoric archaeological sites have been recorded in the area, although several historic buildings have been recorded in the area. Ten surveys have been conducted within a ½-mile radius of the project site. One additional survey, not on file at the CCIC, has been conducted at the project site. This survey was conducted by Clay Singer in July 1996. No archaeological or historic resources were identified at the project site in this report. Although no archaeological resources were observed during this survey, the potential exists for buried deposits. No evidence of paleontological deposits has been found.

According to survey reports prepared for the Village at Broad, the project area includes historic railroad right-of-way. The grade for the 1881 railway can still be seen in some areas within the project vicinity. Specifically, according to Thor Conway’s report for an adjacent parcel, although the grade along South Street is no longer evident, the grade heading south to Arroyo Grande was evident up until approximately 15 years ago (Conway 2001). However, the grade is still evident at the Historical Plaque at the southeast corner of South Street and Broad Street, and can be seen behind the gas station at Orcutt Road and Broad Street. Further south, Sacramento Street follows the old grade. In addition, several parcels in the project area are adjacent to the PCRR and SPRR, both dating to the late 1800s. The Southern Pacific Railroad’s historic roundhouse and turntable were located along the railroad tracks, within the project area. The building is no longer standing, however, upon review of aerial photographs, the footprint and foundation still exist, as does the retaining wall for the turntable.

Mitigation

The following mitigation measures shall be required for construction activities within the project area:

1. Development of properties listed in the City’s Inventory of Historic Resources shall be consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties and the City’s Historic Preservation Program Guidelines.

2. Applicants shall retain a qualified historical archaeologist to conduct an archaeological study, determine potential impacts to prehistoric or historic resources and to submit a survey report as part of any planning application for development within the Historic District, within the railroad right-of-way, or within 200 feet of the Railroad right-of-way or on historically designated properties. Additionally, in the areas noted above, the applicant shall retain a site monitor to monitor any ground-disturbing activities, including excavation, trenching or demolition, pursuant to the City’s Archaeological Resource Preservation Program Guidelines.

3. If cultural resources are encountered during ground-disturbing activities, all work within the vicinity of the find should stop. A professional archaeologist shall be retained to assess such finds and make recommendations.

4. If any human remains are uncovered during ground disturbing activities, all activity shall cease within 25 feet of the burial, and the County Coroner must be notified, pursuant to Section 7050.5 of California’s Health and Safety Code. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, and follow the procedures outlined in the CEQA Guidelines Section 15064.5(e).

Conclusion

With incorporation of the above mitigation measures, cultural resources impacts would be less than significant.

6. ENERGY AND MINERAL RESOURCES. Would the project:
### Issues, Discussion and Supporting Information Sources

**ER # 49-06 (South Broad Street Corridor Plan)**  
**Page 24**

<table>
<thead>
<tr>
<th>Sources</th>
<th>Potentially Significant Issues</th>
<th>Potentially Significant Unless Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
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<td>--X--</td>
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#### Background

The public energy utilities serving the project area are Pacific Gas and Electric (PG&E) for electricity and Southern California Edison Gas Company, a privately-owned company under the jurisdiction of the Public Utilities Commission, providing natural gas service to the San Luis Obispo area. The availability of electricity and natural gas is dependent upon current supplies, delivery facilities and regulatory policies.

#### Evaluation

**a)** The proposed project would create an additional demand for energy in the form of petroleum products, natural gas, and electricity. The SBSCP promotes “Green Building” or energy-conserving building design for new development in the project area, and the General Plan Conservation and Land Use Element requires applicants for non-residential development projects over 5,000 square feet of gross floor area, or residential projects of five or more dwelling units to consider how their projects would meet LEED (Leadership in Energy and Environmental Design) standards. New development would be required to comply with General Plan standards for energy and material conservation, and no significant adverse impacts are anticipated.

**b)** Development within the project area would be required to meet State Building standards, among the most stringent in the U.S. for energy conservation. The SBSCP encourages mixed-uses, medium-density housing, walking and bicycling, compact urban form and energy saving architectural design. By its nature, the SBSCP may result in more energy-efficient development patterns in the area by concentrating housing close to jobs, schools, parks and services.

**c)** No mineral resources known to be of value to the region and the residents of the City or State are known to exist in the planning area. Therefore, project impacts on mineral and energy resources are considered less than significant.

#### Conclusion

The proposed project would result in less than significant impacts to energy and mineral resources.

**7. GEOLOGY AND SOILS. Would the project:**

**a)** Expose people or structures to potential substantial adverse effects, including risk of loss, injury or death involving:

<table>
<thead>
<tr>
<th>Sub-Point</th>
<th>Impacts</th>
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<tbody>
<tr>
<td>I. Rupture of a known earthquake fault, as delineated in the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault?</td>
<td>5, 14 --X--</td>
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<tr>
<td>II. Strong seismic ground shaking?</td>
<td>5 --X--</td>
</tr>
<tr>
<td>III. Seismic-related ground failure, including liquefaction?</td>
<td>5 --X--</td>
</tr>
<tr>
<td>IV. Landslides or mudflows?</td>
<td>5 --X--</td>
</tr>
</tbody>
</table>

**b)** Result in substantial soil erosion or the loss of topsoil?

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<th>Impacts</th>
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<td>5 --X--</td>
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**c)** Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslides, lateral spreading, subsidence, liquefaction, or collapse?

<table>
<thead>
<tr>
<th>Impacts</th>
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<tr>
<td>5, 14 --X--</td>
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**d)** Be located on expansive soil, as defined in Table 18-1-B of the
### Issues, Discussion and Supporting Information Sources

<table>
<thead>
<tr>
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<tr>
<td>Uniform Building Code (1994), creating substantial risks to life or property?</td>
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#### Background

The project area is located on the southern end of the Santa Lucia Mountain Range within the Coast Range geomorphic province of California. The Coast Range geomorphic province is a series of northwest-trending ridges and valleys that run parallel to the coast. The province consists of two distinct structural features existing side-by-side (the Jurassic-Cretaceous Franciscan Complex and the Jurassic-Cretaceous granitic rocks (65 to 190 million years old)). The geologic and topographic characteristics of the Coast Ranges Province are a product of the combination of the tectonic processes, geologic materials, and climate of the region.

The Santa Lucia Mountains, a component of the Coast Range, extend from near the City of Santa Maria north to the City of Monterey. The mountain range is characterized by the widespread occurrence of deformed and partially metamorphosed marine rocks of the Franciscan Complex. The Franciscan Complex is a mixture of various rock types, including claystone, sandstone (greywacke), chert, serpentine, greenstone, shale, and high-grade metamorphic rocks, such as eclogite and blue schist. These rocks are pervasively-faulted and fractured, often making them unstable on steep mountain slopes. The Franciscan Complex forms the geologic foundation underlying the City of San Luis Obispo and the bulk of the Santa Lucia Hills (Hall C.A, et al. 1979).

#### Seismic Hazards:

**Surface Rupture.** Surface rupture during earthquakes is typically limited to those areas immediately adjacent to the fault on which the event is occurring. Because the project area contains no active faults, the likelihood of surface rupture is considered low.

**Ground Shaking.** The project site is subject to potentially significant impacts due to ground shaking, due to the several nearby geologic faults. The most serious direct earthquake hazard is the damage or collapse of buildings caused by ground shaking, which, in addition to property damage, can cause injury or death. Typical effects of ground shaking include cracked chimneys, moved furniture, and broken glassware inside structures. As earthquake waves pass from more dense rock to less dense alluvial material, they tend to reduce velocity, but increase in amplitude. Ground motion lasts longer on loose, water-saturated materials than on solid rock. The potential for ground shaking may be considered highest on the alluvial deposits along creeks and ravines. The San Andreas Fault and the offshore Hosgri Fault are considered to present the greatest risk to the City of San Luis Obispo from strong ground shaking. The active Los Osos Fault also has the potential to generate strong ground motion in the City. In addition to the mapped faults, blind thrust faults, located deep below the surface in the coastal area, are capable of producing strong ground motion (SLO County 1999).

**Ground Failure.** In addition to structural damage caused by ground shaking, there are other ground effects caused by such shaking. This includes liquefaction, subsidence, lurch cracking, and lateral spreading.

**Liquefaction.** Liquefaction in soils and sediments can occur during earthquake events when material is temporarily transformed from a solid to a liquid (gelatinous) by increases in interpore pressure. Earthquake-induced liquefaction most often occurs in low-lying areas with soils composed of unconsolidated, saturated, clay-free sands and silts, but can also occur in dry, granular soils or saturated soils with some clay content. Liquefaction also occurs in areas overlain by unconsolidated fill, particularly artificial fill. The presence of several unconsolidated and saturated soils throughout the area indicates a moderate liquefaction potential, particularly on the alluvial soils found along the low-lying ravines and creeks.

**Subsidence.** Subsidence is the compaction of soils and alluvium caused by ground shaking. It occurs irregularly and is largely a function of the underlying soils. Depending on the event, the amount of compaction can vary from a few inches to several feet.
According to CEQA Guidelines, City of San Luis Obispo environmental review guidelines and procedures, and professional practices, the project would result in a significant geologic or geotechnical impact if:

- The project would expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides;
- The project would result in substantial soil erosion or the loss of topsoil;
- The project site is located on a geologic unit or soil that is unstable, or would become unstable as a result of the project, and result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; or
- Onsite soils are characterized by high shrink-swell potential and have the potential for expansion and/or settlement.

**Evaluation**

a) According to the General Plan Safety Element, the planning area is located in a seismically active area and could be expected to experience strong earthquake ground shaking of up to 7.5 in magnitude. It is located in Seismic Zone 4, near several active faults, including the Rinconada, Oceanic, Cambria, Los Osos, and Hosgri faults. Three faults, the Cambria, Oceanic and Los Osos, are located within 2 to 3 miles of the proposed project site. The Cambria and Oceanic faults are both considered “potentially active”. The nearest documented active fault to the project site is the Los Osos fault, located approximately two miles from the site. Such exposure of the proposed project to ground shaking could result in significant damage to structures. Although groundwater at the site is quite shallow, the potential for damage from liquefaction is low due to stiff, clayey soils. In addition, the gently sloping topography of the site equates to a very low potential for landslides or mudflows. For new or remodeled buildings, compliance with State Building Code standards, with local amendments, is deemed to mitigate potential seismic impacts.

b) The project area is subject to soil erosion or loss of topsoil during or after the construction period. The construction of residential and commercial buildings typically requires excavation and grading, and may cause soil erosion unless standard erosion control/drainage measures are implemented.

c and d) No unstable geologic features and formations exist within the project area.

Development within the planning area will not require a septic system; it is served by City of San Luis Obispo water and wastewater systems. The project will not result in substantial soil degradation or contamination; however, soil erosion may occur during future project construction.

**Mitigation**

1. Ground shaking hazards to the proposed project cannot be eliminated; however, they will be reduced through implementation of the following measures:

   a) Earthwork and new development within the project area shall require site-specific geotechnical investigation, and shall conform to City building and engineering regulations regarding site earthwork, stabilization and foundation construction. Only material recommended and approved by the geotechnical engineer and approved by the City shall be used.

   b) Design and construction shall conform to all relevant seismic regulations and recommendations made by state-licensed civil, geotechnical, and structural engineers for the specific project.

   c) All other recommendations concerning loading, retaining walls, grading and drainage systems in development projects’ geotechnical reports shall be implemented.

2. Immediately following construction, all unvegetated soil areas shall be planted with appropriate vegetation to promote the natural stabilization of site soils and reduce soil loss, to the approval of the Community Development Director.
Conclusion

With incorporation of the above mitigation measures, geology and soils impacts would be less than significant.

8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

| a) Create a significant hazard to the public or the environment through the routine use, transport or disposal of hazardous materials? | 5, 14 | --X-- |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | 5, 14 | --X-- |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | 5, 14 | --X-- |
| d) Expose people or structures to existing sources of hazardous emissions or hazardous or acutely hazardous materials, substances, or waste? | 5, 14 | --X-- |
| e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, it would create a significant hazard to the public or the environment? | 14 | --X-- |
| f) For a project located within an airport land use plan, or within two miles of a public airport, would the project result in a safety hazard for the people residing or working in the project area? | 5, 10 | --X-- |
| g) Impair implementation of, or physically interfere with, the adopted emergency response plan or emergency evacuation plan? | 5, 14 | --X-- |
| h) Expose people or structures to a significant risk of lose, injury, or death, involving wildland fires, including where wildlands are adjacent to urbanized areas or where residents are intermixed with wildlands? | 5 | --X-- |

Background

The project area is located between a regional highway and railroad tracks, and consists primarily of disturbed, developed and vacant/unimproved land designated for service-commercial/light industrial land uses. The General Plan Safety Element describes the project site as an area of low wildland fire hazard potential (City of San Luis Obispo 2002). Its location and historic association with the railroad resulted in a concentration of industrial or manufacturing land uses with the potential to store, use or dispose of toxic materials. Historically, railroad uses included buried tanks containing petroleum products, and after decades of use, underground storage tank (UST) leakage has contaminated soils in some areas of the railroad right-of-way and in adjacent railroad-owned property. A Phase 1 site assessment conducted for the Village at Maymont showed that the 7.5 acre site located in the SBSCP project area included three one-story metal buildings (since burned or demolished), two small storage buildings, one paint booth, three fuel hydrocarbon underground storage tanks (USTs), a dispenser island, and two waste oil USTs. An oil-water separator was located immediately southeast of the site within the Union Pacific right-of-way. According to the historical information gathered for that report, portions of the SBSCP area outside of the railroad right-of-way were developed with residential uses as early as 1909, and industrial usages on the site began as early as 1926. The industrial usages included those by various gas companies, a State Highway maintenance station, a City Yard, a pesticide company, and a freight/shipping company. Items associated with a former railroad roundhouse to the east are located adjacent to the planning area. Historical information also indicates that a narrow gauge railroad track was located on portions of the planning area. The track ran in a general northwest to southeast direction over the planning area, adjacent to the Union Pacific Railroad property.
A Phase II Environmental Site Assessment (Converse, 1996) found that subsurface soils in the proposed Village at Maymont development site (in 2008, renamed as “Village at Broad”) site have been impacted by petroleum hydrocarbons and metals in isolated areas. Subsequent reports suggest that similar types and concentration levels exist in other parts of the project area. In his study, Converse recommended that further investigation be performed and areas with concentrations of previously detected compounds in excess of regulatory limits be removed, treated in-place, or that a risk assessment be performed to quantify the potential impact to the environment, soil, water, and human health. After additional site investigation and groundwater sampling performed on March 15, 2002, Converse concluded that the groundwater beneath the property had been impacted by Chromium and that subsurface soil had been impacted to a degree by petroleum hydrocarbon, Chromium, Lead and Nickel. Information on GeoTracker website in August 2008 shows 10 sites in the project area that have had Underground Storage Tanks (USTs). These sites have ongoing soil contaminant remediation projects or have completed soil remediation.

Evaluation

a) through c): Historical uses in the project area have contributed to hazardous materials contamination. The results of a Risk Assessment (RA) conducted for the Village at Broad indicate that Volatile Organic Compounds (VOCs) and Lead may pose an unacceptable health risk (greater than 1 x 10^{-6}) under a future, first floor residential use scenario. In addition, they may pose an unacceptable health risk (greater than 1 x 10^{-5}) to future on-site landscapers and utility workers. The presence of chemical contaminants in project area soils represents a potentially significant impact to project construction workers, landscapers, and residents; however City of San Luis Obispo Fire Department records and on-site studies in the project area indicate that soil contamination in the project area is contained and can be acceptably mitigated using conventional remediation methods. Following completion of the RA, primary risk-driving chemicals were identified as:

- Total Petroleum Hydrocarbons (TPHs) as gasoline, diesel, and crude oil (screened based on the requirements of the regulating agencies and not on the risk-driving chemicals);
- Volatile Organic Compounds (VOCs) such as Benzene, 1,2,4-Trimethylbenzene, and Naphthalene, and;
- Asbestos and Metals such as Lead

d): While railroad accidents related to hazardous materials spills are rare, railroad accidents are a possibility. Development of the proposed project along the UPRR tracks would increase the potential for exposure to hazardous materials. The County Office of Emergency Services, in conjunction with SLO City Fire Department would coordinate emergency response and evacuation of the project site should a derailment occur in the vicinity (the City of SLO does not have emergency evacuation regulating agencies and not on the risk-driving chemicals);

- Volatile Organic Compounds (VOCs) such as Benzene, 1,2,4-Trimethylbenzene, and Naphthalene, and;
- Asbestos and Metals such as Lead

- Total Petroleum Hydrocarbons (TPHs) as gasoline, diesel, and crude oil (screened based on the requirements of the regulating agencies and not on the risk-driving chemicals);

Development in the project area could result in up to about 400 additional dwellings and over 600,000 additional square feet of commercial floor area within ¼ mile of the railroad, exposing persons working or living in the area to possible exposure to hazardous materials. The SBSC Plan sets land use limitations within the planning area and allows a mix of residential and commercial uses. Existing manufacturing uses would become “legal, non-conforming” uses are expected to gradually be replaced with conforming uses, thereby reducing the potential for toxic materials leakages associated with some manufacturing/light industrial uses.

Residential, commercial and institutional uses abut the Union Pacific Railroad right-of-way along most of its route through the City of San Luis Obispo. At the nearest sections of the railroad right-of-way in the planning area, developable parcels are less than 100 feet from the centerline of the railroad tracks. Toxic materials may be carried by freight trains passing through San Luis Obispo City, exposing residents to environmental hazards due the train upset, accidents and material releases. Development in the project area could result in up to about 400 additional dwellings and over 600,000 additional square feet of commercial floor area within ¼ mile of the railroad, exposing persons working or living in the area to possible exposure to hazardous materials. The SBSC Plan sets land use limitations within the planning area and allows a mix of residential and commercial uses. Existing manufacturing uses would become “legal, non-conforming” uses are expected to gradually be replaced with conforming uses, thereby reducing the potential for toxic materials leakages associated with some manufacturing/light industrial uses.

Housing and commercial uses exist on both sides of the railroad right-of-way area throughout the City. While an accident risk exists, there are no steep or tightly curving sections in the City that pose accident hazards and such events have historically been rare. Consequently, this project would have a less than significant impact given the low probability of potential releases.
of hazardous materials into the environment or risk of explosion. The project’s land use limitations also preclude sensitive uses such as schools, hospitals, and convalescent centers. Implementation of the proposed project would not generate hazardous materials or contaminants or require storage of such materials on site.

The proposed project area is within a ¼-mile of two existing schools: 1) Sinsheimer Elementary School; and, 2) Hawthorne Elementary School; however, the project would not emit hazardous emissions or involve handling hazardous or accurately hazardous materials, substances, or waste that would significantly affect these facilities.

e): The planning area is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

f): The project area is located approximately two miles northwest of the San Luis Obispo County airport and is located adjacent to the outer fringe of the County of San Luis Obispo Airport Land Use Area and Airport Safety Area S-2, an area with aircraft operations at a level of 500 to 1000 feet above ground. Due to its distance from the airport, it is unlikely that the proposed project would result in a safety hazard for people residing or working in the project area, and residential and commercial densities will be regulated by the SBSC Plan to ensure compliance with the Airport Land Use Plan (ALUP) standards.

g): During construction, there is a possibility that existing roadways that may be part of an emergency response plan or emergency evacuation plan (e.g. Broad Street) would experience interference due to construction activities and increased construction traffic. However, such interference would be temporary and only occur during the delivery of construction materials and equipment to the site and removal of construction wastes.

h): The proposed project area is located in an area of low risk of wildland fires; therefore, this impact is considered less than significant.

Mitigation

1. Individual properties in the project area shall be tested for the presence of soil contaminants prior to development, including demolition, redevelopment and building remodels costing more than 51 percent of the building’s replacement cost. If contaminants are identified, an assessment and remediation plan shall be prepared, to the satisfaction of the City Fire Marshall, following state and local standards.

2. Prior to recording of final maps within the planning area, the subdivider shall develop Covenants, Codes, and Restrictions (CC&Rs) that disclose to potential buyers or lessees that hazardous materials are or could be transported on the UPRR tracks and adjacent arterial streets, and that inherent safety/hazardous materials impacts exist should a railroad accident, upset or leakage occur.

3. Property owners shall be responsible for implementing remediation plans prior to issuance of construction permits for development or significant remodels, including, but not limited to the following remediation measures, to be completed in accordance with the approved FS/RAP, as follows:

   a) Excavation of Lead, TPH, and VOC-impacted soils that contain constituents at concentrations that exceed cleanup criteria;
   b) Transportation and disposal of Lead-impacted soil to a permitted disposal facility;
   c) Stockpile and onsite treatment of the excavated TPH and VOC-impacted soil via above ground vapor extraction;
   d) Transportation of the TPH-impacted soil exceeding the concentration level of 100 milligrams per kilogram (mg/kg) for gasoline range and 1000 mg/kg for diesel and crude oil range to a permitted recycling facility;
   e) Onsite treatment of the extracted groundwater from excavation pits via activated carbon canister and disposal of the treated water to sewer system under a permit approved by City of San Luis Obispo Fire Department; and
   f) Import of clean soils for backfill of the excavation.

Conclusion
<table>
<thead>
<tr>
<th>Sources</th>
<th>Potentially Significant Issues</th>
<th>Potentially Significant Unless Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
</table>

With incorporation of the above mitigation measures, hazards and hazardous materials impacts would be less than significant.

**9. HYDROLOGY AND WATER QUALITY. Would the project:**

- **a)** Violate any water quality standards or waste discharge requirements?  
  - 18 --X--

- **b)** Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. The production rate of pre-existing nearby wells would drop to a level which would not support existing land uses for which permits have been granted)?  
  - 18 --X--

- **c)** Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide additional sources of runoff into surface waters (including, but not limited to, wetlands, riparian areas, ponds, springs, creeks, streams, rivers, lakes, estuaries, tidal areas, bays, ocean, etc.)?  
  - 18 --X--

- **d)** Substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation onsite or offsite?  
  - 18 --X--

- **e)** Substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial flooding onsite or offsite?  
  - 18 --X--

- **f)** Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?  
  - 18 --X--

- **g)** Place within a 100-year flood hazard area structures which would impede or redirect flood flows?  
  - 18 --X--

- **h)** Will the project introduce typical storm water pollutants into ground or surface waters?  
  - 18 --X--

- **i)** Will the project alter ground water or surface water quality, temperature, dissolved oxygen, or turbidity?  
  - 18 --X--

**Background**

The project area is located in the San Luis Obispo Creek watershed. The watershed drains approximately 84 square miles (218 km²) between the Santa Lucia Mountains and coastal hills of central California. San Luis Obispo Creek originates in the foothills of the Santa Lucia Mountain Range near Cuesta Grade, flowing approximately 18 miles (29 km) along State Highway 101 to its discharge to the Pacific Ocean at San Luis Bay, near the community of Avila Beach. The San Luis Obispo Creek watershed has a history of problems that involve flooding, bank instability, and erosion. Bank instability and erosion have resulted in increased sedimentation of San Luis Obispo Creek and its tributaries.

FEMA administers the National Flood Insurance Program (NFIP) and determines areas subject to flood hazards zones on a FIRM map for each community participating in the NFIP. Construction activities are restricted within the flood hazard areas designated on the FIRM panels depending upon the potential for flooding within each area. The Flood Insurance Study (FIS) conducted by the Federal Emergency Management Agency (FEMA) for San Luis Obispo County notes that runoff from all streams in the county is very small, with appreciable flows occurring only during and immediately after precipitation. According to the Flood Insurance Rate Map (Community Panel No. 0060310 0005C) issued by the Federal Emergency Management Agency (FEMA), a small part of project area is subject to flooding in a 500-year event. The west branch of Acacia Creek crosses under the railroad at the north end of McMillan Avenue and the middle branch of Acacia Creek crosses approximately 150 yards east of McMillan along the railroad. Flooding in these areas is likely to be minor and limited to low...
areas immediately adjacent to the creeks. The planning area is not subject to flooding in a 100-year event.

Thresholds of Significance

According to the State CEQA Guidelines, City of San Luis Obispo environmental review guidelines and procedures, and standard professional practices, the project would result in a significant hydrologic or water quality impact if it:

- Substantially altered the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increased the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- Created or contributed runoff water which would exceed the capacity of existing or planned storm water drainage systems or provided substantial additional sources of polluted runoff;
- Violated SWRCB or RWQCB water quality standards;
- Substantially altered the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site; or
- Substantially depleted groundwater supplies or interfered with groundwater recharge such that there would be a net deficit in aquifer storage or a lowering of the local groundwater table.

Evaluation

a) and h) Construction could result in short-term increases in erosion and sedimentation resulting from earth-moving operations and exposed soils. However most construction would involve redevelopment of already disturbed sites. Little or no natural vegetation or undisturbed soils exist in the planning area, so no soil erosion due to land clearing operations is likely. During these clearing operations, vegetation would be removed and soil would be exposed. Soils eroded from the project site could ultimately be deposited into a nearby ephemeral creek, which could result in turbidity and sedimentation. Erosion could occur at the project site from uncontrolled runoff, barren fill slopes, overly steep fill slopes, or lack of sedimentation catch basins.

A potentially significant water quality impact could arise from the loading of toxic materials into storm water discharges from the site after the construction of any future project. Storm water runoff from developed urban uses can often have higher levels of metals, oils, greases, fertilizers, and other potential contaminants than runoff from undeveloped uses. During construction, fuel and oil spills may occur from operation and fueling of equipment. The discharge of runoff containing these materials could result in a deterioration of the quality of the receiving surface waters and violation of water quality standards or waste discharge requirements. Such specifics may lead to the discharge of wastes into surface waters and result in possible violations of water quality standards or waste discharge requirements imposed by the RWQCB. Runoff generated from the site would be directed to necessary storm drainage facilities required for the project, which the applicant would construct per City requirements and the project drainage system.

b) The project plan area would not involve the extraction of groundwater. Water services would be provided to the project by the City and would not significantly affect groundwater recharge.

c) Low impact development standards will require that storm drainage be retained onsite. New development will be required to provide a drainage system of bioswales, catch basins, culverts and onsite detention to prevent increases in site runoff over existing volumes; and to prevent site storm water runoff in new developments. In the unlikely event of onsite storm drainage system failures, storm water runoff would travel safely overland to South Broad Street, resulting in minor impacts, if any, due to the large capacity of the street’s cross section.

d and e) Development within the project area would not require the modification of any surface water courses. Only minor
alterations of existing topography would be required for construction of most new projects. As required by City standards and specifications, the direction and rate of runoff would not be expected to create significant adverse effects on erosion, siltation or flooding onsite or offsite.

f and g) The project site is not located within a 100-year flood hazard as mapped on a Federal flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. It does not involve the placement of housing within a 100-year flood hazard.

i) An NPDES General Permit for Storm Water Discharges Associated with Construction Activities is required when a site involves clearing, grading, disturbances to the ground, such as stockpiling, or excavation that results in soil disturbances of one or more of total land area. Construction activity that involves soil disturbances on construction sites of less than one acre and which is part of a larger common plan of development or sale also requires permit coverage. Coverage under the General Permit must also be obtained prior to construction. Such permits include conditions eliminate or reduce non-storm water discharges and ensure the project would not substantially degrade surface or groundwater quality.

Mitigation

1. Development within the planning area shall comply with NPDES General Construction Activities Storm Water Permit Requirements established by the CWA. Pursuant to the NPDES Storm Water Program, an application for coverage under the statewide General Permit shall be obtained for project development. The applicant shall file a Notice of Intent (NOI) with the SWRCB’s Division of Water Quality. The filing shall describe erosion control and storm water treatment measures to be implemented during and following construction and provide a schedule for monitoring performance. These Best Management Practices (BMPs) would serve to control point and non-point source pollutants in storm water and constitute the project’s SWPPP for construction activities. The SWPPP will include the following measures (when applicable):

• Fill slope-surface stabilization measures, such as temporary mulching, seeding, and other suitable stabilization measures to protect exposed erodible areas during construction, and installation of earthen or paved interceptors and diversion at the top of cut of fill slopes where there is a potential for erosive surface runoff;

• Erosion and sedimentation control devices, such as energy absorbing structures or devices, will be used, as necessary, to reduce the velocity of runoff water to prevent polluting sedimentation discharges;

• Installation of mechanical and/or vegetative final erosion control measures within 30 days after completion of grading;

• Confining land clearing and grading operations to the period between April 15 and October 15 to avoid the rainy season; and,

• Minimizing the land area disturbed and the period of exposure to the shortest feasible time.

2. Erosion control shall be provided per the erosion control plans and City standards. Post-construction mitigation measures to mitigate onsite drainage impacts shall be provided by lined drainage ditches, landscaping, and where appropriate, underground retention. Existing drainage courses passing through the site, including culverts conveying drainage under the Union Pacific Railroad to a culvert at the Alphonso Street cul-de-sac, and into west- and middle-forks of Acacia Creek. Historic drainage conditions and amounts shall be maintained.

Conclusion

With incorporation of the above mitigation measures, hydrology and water quality impacts would be less than significant.

10. LAND USE AND PLANNING. Would the project:

a) Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect? --X--
b) Physically divide an established community?

---X--

c) Conflict with any applicable habitat conservation plan or natural community conservation plans?

---X--

**Background**

The project area is designated in the General Plan as an “Optional Use and Special Design Area.” In the area, the Plan calls for Broad Street improvements and innovative development concepts that help revitalize and beautify this area. In addition, the Housing Element identifies this area as having potential for infill housing development. Working with its citizens and Caltrans, the City prepared the South Broad Street Corridor Plan as an “area plan” to meet General Policy, to help guide the area’s private development with mixed commercial and residential uses, to achieve needed public improvements and above all, to encourage the development of higher-density infill housing. The Plan does this with three primary tools: a new land use vision promoting mixed-use development, an emphasis on medium-density, infill housing, and form-based codes to guide and implement development and land use changes.

Over a 20-year planning horizon, the Plan anticipates about 400 new dwellings, about 600,000 square feet of new commercial space, a revitalized architectural character, mixed residential and commercial uses, and more walkable, attractive and accessible streets and public spaces. Existing land uses consist mainly of service-commercial and light industrial uses. Houses and residential condominiums comprise a smaller, but growing percentage of the planning area. Under the Plan, mixed-density residential uses, small-scale retail sales, offices and neighborhood-serving uses would be encouraged. Existing service-commercial uses could remain indefinitely, but are expected to gradually transition to new uses more in keeping with the Plan’s provisions, such as small-scale workshops, work-live studios and other compatible service-commercial uses.

**Evaluation**

a) The Plan has been prepared to achieve General Plan goals and programs, and to be consistent with General Plan goals, policies and programs. The Plan would, however, set new goals, policies, programs and standards that apply specifically to the planning area, such as “Village” overlay zones that apply special land use provisions and form-based development codes. A “Village” overly zone is not currently part of the General Plan, so there is a potentially significant impact due to inconsistencies between the SBSC Plan and the General Plan until the General Plan is amended. Any inconsistencies would be addressed through General Plan amendments as part of any project approvals, so this is considered a “less than significant impact.” As development projects are proposed, they will be evaluated for site-specific compliance with the General Plan and other agencies’ standards that have jurisdiction in the project area, including: Caltrans, APCD, and Central Coast Regional Water Quality.

The project is consistent with Zoning Regulations that allow mixed-use projects allowed in various land use zones, including the C-R, C-S and M zones as shown in the Plan. The planning area now consists primarily of Service-Commercial/Light Industrial and Manufacturing zoning, and these zones require Planning Commission approval for mixed-use projects. This plan would establish an overlay zone applying to General Commercial and Services and Manufacturing land uses allowing a mix of residential and commercial uses. The proposed zoning would encourage reinvestment and use transition by allowing a broader range of allowed land uses than currently allowed, and through possible incentives described in the Plan, including public infrastructure improvements, mixed-use parking reductions and expedited development review. Land use transition and compatibility measures are addressed in the Plan, and certain land uses will require discretionary approval (Administrative or Planning Commission Use Permit) to allow more detailed review of proposed uses that may pose compatibility issues.

b) South Broad Street and the railroad tracks are linear barriers that divide neighborhoods and limit access to Sinsheimer Park, Sinsheimer School and the Railroad Safety Trail. To re-establish safe linkages between neighborhoods east and west of Broad Street and the Sinsheimer Park area, the Plan proposes the installation of signalized intersections and pedestrian/bicycle crossings at Broad and Lawrence and Broad and Woodbridge, continuous public sidewalks, improved public transit facilities, Class II bikeways, Railroad Safety Trail/Bikeway along the west side of the railroad tracks linking the planning area with Downtown, and a bicycle/pedestrian bridge to Sinsheimer Park and School, and a railroad undercrossing to Sinsheimer Park area. Consequently, the project is expected to unify neighborhoods and improve transportation safety, and would not
physically divide an established community.

c) The project would not conflict with any habitat conservation plan or natural community conversation plans.

Conclusion

The proposed project would result in less than significant impacts to land use and planning.

11. NOISE. Would the project result in:

| a) Exposure of people to or generation of “unacceptable” noise levels as defined by the San Luis Obispo General Plan Noise Element, or general noise levels in excess of standards established in the Noise Ordinance? | --X-- |
| b) A substantial temporary, periodic, or permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | --X-- |
| c) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | --X-- |
| d) For a project located within an airport land use plan, or within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | --X-- |

Background

The planning area is subject to noise primarily from traffic on Broad Street and Orcutt Road, aircraft, and railroad traffic. The nearest sensitive noise receptors include private residences located on the north and east side of the Union Pacific railroad right-of-way and residences located on the west side of Broad Street and in adjacent neighborhood west of Broad Street.

In December, 2005, Colia Acoustical Consultants completed a noise study for the proposed Village at Broad project, located within the planning area, between State Highway 227 and the Union Pacific Railroad right-of-way. Due to its location immediately adjacent to the railroad right-of-way and near the Amtrak layover facility, this site is representative of the worst-case noise levels that could affect the planning area. Standard sound-measuring equipment was used during background sound evaluation. The noise impacts to the project site were determined by on-site noise measurements taken on a representative afternoon sample period on November 30, 2005. Two fifteen-minute noise samples were taken on the site (at a height of 5.5 feet above grade), one about 100 feet from the centerline of Broad Street, and one towards the back of the site, near the Union Pacific rail-line right-of-way. The measurements were made using a Bruel and Kjaer 2230 Integrating Sound Level Meter. An equivalent Sound Level was recorded from the meter after the sample period. Using the recorded Leq values and typical hourly traffic distribution information, additional Leq values were calculated for each hour of the day. The Leq values for evening hours (7 p.m. to 10 p.m.) were weighted by 5 dB and nighttime hours (10 p.m. to 7 a.m.) were weighted by 10 dB. The adjusted Leq values were then energy-averaged to calculate noise (CNEL) impacts.

The number of trains to the east and north of the site is four passenger and four freight trains per day on average, with half the freight trains occurring in nighttime hours. Measurement at the site on November 30, 2005 indicated a single event level (SEL) average of 89.3 dBA for passenger trains and 91 SEL for freight trains at 207 feet. Using this information, the calculation indicated a CNEL value of 50.0 dBA for passenger trains and 55.0 dBA for freight trains. The combined train-noise impact located at 250 feet from the railroad tracks is 55.0 dBA. According to noise contours shown in Figure 2, properties fronting on Broad Street are subject to 70 dBA noise levels, with 65 dBA levels extending into the planning area approximately 125 feet from the Broad Street centerline. Along the railroad tracks, the 65 dBA noise contour extends about 250 feet from the tracks centerline into the planning area. Due to varying widths of railroad right-of-way, the depth of penetration of the 65 dBA noise contour varies from 0 to over 100 feet. The 65 dBA contour extends into most of the interior of the planning area.
Figure 2: General Plan Buildout Noise Contours, Southern Section of San Luis Obispo

According to the San Luis Obispo County Airport Land Use Plan, Figure 1, the planning area is located outside of aircraft-generated noise contours of 50 – 60 dB, and is not subject to significant airport noise levels.

Noise Policies

Noise policies are found in State law, the General Plan Noise Element, and the Noise Guidebook, a technical supplement describing noise measurement and mitigation techniques. The noise criteria for the City of San Luis Obispo and the state of California for current and projected conditions state that the noise intrusive to interior habitable space of residential units from exterior sources should not exceed 45 decibels (dBA) CNEL. Outdoor living areas are restricted to 60 dB CNEL (refer to Figure 3). The Noise Element contains policies that are applicable to all development within the City, the most relevant of which are summarized below. Proposed activities that do not conform to these policies constitute a significant impact.

1.1) Minimizing Noise. The numerical noise standards of the Noise Element are maximum acceptable noise levels. New development should minimize noise exposure and noise generation.

1.2) Land Use and Transportation Noise. According to the General Plan’s Noise Element (Figure 3), CNEL levels for the residential portion of the proposed project would acceptable up to 60 dB CNEL and conditionally acceptable up to 70 dB CNEL. In acceptable noise environments, development may be permitted without requiring specific noise studies or specific noise-reducing features. In conditionally acceptable noise environments, development should be permitted only after noise mitigation has been designed as part of the project, to reduce noise exposure to the levels specified by the following policies. In these areas, further studies may be required to characterize the actual noise exposure and appropriate means to reduce it. In unacceptable noise environments, development in compliance with the policies generally is not possible.
1.3) New Development Design and Transportation Noise Source. New noise sensitive development shall be located and designed to meet the maximum outdoor and indoor noise exposure levels shown in Figure 3.

1.4) Existing and Cumulative Impacts. The City will consider the following mitigation measures where existing noise levels significantly impact existing noise-sensitive land uses, or where cumulative increases in noise levels resulting from new development significantly impact existing noise-sensitive land uses.

A. Rerouting traffic onto streets that can maintain desired levels of service, consistent with the Circulation Element, and which do not adjoin noise sensitive land uses.

B. Rerouting trucks onto streets that do not adjoin noise-sensitive land uses.

C. Constructing noise barriers.

D. Lowering traffic speeds through street or intersection design methods (see also Circulation Element).

E. Retrofitting buildings with noise-reducing features.

F. Establishing financial programs, such as low cost loans to owners of noise-impacted property, or established of developer fees to pay for noise mitigation or trip reduction programs.
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.

1.7 New or Modified Stationary Noise Sources
Noise created by new stationary; noise sources, or by existing stationary noise sources which undergo modifications that may increase noise levels, shall be mitigated to not exceed the noise level standards of Figure 3, for lands designated for noise-sensitive uses. This policy does not apply to noise levels associated with agricultural operations.

1.8 Preferred Noise Mitigation Approaches
When approving new development of noise-sensitive uses or noise sources, the City will require noise mitigation in the descending order of desirability shown below. For example, when mitigating outdoor noise exposure, providing distance between source and recipient is preferred to providing berms and walls. Before using a less desirable approach, the applicant must show that more desirable approaches are not effective or that it is not practical to use the preferred approaches consistent with other design criteria based on the General Plan.

1.8.1 Mitigating Noise Sources
A. Arrange activity areas on the site of the noise-producing project so project features, such as buildings containing uses that are not noise-sensitive, shield neighboring noise-sensitive uses;
B. Limit the operating times of noise-producing activities;
C. Provide features, such as walls, with a primary purpose of blocking noise.

1.8.2 Mitigating Outdoor Noise Exposure
A. Provide distance between noise source and recipient;
B. Provide distance plus planted earthen berms;
C. Provide distance and planted earthen berms, combined with sound walls;
D. Provide earthen berms combined with sound walls;
E. Provide sound walls only;
F. Integrate buildings and sound walls to create a continuous noise barrier.

1.9 Sound Walls
Noise mitigation walls (sound walls) may be used only when it is shown that preferred approaches are not effective or that it is not practical to use the preferred approaches consistent with other design criteria in the General Plan. Where noise mitigation 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.

1.10 Existing and Cumulative Impacts
The City will consider the following mitigation measures where existing noise levels significantly impact existing noise-sensitive land uses, or where cumulative increases in noise levels resulting from new development significantly impact existing noise-sensitive land uses. (See also Chapter 2 of the Land Use Element, concerning residential neighborhoods.)
A. Rerouting traffic onto streets that can maintain desired levels of service, consistent with the Circulation Element, and which do not adjoin noise sensitive land uses.
B. Rerouting trucks onto streets that do not adjoin noise-sensitive land uses.
C. Constructing noise barriers.
D. Lowering traffic speeds through street or intersection design methods (see also the Circulation Element).
E. Retrofitting buildings with noise-reducing features.
F. Establishing financial programs, such as low cost loans to owners of noise-impacted property, or establishment of developer fees to pay for noise mitigation or trip reduction programs.

Evaluation
a) The ambient noise level of the project area would be temporarily raised during the construction of the project by the operation of heavy equipment and other associated activities. Noise from construction may affect surrounding land uses. The Noise Study determined that the calculated CNEL for the proposed project site 100 feet from the centerline of Broad Street is 70.7 dBA. The projected rail-line noise impact at the closest building line is projected to be 55 dBA CNEL. The value calculated at the Broad Street measurement location would exceed the City’s noise threshold of 60 dBA CENL for residential uses. As such, exterior noise attenuation is required. For both the Broad Street and Union Pacific rail-line noise sources, interior noise level attenuation would also be required to meet the City’s 45-dBA threshold. All construction projects will be required to meet building code requirements for appropriate materials and assemblies to maintain interior noise levels of 45dB, and private exterior use areas shall be located in areas subject to dB levels (Ldn) of less than 70 dB.

b) Due to construction activities, the project would result in a substantial temporary increase in ambient noise levels in the project vicinity above levels existing without the project. However, with incorporation of mitigation measures, it would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. The proposed project involves construction of residential homes and commercial buildings that would be utilized by residents and tenants on a long-term basis. Following construction, noise levels within the project area would be similar to pre-project conditions. Such use would not result in a substantial permanent increase in ambient noise levels.

c) During construction, graders and compactors may be used that would generate excessive ground-borne vibration or ground-borne noise levels that may affect adjacent residents. Because of the temporary nature of this impact, and through implementation of Mitigation Measure 1, these impacts are considered less than significant.

d) The proposed project area is approximately two miles northwest of the San Luis Obispo County Airport. The site is adjacent to the outer fringes of the County of San Luis Obispo Airport Land Use Area. However, the project would not expose people residing or working in the project area to excessive noise levels.

Mitigation Measures

1. Construction projects shall implement these noise reducing measures:

   a) Standard construction activities shall be limited to between 7:00 a.m. and 6:00 p.m., Monday through Friday;
   b) All equipment shall have sound-control devices no less effective than those provided by the manufacturer. All equipment shall have muffled exhaust pipes;
   c) Stationary noise sources shall be located as far from sensitive receptors as possible, and they shall be muffled and enclosed within temporary sheds, or insulation barriers or other measures shall be incorporated to the extent possible.

2. To meet the City’s threshold of 60 dB CNEL for exterior noise levels and 45 dBA CNEL for interior noise levels, all construction projects shall implement the following building materials and methods recommendations:

   a) The projected roadway noise by on-site measurement and computer models is as high as 71.2 dBA CNEL at the edge of Broad Street. No patios, balconies, or decks shall be allowed on west elevations of buildings facing Broad Street.
   b) The following minimum glazing requirements for new development to meet the State and City interior noise criteria of 45 dBA CNEL are summarized below:
      A. 1/4-in inch glass or any other window with a Sound Transmission Class with an STC rating of 27 or greater on the west elevations of buildings within 100 feet of the railroad right-of-way and adjacent to Broad Street, on all floors.
      B. 3/16-inch glass or any other window with an STC rating of 25 or greater on the north and south elevations of buildings within 100 feet of the railroad right-of-way, on all floors.
      C. Standard Single Strength Glass (SSB) on all other windows of the project.

3. Entry doors should be solid core, filled metal (or equivalent), and must be fully weather-stripped at all perimeters in noise zones 60 CNEL or higher. Since windows and doors must be closed to meet the interior noise requirements, mechanical
**Conclusion**

With the incorporation of the above mitigation measures, impacts related to noise would be less than significant. The ambient noise level in the planning area would, however, be temporarily raised during construction due to the operation of heavy equipment and other associated activities. Noise from construction may affect surrounding land uses. During construction, graders and compactors may be used that would generate excessive ground-borne vibration or ground-borne noise levels that may affect adjacent residents.

The proposed project area is approximately one and one half miles northwest of the San Luis Obispo County Airport. Most of the site is located within the “Airport Safety Area S-2.” However, the project would not expose people residing in, or working in the project area to excessive noise levels since the planning area is located outside the Airport Noise Contours.

12. **POPULATION AND HOUSING. Would the project:**

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**Background**

The South Broad Street Corridor contains some of the City’s last vacant and underdeveloped parcels near Downtown. In addition, the planning area is relatively insulated from nearby low-density residential neighborhoods to the east of the railroad tracks and to the west, across South Broad Street. This separation makes the area well suited to accommodate higher density housing that could help meet a range of housing needs and budgets without adversely affecting nearby low-density neighborhoods. For these reasons, the General Plan Housing Element Program 3.12.7 identifies the “Little Italy” area and portions of the Broad Street Corridor as having potential for rezoning to promote “higher density, infill or mixed-use housing where land development patterns are no longer valid and where impact to Low Density Residential areas is minimal.”

The SBSC is a key tool in accomplishing this policy. It proposes 412 additional dwellings in approximately 150 acres, close to schools, employment, shopping, services and transit facilities. There are approximately 60 dwellings already existing in the planning area, and of these, almost 1/3 freestanding dwellings located in C-S and M zones and are legal, non-conforming uses – no longer allowed under the existing zoning. The SBSC Plan would establish an overlay zone that would make these dwellings “legal, conforming” and promote the retention and development of housing in the area.

**Discussion**

a): This is an infill project which would encourage residential and commercial revitalization and development in an area already served by City infrastructure. The growth planned in the South Broad Street Corridor Planning Area is consistent with growth rates anticipated in General Plan and with the Clean Air Plan. When anticipated population growth in the South Broad Street Corridor planning area, the major residential expansion areas -- Margarita and Orcutt Specific Plan Areas, and minor annexations and infill development is considered, The City’s total anticipated population in 2022 is 49,991, well below the General Plan projection of 57,200.

b) The SBSC Plan encourages the retention and/or addition of housing in the planning area. The area east of Broad Street, between South and Orcutt Road contains several older houses dating back to the early 1900s. Some of these are designated historic or are potentially historic, and City historic guidelines call for their on-site preservation. Dwellings west of Broad Street, north of South Street and south of Orcutt Road would remain under the proposed Plan. Consequently, the SBSC is not
likely to displace substantial numbers of existing housing or residents.

13. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision, or need, of new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

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Background

**Fire Protection.** There are 55 full-time employees of the San Luis Obispo Fire Department (City of San Luis Obispo Fire Department 2006). Department goals include responsive, effective and efficient fire department programs and well-planned, long-term improvements to the fire department facilities, equipment and organization. The emergency response program protects life and property by responding to medical emergencies, fires, hazardous materials incidents, and other emergencies, while the hazard prevention program prevents injury and loss of life, property and the environment caused by fire, explosion or exposure to hazardous materials. A disaster preparedness program ensures that City forces can provide appropriate relief and rescue services following major disasters like earthquakes, floods, nuclear power plant accidents, hazardous materials spills, and wildland fires, as well as providing disaster preparedness education and training to the general public. The radio communication services program manages and coordinates the City's emergency communications system in accordance with adopted plans and policies. The program's primary goal is to ensure effective emergency communications citywide. There are four fire stations in the City. The closest fire station to the project site is the Headquarters Fire Station #1, at 2160 Santa Barbara Street, adjacent to the project site.

**Police Protection.** The City of San Luis Obispo is served by the City Police Station located on Santa Rosa Street. The San Luis Obispo Police Department consists of 87 employees, 61 of which are sworn police officers (City of San Luis Obispo Police Department 2006). The Operations Bureau consists of a Patrol Services Division, Traffic Safety Unit, and Situation Oriented Response Team (SORT). The Patrol Services division provides 24-hour emergency and non-emergency response and service to the community, the Traffic Safety Unit provides motorcycle assignments and special traffic enforcement, and the SORT provides selective enforcement, supplementing the investigative and patrol units.

**Schools.** The City’s public school system is comprised of five elementary, one middle school, and one high school (City of San Luis Obispo Economic Development 2006). These schools are part of the San Luis Coastal Unified School District and have an enrollment of approximately 7,400 students of the County’s nearly 37,000 students (San Luis Obispo County Office of Education, 2005). The City is also home to an alternative elementary and high school, mental health-connected elementary school, and four private/parochial schools (City of San Luis Obispo Economic Development 2006). The higher educational needs of the City, region, and state are served by California Polytechnic University – San Luis Obispo (Cal Poly) and two two-year community colleges in the Central Coast area. The current enrollment of Cal Poly and the San Luis Obispo Campus of Cuesta College is approximately 18,000 and 9,000 students, respectively. Other area colleges that accept students from the San Luis Obispo area include the North County Campus of Cuesta College, located in Paso Robles, and the Allan Hancock College in Santa Maria.
**Issues, Discussion and Supporting Information Sources**

<table>
<thead>
<tr>
<th>Sources</th>
<th>Potentially Significant Issues</th>
<th>Potentially Significant Unless Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
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</table>

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**Parks and Open Space.** The project area is located close to several park facilities and two City open spaces. The project area includes a 0.75 acre “pocket park” adjacent to the Union Pacific right-of-way and near the end of Morrison Street. The small, landscaped area would anchor one side of an under-railroad crossing to Sinsheimer Park. Sinsheimer Park, a 23.5 acre park is within 500 yards of the most of the planning area and provides a full range of public recreational facilities, including swimming pool, picnic areas, play equipment, tennis, softball stadium and other facilities. Damon-Garcia Sports Field is about ¼ mile south of the project area and includes 20 acres of sports fields and support facilities. To the west, across Broad Street, Meadow Park consists of 14 acres of sports fields, play equipment, and picnic areas. Hawthorne Elementary School, located about ¼ mile from the project area, across Broad and South Streets, is a joint use recreational facility that includes a playground, sports equipment and fields. A signalized intersection and crosswalks proposed at Woodbridge and Broad Street will provide safe bicycle and pedestrian access to Meadow Park, about 10 minutes from the project area. Two dedicated open space areas: Terrace Hill and the South Street Hills, are within a 15-minute walk or easy bike ride of the project area. The City-owned Railroad Safety Bikeway runs along the eastern boundary of the project area and will be accessed from 1) pedestrian/bike bridge proposed at the end of Francis and spanning the railroad to link up with the bikeway and Sinsheimer Park, and 2) railroad undercrossing for bicyclists and pedestrians at the end of Morrison Street.

**Evaluation**

a) Fire protection services for the proposed project would be provided by the City Fire Station located at 2160 Santa Barbara Street in the City. Implementation of the proposed project would not include any primary fire protection concerns, such as storage of flammable materials and toxic chemicals. The project would not necessitate the expansion of the equipment, facilities, or manpower of fire protection services to more than existing resources to maintain current service ratios and response times. The project also would not result in substantial adverse physical impacts associated with the provision of new or altered fire facilities. The applicant will pay all Development Impact Fees per City requirements.

b) Police protection services for the site would be provided by the City of San Luis Obispo Police Department. Vandalism, theft of construction materials and equipment, and burglary would be of potential concern during construction of the project. The project would not necessitate the expansion of the equipment, facilities, or manpower of police protection services beyond existing resources to maintain current service ratios and response times. The project also would not result in substantial adverse physical impacts associated with the provision of new or altered police facilities. The applicant will pay all Development Impact Fees per City requirements.

c) The project would be subject to payment of school fees. The San Luis Coastal Unified School District (SLCUSD) can absorb any students generated as a result of the project since school fees would be paid in accordance with new home construction (B. Parker, SLCUSD, pers. comm., 2002).

d)-f) The project would not necessitate the need for significant expansion or alteration of the City’s parks and recreation services; however, implementation of the project would generate a slight additional demand for these services. The City’s Parkland In-Lieu Fee Program assesses fees based on each new lot in a subdivision so that the City can meet the goals included in the Parks and Recreation Element of the General Plan, including maintenance of existing facilities. Implementation of the proposed project would include physical improvements or operations that would impact utilities and streets systems. For example, the provision of new public roads, sidewalks or bikeways, and emergency and fire access will require grading that may have an adverse physical impact on the environment. Grading and associated potential impacts are discussed under Hydrology and Soils, Section 9.

**Conclusion**

The proposed project would result in less than significant impacts to public services.

---

**14. RECREATION. Would the project:**

| a) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical | --X-- | -- | | |

---
Issues, Discussion and Supporting Information Sources

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<table>
<thead>
<tr>
<th>Sources</th>
<th>Potentially Significant Issues</th>
<th>Potentially Significant Unless Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
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</table>

**deterioration of the facility would occur or be accelerated?**

b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

| --X-- |

**Background**

The City of San Luis Obispo offers recreational opportunities to both residents and visitors at nearly 30 parks and recreational facility sites, and 14 open space, natural reserve, and nature preserve areas throughout the City. Over 500 acres of parkland and nearly 70,000 square feet of recreational facilities exist in the City (City of San Luis Obispo Parks and Recreation Department 2006). Many of these parks and facilities were acquired and developed in the 1960’s and 1970’s; more recent efforts have focused on maintaining and improving existing parks and recreational facilities.

Recreational opportunities in the vicinity of the proposed project include 1) community parks: Sinsheimer Park/Swim Center and Stadium (23.5 acres) located at 900 Southwood Drive, and Meadow Park (14 acres), located at 2333 Meadow Street, and 2) neighborhood parks: Mitchell Park (3 acres), located at 1400 Osos Street, and 3) joint use facilities: Hawthorn Elementary School (2.75 acres), located at 2125 Story Street. Damon-Garcia Sports Fields are located approximately one-half mile south of the planning area. These parks are within walking distance of the planning area and accommodate a wide variety of recreational activities, including baseball, softball, football, tennis, jogging, swimming and other passive recreational sports. Sinsheimer Park and Hawthorn Elementary are the two closest park facilities; however these are separated from the planning area by the four-lane South Broad Street and the Union Pacific Railroad right-of-way, respectively. The Plan includes two signalized crosswalks on Broad Street (at Lawrence and at Woodbridge), bikeways, and under- and over-crossings from

**General Plan policies**

**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.

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

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. Whenever fees are paid in lieu of dedicating and improving park land, they will be:

a. Restricted solely for park land acquisition and improvement.

b. Determined, assessed, collected and accounted for in a manner consistent with state requirements for development impact fees as set forth in AB 1600.

c. Used for park land and improvements that directly serve the annexation area, unless a finding is made that the area is already adequately served by existing neighborhood facilities. In this case, fees will be used to acquire or improve community-wide facilities.

**Evaluation:**

a and b) The project would slightly increase the use of existing neighborhood or regional parks or other recreational facilities. No significant construction or expansion of recreational facilities in the City would be expected as a result of implementation
of this project, since the project includes measures to improve access to adjacent parks (signalized crosswalks and pedestrian/bicycle facilities).

**Finding:**
The proposed project would result in less than significant impacts to recreation.

<table>
<thead>
<tr>
<th>15. TRANSPORTATION/TRAFFIC. Would the project:</th>
<th>Sources</th>
<th>Potentially Significant Issues</th>
<th>Potentially Significant Unless Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?</td>
<td>--X--</td>
<td></td>
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<tr>
<td>b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads and highways?</td>
<td>--X--</td>
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<tr>
<td>c) Substantially increase hazards due to design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?</td>
<td>--X--</td>
<td></td>
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<tr>
<td>d) Result in inadequate emergency access?</td>
<td>--X--</td>
<td></td>
<td></td>
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<tr>
<td>e) Result in inadequate parking capacity onsite or offsite?</td>
<td>--X--</td>
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</tr>
<tr>
<td>f) Conflict with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)?</td>
<td>--X--</td>
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</tr>
<tr>
<td>g) Conflict with the with San Luis Obispo County Airport Land Use Plan resulting in substantial safety risks from hazards, noise, or a change in air traffic patterns?</td>
<td>--X--</td>
<td></td>
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<td></td>
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</tr>
</tbody>
</table>
Sources

Potentially Significant Issues

Potentially Significant Unless Mitigation Incorporated

Less Than Significant Impact

No Impact

Background

Automobiles are the primary form of non-commercial regional transportation serving San Luis Obispo. U.S. Highway 101 is the region’s principal access corridor, linking San Luis Obispo with the metropolitan areas of Los Angeles and San Francisco. In addition, State Routes 1 and 227 are routes of regional importance which connect San Luis Obispo with other destinations in the County, including Arroyo Grande and Morro Bay. The delivery of most goods and materials to businesses in San Luis Obispo is done by trucks. However, commercial trucks can cause congestion in the downtown area, and currently are the source of noise and safety problems in residential areas. The City has reduced truck impacts by routing large trucks (over 10,000 tons) onto arterials through commercial or industrial areas while avoiding sensitive residential areas.

Project Area Road Network

Roadways and intersections that provide primary circulation near the project site include the following:

Broad Street, located along the western project frontage, is a north-south state highway (State Route 227) that serves as a City arterial street in the vicinity of the project. Within the study area, Broad Street is four lanes wide with turning lanes provided at intersections. Broad Street is a principal bike route and bike lanes are provided along Broad Street and with this project, along the west side of the railroad right-of-way and across the railroad, linking the project area with Sinsheimer Park. The Broad Street/SantaBarbara Avenue–South Street intersection is controlled by a traffic signal and the Broad Street/Funston Avenue and Broad Street/Alphonso Street intersections are controlled by stop signs on the side streets. A right-turn only driveway is proposed on Broad Street about 225 feet north of Alphonso Street as part of the Village at Broad mixed-use development project.

Santa Barbara Avenue is a three-lane arterial that extends northeasterly from Broad Street. This roadway serves commercial uses from Broad Street to High Street in the planning area. The Santa Barbara Avenue/High Street and the Santa Barbara Avenue/Roundhouse Road intersections are controlled by stop signs on the side street approaches. South Street is a four-lane arterial that extends west from Broad Street to Higuera Street as Route 227. This roadway serves residential and commercial uses along its reach. South Street is designated as a principal bicycle route by the City. High Street is a two-lane street that extends from the project area on the east to Higuera Street on the west. High Street is stop-controlled at Santa Barbara Avenue.

Roundhouse Avenue is a two-lane street that extends about 300 feet east from Santa Barbara Avenue past the project site to the railroad right-of-way. Roundhouse Avenue is stop-controlled at Santa Barbara Avenue. Roundhouse Avenue would provide access to the project area, via an extension of Victoria Avenue through what is now private property. Funston Avenue is a two-lane street that extends west from Broad Street to Meadow Street. This roadway provides access to the adjacent residential neighborhood and the Meadow Park Recreation Center. Alphonso Street is a two-lane street that extends east from Broad Street to eventually connect with Victoria Avenue extended. Orcutt Road is a four-lane arterial with Class II bikelanes on both sides.

Evaluation

The proposed project is a mixed-use development consisting of medium density residential, neighborhood commercial, retail commercial, and service commercial uses. The major portion of the project site includes the area located east of Broad Street between South Street and Orcutt Road, Broad Street (State highway 227) between Upham and just north of Rockview Place, with a small portion of the project located west of Broad Street between Perkins Lane and Orcutt Road in the City of San Luis Obispo. Figure 4 shows the project vicinity map with the surrounding street network system. Figure 5 shows the project study area.

Figure 4: Vicinity Map, South Broad Street Planning Area
The project site contains various uses including residential, commercial, and retail land uses. Some of these existing land uses will be relocated over time or be expanded. The proposed project will be built in two phases, as shown below:

**Phase I Project (5-10 years):**

- Medium Density Residential: 104 dwelling units
- Neighborhood Commercial: 19,090 square feet
- Retail Commercial: 16,840 square feet
- Service Commercial: 124,371 square feet

**Phase II Project (10-20 years):**

- Medium Density Residential: 308 dwelling units
- Neighborhood Commercial: 57,272 square feet
- Retail Commercial: 50,519 square feet
- Service Commercial: 373,113 square feet

At full buildout, the proposed project will add 412 dwelling units and 641,205 square feet of commercial space. Phase I and Phase II account for approximately 25% and 75% of buildout, respectively.
Woodbridge Street and Lawrence Drive along Broad Street and at Duncan Lane along Orcutt Road, and right turn in/right turn out only access at the other cross streets along Broad Street between South Street and Orcutt Road.

In coordination with the City of San Luis Obispo and Caltrans, Rick Engineering Company (REC) evaluated the project study area, project trip generation rates and trip distribution percentages, and other study parameters. The project is estimated to generate an average daily traffic (ADT) of 15,031 trips per day with 1,042 and 1,346 trips occurring during the AM and PM peak hours, respectively. However, with the consideration of 20% trip reduction due to retail-oriented pass-by trips (15%) and mixed-use related captured trips (5%), the project is expected to only add 12,025 ADT with 834 and 1,076 net new trips occurring during the AM and PM peak hours, respectively, to the community street system.

The following scenarios were included as part of this traffic analysis:

- Existing Conditions
- Near Term (Year 2015) Conditions
- Near Term (Year 2015) plus Phase I Project Conditions
- Long Term (Year 2030) Conditions
- Long Term (Year 2030) plus Full Project (Phase I + Phase II) Conditions

Eleven (11) intersections and six (6) roadway segments were chosen for analysis based on the input from City staff and Caltrans. Exhibit 2 shows the study intersections and roadways segments. The following transportation infrastructure improvements are planned as part of the project buildout:

- Construction of a raised median along Broad Street between South Street and Orcutt Road with median breaks at Woodbridge Street, Lawrence Drive, and Stoneridge Drive.
- Installing signals at the intersections of Broad Street/Woodbridge Street and Broad Street/Lawrence Drive and allowing full access at these intersections.
- Installing a signal at the intersection of Broad Street/Stoneridge Drive and tying this intersection to the closely spaced Broad Street/Lawrence Drive intersection with a single signal controller. Full access will be allowed at the intersection of Broad Street/Stoneridge Drive.
- Extension of Victoria Avenue.

Based on the City’s significance criteria as described in the City’s Circulation Element of the General Plan (both project specific and cumulative impacts), the project is calculated to have potentially significant impacts at the following study intersections under Near-term (Year 2015) Conditions:

- Broad Street/Santa Barbara Avenue/South Street
- Broad Street/Woodbridge Street
- Broad Street/Lawrence Drive
- Orcutt Road/Laurel Lane
- Broad Street/Tank Farm Road

Based on the City’s significance criteria, the project is calculated to have potentially significant impacts at the following study intersections under Long-term (Year 2030) Conditions:

- Broad Street/Santa Barbara Avenue/South Street
- Broad Street/Woodbridge Street
- Broad Street/Lawrence Drive
- Broad Street/Orcutt Road
- Orcutt Road/Laurel Lane
- Broad Street/Capitolio Way
- Broad Street/Tank Farm Road
Table 1 summarizes the Near Term Phase I and Long Term Phase II project mitigation measures. These mitigation measures reduce the intersection and roadway impacts to less than significant level under future traffic conditions. This report discusses the existing pedestrian, bicycle, and transit access and provides appropriate mitigation measures to improve access to the project site. This report also provides appropriate mitigation measures to control speed, reduce cut-through traffic, and improve safety along Woodbridge Street and Lawrence Drive with project buildout.

Conclusions

Existing Conditions

- Currently, all of the study area intersections operate at Level of Service D or better during the AM and PM peak hours under Existing Conditions, with the exception of the intersections of Broad Street/South Street/Santa Barbara Avenue (LOS E, AM and PM) and Broad Street/Tank Farm Road (LOS, PM).

- All of the study roadway segments are calculated to currently operate at Level of Service D or better under Existing Conditions, with the exception of Santa Barbara Avenue northeast of Broad Street (LOS E) and Orcutt Road east of Broad Street (LOS E).

- The prevailing accident rate on Broad Street between South Street and Orcutt Road is 4.70, which is higher than the statewide average (3.35) for similar roadways. The raised median proposal along Broad Street, part of the project infrastructure improvements, is expected to significantly improve traffic operations, reduce the traffic-related conflicts and in turn, reduce the frequency of accidents.

Project Trip Generation:

- The Phase I portion of the project is estimated to generate an average daily traffic (ADT) of 3,767 trips per day with 261 and 338 trips occurring during the AM and PM peak hours, respectively. However, with the consideration of pass-by and captured trips, the Phase I project is expected to add 3,014 ADT with 209 and 270 trips occurring during the AM and PM peak hours, respectively.

- The Phase II portion of the project is estimated to generate an average daily traffic (ADT) of 11,264 trips per day with 781 and 1,008 trips occurring during the AM and PM peak hours, respectively. However, with the consideration of pass-by and captured trips, the Phase II project is expected to add 9,011 ADT with 625 and 806 trips occurring during the AM and PM peak hours, respectively.

- The proposed project (Phase I + Phase II) is estimated to generate an average daily traffic (ADT) of 15,031 trips per day with 1,042 and 1,346 trips occurring during the AM and PM peak hours, respectively. However, with the consideration of pass-by and captured trips, the proposed project (Phase I + Phase II) is expected to add 12,025 ADT with 834 and 1,076 trips occurring during the AM and PM peak hours, respectively.

Phase 1 - Near-term Conditions:

Impact Intersections: Based on the City's significance criteria, the project is calculated to have significant impacts at the following study intersections under Near-term (Year 2015) Conditions:

A. Broad Street/Santa Barbara Avenue/South Street
B. Broad Street/Woodbridge Street
C. Broad Street/Lawrence Drive
D. Orcutt Road/Laurel Lane
E. Broad Street/Tank Farm Road

Long Term (2030) Conditions:
**Impacted Intersections:**

Based on the City’s significance criteria, the project is calculated to have significant impacts at the following study intersections under Long-term (Year 2030) Conditions.

A. Broad Street/Santa Barbara Avenue/South Street
B. Broad Street/Woodbridge Street
C. Broad Street/Lawrence Drive
D. Broad Street/Orcutt Road
E. Orcutt Road/Laurel Lane
F. Broad Street/Capitolio Way
G. Broad Street/Tank Farm Road

**Signal Warrant Analysis**

The planning level future warrants (4C-103 (CA), CAMUTCD) are met for the unsignalized intersections of Broad Street/Woodbridge Street, Broad Street/Lawrence Drive, Orcutt Road/Laurel Lane, and Broad Street/Prado Road under Near term (Year 2015) plus Phase I and Long term (Year 2030) plus Project (Phase I + Phase II) conditions.

**Mitigation Measures**

**Phase I:**

1. Broad Street/Santa Barbara Avenue/South Street: Add a left turn to the northbound Broad Street approach; Add a left turn lane to the westbound Santa Barbara Avenue approach and restripe to have two left turn lanes and a shared through-right turn lane (currently, one left turn lane and a shared left turn-through-right turn lane)
2. Broad Street/Woodbridge Street: Install a traffic signal and provide left turn lanes for all approaches.
3. Broad Street/Lawrence Drive: Install a traffic signal and provide left turn lanes for all approaches.
4. Orcutt Road/Laurel Lane: Provide a left turn lane for the realigned northbound approach of Bullock Lane and add a through lane for the eastbound approach of Orcutt Road.
5. Broad Street/Tank Farm Road: Provide left turn lanes for both the northbound Broad Street and eastbound Tank Farm Road approaches.
6. Broad Street/Stoneridge Drive: Install a signal at the intersection of Broad Street/Stoneridge Drive and provide a single signal controller for the intersections of Broad Street/Stoneridge Drive and Broad Street/Lawrence Drive. The level of service is calculated to be within acceptable limits with split phases along Lawrence Drive and Stoneridge Drive approaches.

The intersection mitigation measures indicated above are expected to mitigate the impacts to less than significant levels at the impacted intersections. Phase I mitigation measures can be implemented without any need for additional right-of-way.

**Phase II:**

1. Broad Street/Santa Barbara Avenue/South Street: Add a right turn lane to the southbound Broad Street approach and restripe to have a left turn lane, two through lanes, and a right turn lane (currently, a left turn lane, a through lane, and a shared through-right turn lane). The aforementioned mitigation measure can be implemented without any need for additional right-of-way. Add a second right turn lane for both the northbound Broad Street and eastbound Santa Barbara Avenue approaches. The mitigation measure to have a second right turn lane for both the northbound Broad Street and eastbound Santa Barbara Avenue approaches will require additional right-of-way and also result in operational constraints in terms of accommodating bicycle traffic.
2. Broad Street/Orcutt Road: Add a right turn lane for the westbound approach of Orcutt Road and restripe to have two left turn lanes, a shared through-right turn lane, and a right turn lane (currently, a left turn lane, a shared left turn-through lane, and a right turn lane). This mitigation will require additional right-of-way and also result in operational...
constraints in terms of accommodating bicycle traffic.
3. Broad Street/Capitolio Way: Install a traffic signal. This is one of the study intersections within the project study area, and signalization is required to mitigate long-term impacts.

The intersection mitigation measures listed above are expected to mitigate the impacts to less than significant levels at the aforementioned impacted intersections.

**Neighborhood Traffic Conditions:**

The following measures should be implemented along Woodbridge Street and Lawrence Drive between Meadow Street and Victoria Avenue to control speed, reduce cut-through traffic, and improve safety:

1. Post a speed limit of 25 mph on Lawrence Drive and Woodbridge Street to regulate speed within residential areas.
2. Install speed humps or speed tables on Lawrence Drive and Woodbridge Street to control speeds.
3. Install mid-block slow points or chicanes on Lawrence Drive and Woodbridge Street, curbs that protrude into road that narrows the roadway, to discourage cut-through traffic, reduce traffic speeds, and improve overall safety.
4. Install diagonal diverters at the intersections of Broad Street/Lawrence Drive and Broad Street/Woodbridge Street, barriers placed diagonally across an intersection to force drivers to turn, to discourage cut-through traffic.
5. Provide mid-block bulbouts on Lawrence Drive and Woodbridge Street by widening the sidewalk or planting strip to narrow the width of the roadway and to reduce both speeds and cut-through traffic volumes.

Implementation of the above measures shall comply with City’s guidelines and have the City Traffic Engineer’s approval prior to implementation. Additionally, the Fire Department should be given an opportunity to review all improvements that are proposed.

**Pedestrian and Bicycle Access:**

The proposed project is expected to generate substantial pedestrian and bicycle trips to and from the project site. The following measures should be implemented to improve pedestrian and bicycle access:

1. Crosswalks must be provided across all four approaches at the proposed signalized intersections of Broad Street/Woodbridge Street and Broad Street/Lawrence Drive.
2. Pedestrian signals with push buttons and adequate pedestrian phasing as part of the overall signal timing at the intersections of Broad Street/Woodbridge Street and Broad Street and Lawrence Drive will provide pedestrians sufficient access to the project site.
3. The pedestrian push buttons should be placed in locations that are easy to reach and ADA compliant, facing the sidewalk and clearly in line with the direction of travel.
4. The existing Class II bicycle lane provided in both directions on Broad Street must be extended to both directions on Orcutt Road east of Broad Street to provide adequate access to the project site.
5. Adequate bicycle parking should be provided with either a bicycle locker, locked rooms with standard racks and access limited to bicyclists only, or standard racks at appropriate location and placement with weather protection. Bicycle parking, i.e. bicycle racks, should be installed throughout the site in locations of high visibility and convenience. Appropriate places include near building entrances, at intersections, and in other areas with significant amounts of pedestrian activity. Racks should not be installed near building walls, edges, or sidewalks, which render their use more difficult.
6. The bicycle parking should be located on site or within 750 feet of the site and at least 50% of the long term bicycle parking must be covered.

**Transit Access:**
The following measures should be implemented to make transit a more practical travel option with improved access to nearby transit facilities.

a) Sidewalks with curb cuts should be provided at the proposed signalized intersections of Broad Street/Woodbridge Street and Broad Street/Lawrence Drive to allow for wheelchair access.

b) Safe and direct access routes should be provided to transit from bicycle parking facilities.

c) Bicycle stations and other secure bicycle storage facilities should be provided at the bus stops.

Reduced Project Alternative:

The traffic analysis sets out "primary" and "secondary" mitigation measures, and explains that unlike the primary mitigation measures, secondary mitigation measures will require right-of-way acquisition. Page 49 of the traffic report describes a Reduced Project alternative that eliminates the need for secondary mitigation measures:

Secondary long-term mitigation measures (shown in Table 1) are measures that can only be accomplished through acquiring additional right-of-way and street widening. If the project intensity is reduced by seventeen percent (17%) by reducing the number of dwellings from 412 to 342 and by reducing commercial floor area from 642,205 to 532,200 square feet, secondary mitigation measures would not be required to reduce impacts to non-significant levels. If the number of dwelling units is held constant, the commercial area of the project would need to be reduced by approximately 20 percent to have the same result.

The Plan seeks to link neighborhoods, parks and transit, encourage use of alternative transportation modes and discourage sprawl while helping to meet housing needs. Acquiring more right-of-way and widening streets is not consistent with these goals and with neighborhood preferences expressed at various charettes and hearings. To eliminate the need for street widening, the following mitigation measure should be included:

a. The Plan shall be modified to reduce residential and commercial development capacity by seventeen percent (17%), or to reduce commercial development capacity alone by twenty-one percent (20%).
**Issues, Discussion and Supporting Information Sources**

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**TABLE 1**

**PROJECT MITIGATION SUMMARY**

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Near Term Phase I Mitigation</th>
<th>Long Term Phase II Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Broad Street/Santa Barbara Ave</td>
<td>Add a northbound left turn lane on Broad Street and a westbound left turn lane on Santa Barbara Avenue</td>
<td>Add a southbound right turn lane on Broad Street</td>
</tr>
<tr>
<td>3 Broad Street/Woodbridge Street</td>
<td>Install a traffic signal and add a left turn lane for all approaches</td>
<td>--</td>
</tr>
<tr>
<td>4 Broad Street/Lawrence Drive</td>
<td>Install a traffic signal, realign to eliminate the offset at Lawrence Drive, and add a left turn lane for all approaches</td>
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<tr>
<td>5 Broad Street/Stonebridge Drive</td>
<td>Install a traffic signal, provide a single signal controller to control the proposed signals at Stonebridge and this intersection</td>
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</tr>
<tr>
<td>6 Broad Street/Orcutt Road</td>
<td>Install a traffic signal, provide a left turn lane and a shared through-right turn lane on Orcutt Lane, add a lane for eastbound approach to have a left turn, shared left turn-through, shared through-right turn lane, realign the westbound approach to have a shared left turn-through, shared through-right turn lane, and realign the southbound approach to have a shared left turn-through and right turn lane</td>
<td>--</td>
</tr>
<tr>
<td>7 Orcutt Road/Leaund Lane/Bullock Lane</td>
<td>Install a traffic signal at Broad Street/Capitolio Way</td>
<td>--</td>
</tr>
<tr>
<td>8 Broad Street/Capitolio Way</td>
<td>Add a northbound left turn lane on Broad Street and a eastbound left turn lane on Capitolio Road</td>
<td>--</td>
</tr>
<tr>
<td>10 Broad Street/Tank Farm Road</td>
<td>--</td>
<td>--</td>
</tr>
</tbody>
</table>

**Note:** Refer to Exhibit 16 and Exhibit 19 for further information.

**16. UTILITIES AND SERVICE SYSTEMS. Would the project:**

- **a)** Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? **--X--**
- **b)** Require or result in the construction or expansion of new water treatment, waste water treatment, water quality control, or storm drainage facilities, the construction of which could cause significant environmental effects? **--X--**
- **c)** Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded water resources needed? **--X--**
- **d)** Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitment? **--X--**
e) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?

f) Comply with federal, state, and local statutes and regulations related to solid waste?

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Background

**Water Supply/SB 610 Requirement**: The City of San Luis Obispo provides water within City limits. For 2004 and beyond, the City has 162 acre-feet of available water that may be allocated to infill development. The City’s water supply used an annual yield of 7,500 acre-feet for 2004 (City of San Luis Obispo 2004). Projects to increase the water supply to the City are currently underway and include the Nacimiento Pipeline Project, the Salinas Reservoir Expansion Project, expansion of groundwater resources, and the Water Reuse Project. Demand on potable water supplies would be reduced through the reuse of treated wastewater for non-potable needs, such as landscape watering. The Water Reuse Project is expected to be the first additional source developed and would yield a projected 1,200 acre-feet per year at build-out.

Under California law (State Water Code Section 10910-10915), a water supply assessment is required to be completed by the lead agency prior to circulation of a negative declaration, mitigated negative declaration or draft EIR. It is not required for all projects, but for projects of "regional significance", a term defined both in CEQA and Water Code Sections 10910-10915. The requirement applies to projects with more than 500 homes or the equivalent water use for commercial land uses.

The proposed project consists of 412 dwellings and approximately 642,000 square feet of commercial use over a 20-year period. It does not meet the definition of having “regional significance” under SB 610. In San Luis Obispo, dwellings use about 0.21 acre feet per year, or 105 acre feet for 500 dwellings per year. Commercial uses average approximately 0.06 acre fee per 1000 square feet of commercial floor space per year, or 39 acre feet per year for 642,000 square feet. Since anticipated development in the SBSC Plan falls below SB 610 thresholds, a SB 610 water supply assessment is not required. The City’s existing and anticipated water supplies, as described below, will be adequate to serve anticipated growth levels, including the proposed South Broad Street Corridor Development. As noted elsewhere, the anticipated population growth in the South Broad Street planning area is included in General Plan population projections at its water needs are accounted for in Table A, below.

The City essentially has three sources of water: the Salinas Reservoir, Whale Rock Reservoir, and groundwater. Each of these sources has a safe annual yield associated with that source. Safe Annual Yield is defined as the amount of water that can be utilized consistently and reliably over an extended period of time. The extended period of time must be long enough to establish patterns that would include a worst-case drought scenario. Based on available information, the drought of 1986-1991 is the period that defines the City’s Safe Annual Yield (SAY) of the two reservoirs. The adopted safe annual yield of the City’s combined water supplies in 2004 was estimated at 7,500 acre-feet/year, which takes into account annual estimated reductions due to siltation at the reservoirs. The safe annual yield is used to determine whether the City has sufficient water supplies to meet the demands of existing development and development under General Plan buildout. Estimated City water demand is based on a demand factor of 145 gallons/person/day and a 2003 population of 44,425. The actual total city-wide water use for 2003 was 5,968 acre-feet (af). This estimate excludes demand from California Polytechnic State University, which has its own sources of water. Policy 3.4 of the Water Management Element of the General Plan and related policies define present water use as the current population times the adopted per capita water use rate (145 gallons per capita per day). Tables A and B show the estimated water supply needs at General Plan buildout, and anticipated water supplies to meet those needs.
Table A – Estimated Water Supply Needs at General Plan Buildout
Source: City of San Luis Obispo 2004 Water Resources Status Report, June 2004

| Source: | City of San Luis Obispo 2004 Water Resources Status Report, June 2004 |

To provide the required water resources to accommodate General Plan buildout forecasts, the City is currently pursuing the Water Reuse Project and the Nacimiento Pipeline Project. Other possible water supply projects include additional groundwater resources, increased water conservation, desalination and the Salinas Reservoir Expansion Project. The potential yield of each of these projects is summarized in Table 4.12-3, which lists the projects in tiers to illustrate the priority recommended by the City Utilities Department. Each of these supply projects are briefly described in the paragraphs below.

Table B – Potential Yield of City Water Supply Projects

<table>
<thead>
<tr>
<th>Project (by priority)</th>
<th>Potential Yield (acre feet/year)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Water Reuse</td>
<td>1,200</td>
</tr>
<tr>
<td>1. Nacimiento Pipeline</td>
<td>3,380</td>
</tr>
<tr>
<td>1. Additional Water Conservation</td>
<td>340</td>
</tr>
<tr>
<td>2. Desalination</td>
<td>Not determined</td>
</tr>
<tr>
<td>2. Additional Groundwater Resources</td>
<td>500</td>
</tr>
<tr>
<td>3. Salinas Reservoir Expansion Project</td>
<td>1,650</td>
</tr>
<tr>
<td>Total</td>
<td>7,070</td>
</tr>
</tbody>
</table>

Source: City of San Luis Obispo 2004 Water Resources Status Report, June 2004

Based on the estimated yield of these future sources of water, upon completion of the Priority 1 projects, the City will be able to achieve adequate water resources for anticipated buildout through a combination of water reuse, Nacimiento pipeline, and additional conservation.

Wastewater: Wastewater is collected by the City of San Luis Obispo Utilities Department’s wastewater collections system. Improvements to the City’s wastewater treatment plant were recently made to improve the quality of the treated effluent, and to increase the capacity of the treatment facility for wet weather flows. An estimated 4.5 million gallons per day (mgd) of wastewater currently flows through the City’s sewer pipe collection. During dry weather conditions, the water reclamation facility has a current capacity of 5.1 mgd. The remaining capacity comprises approximately 0.6 mgd or 12 percent of the total wastewater treatment capacity (AMEC, 2002).

Solid Waste: The San Luis Garbage Company is the sole provider of solid-waste collection services in the City. The San Luis Obispo County Integrated Waste Management Authority estimates that the daily per capita solid waste disposal rate from all sources in the State of California is approximately 4 to 5 pounds.

Gas and Electricity: The Pacific Gas & Electric Company (PG & E) supplies electricity to consumers in the vicinity of the project area. Natural gas is supplied to City residents by the Southern California Edison Gas Company.

Regulatory Setting

Water: City water policies are based on the Safe Annual Yield concept. Safe Annual Yield is the amount of water that can reliably be produced by the City’s water system during critical drought conditions. Present demand and safe annual yield differ
by 304 acre-feet. In the General Plan Water and Wastewater Management Element, Policy 8.1.3 states that half of the water available for allocation (not to exceed the total required for infill and intensification), as identified annually in the Water Resources Status Report, would be reserved to serve intensification and infill development within existing City limits.

**Wastewater:** The City’s wastewater service must be adequate for existing uses and new development pursuant to the General Plan Land Use Element for all areas within the City limits.

**Solid Waste:** The City’s Land Use Element Section 1.15 states that:

“In addition to other requirements for adequate resources and services prior to development, the City must determine that adequate solid waste disposal capacity will be available before granting any discretionary land use approval which would increases solid waste generation.”

**Thresholds of Significance**

The following thresholds of significance are used to determine the level of impact to areas of potential environmental concern. The impact would be considered significant if the project would:

- Cause a cumulative water demand in excess of Safe Annual Yield;
- Result in housing with water pressures lower than that required by the Uniform Building Code;
- Cause a cumulative demand on wastewater treatment in excess of current capacity;
- Cause an increase in demand for solid waste disposal in excess of current capacity; or
- Cause an increase in gas or electricity demands beyond current capacities and supplies of the existing system.

**Evaluation**

a), b) and d) Implementation of the proposed project has the potential to increase the demand on wastewater treatment. However, development within the planning area is not likely to exceed wastewater treatment requirements of the RWQCB nor will it result in the construction or expansion of a waste water treatment, water quality control, or storm drainage facility. Due in part to recent improvements made to the City’s wastewater collections and treatment facilities, wastewater capacity expected to serve the planning area would be adequate.

c) The City will assume responsibility to provide water and wastewater services to the proposed project. Applicants would be required to design and construct all on-site facilities and off-site facilities, such as mains, valves, blow-offs, service laterals, and meter boxes, which may be required to serve the project area. All work would need to conform to the standard specifications and requirements of the City, such as the payment of all fees and charges required. The City would also assume responsibility for maintenance of the water system, which would be funded by user rates of property owners within the project area.

e) and f) The San Luis Obispo Garbage Company is the sole provider of solid waste collection services in the City. The San Luis Obispo County Integrated Waste Management Authority estimates that the daily per capita solid waste disposal rate from all sources in the State of California is approximately 4 to 5 pounds. Solid waste from the proposed project site would be collected by the San Luis Garbage Company, and delivered to the Cold Canyon landfill, which is privately-owned facility operated under applicable State and local law. Based on current disposal rates and a continuing trend of reduced disposal per capita, the Cold Canyon Landfill is not projected to reach its capacity until 2018. Impacts resulting from increased demand for solid waste disposal will be less than significant.

**Conclusion**

The proposed project would result in no impacts to utilities and service systems.
17. MANDATORY FINDINGS OF SIGNIFICANCE.

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Evaluation:

Item B: The project has the potential to degrade the quality of the environment; however, measures have been incorporated into the Project Description and mitigation measures have been proposed to minimize impacts to a less than significant level.

Conclusion: With the incorporation of mitigation, the project will result in less-than-significant impacts.

18. EARLIER ANALYSES.

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063 (c) (3) (D). In this case a discussion should identify the following items:

a) Earlier analysis used. Identify earlier analyses and state where they are available for review.
   - Village at Maymont, Initial Environmental Study/Mitigated Negative Declaration; Padre Associates, March 2006.
   - Final EIR for the Four Creeks Rezoning Project; Morro Group, Inc., October 2005.

b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

Land use, traffic and circulation, biological, air quality, noise, hazards and hazardous materials, cultural resources, and utilities. Mitigation measures were included to address these effects, based on earlier analyses.

c) Mitigation measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions of the project.
19. SOURCE REFERENCES.

1. Draft South Broad Street Corridor Plan; City of San Luis Obispo, December 2008.
2. General Plan Land Use Element; City of San Luis Obispo, 2006.
5. General Plan Safety Element; City of San Luis Obispo, 2000.
6. General Plan Noise Element; City of San Luis Obispo, 1996.
7. General Plan Conservation and Open Space Element; City of San Luis Obispo, 2006.
10. Airport Land Use Commission of San Luis Obispo County, Airport Land Use Plan for the San Luis Obispo County Regional Airport, 2005.

Attachments:

1. Vicinity Map
2. General Plan Land Use Element – Optional Use and Special Design areas
3. South Broad Street Corridor Plan – Planning Commission Draft
1. **AESTHETICS**

A-1 All project and building plans shall generally limit building heights to 35 feet, per City Zoning regulations, to help preserve the viewshed surrounding the proposed project site. Mixed-use buildings, and buildings on lots with historically designated buildings shall be limited to 40 feet in height, consistent with the Village overlay zoning and with the Plan’s form-based codes.

A-2 Prior to issuance of grading and buildings permits for the proposed project, the Community Development Director, Architectural Review Commission (ARC) in consultation with City staff or other City advisory body shall ensure that the project adheres to the Community Design Guidelines with regards to the applicable design standards, including form-based codes, Community Design Guidelines, Secretary of the Interior’s Standards for the Treatment of Historic Properties, and the Historic Preservation Program Guidelines. The ARC, City staff, and other reviewing authorities shall not approve the project unless the following specific findings can be made:

a) The project maintains a high quality of craftsmanship in development through use of authentic building styles, design elements and materials.

b) The project buildings are consistent with the South Broad Street Corridor Plan form-based codes and architectural standards.

c) The project buildings provide a sense of human scale, and incorporate significant wall and roof articulation to reduce apparent scale. Roofs are multi-planed to avoid large monotonous expanses. Horizontal and vertical wall articulation is expressed through the uses of elements such as wall offsets, recessed windows and entries, awnings, and second floor setbacks;

d) The project maintains views of the Santa Lucia foothills from most sections of South Broad Street between South Street and Orcutt Road, to the greatest extent possible.

**Monitoring Program:** Measures A-1 and A-2 shall be addressed with architectural plans submitted for final architectural approval and shall be incorporated into working drawings and construction specifications, to the approval of the Community Development Director, City of San Luis Obispo

3. **AIR QUALITY**

Energy Conservation/Site Design: South Broad Street Corridor planning area developers shall incorporate the following design and operational elements, on a project by project basis, to the satisfaction of the Community Development Director:

AQ-1 Provide for the use of alternative energy resources (e.g. passive lighting, heating, ventilation and cooling)

AQ-2 Provide on-site employee services (e.g. childcare, postal machines, lunching areas, etc.)

AQ-3 Provide continuous on-site private walkways and bicycle paths and dedicate easements and/or contribute toward the cost of constructing off-site pedestrian/bicycle trails to promote employee commuting to work by either walking or bicycling.

AQ-4 Provide bicycle racks, storage facilities, showers and lockers to support bicycle or pedestrian travel mode.

AQ-5 Provide on-site or off-site bus turnouts, passenger benches or shelters to promote mass transit use.

AQ-6 Health Risk Assessment shall be prepared for any subsequent development that proposes land uses that contain sensitive receptors (per SLOAPCD) to demonstrate that a significant health risk will not be posed.

AQ-7 All new and modified stationary sources of emissions shall be subject to SLOAPCD review and permit requirements. Through the implementation of these rules, new and modified stationary sources shall be required to install Best Available Control Technology and offset any new emissions such that there is no net gain in emissions within the air basin.
Air Quality - Fugitive Dust Mitigation. Prior to the issuance of grading permits, the developer shall submit to the City Building Official a Dust Control Plan (DCP) consistent with APCD guidelines. The purpose of this plan is to minimize the amount of fugitive dust generated during construction operations both on-site and off-site. The DCP shall be referenced on the grading plan and in all contracts with construction contractors and subcontractors. The developer is responsible to implement the DCP to the satisfaction of the Building Official, and shall include:

AQ-8 Exposed piles of soil shall be either covered, kept moist through watering (twice daily minimum). Storage piles that are to be left in place for more than three working days shall either be covered with plastic, revegetated or sprayed with a non-toxic soil binder per specifications.
AQ-9 Water spraying shall be used during grading operations to control fugitive dust.
AQ-10 Apply water three times daily or apply non-toxic soil stabilizers to all unpaved parking or staging areas and any unpaved road surfaces. Tires of vehicles shall be washed before the vehicle leaves the project site to enter a paved road.
AQ-11 Dirt on paved surfaces shall be removed daily to minimize generation of fugitive dust.
AQ-12 Streets shall be swept with a street sweeper/washer at the end of the day if visible soil material is carried onto adjacent public paved roads, preferably with sweepers using reclaimed water.
AQ-13 All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard between top of the load and the top of the trailer.
AQ-14 Traffic speeds on all unpaved on-site roads shall be 15 miles per hour (mph) or less.
AQ-15 During high wind conditions (wind speeds exceeding 25 mph) areas with disturbed soil shall be watered hourly.
AQ-16 Monitor particulate emissions according to APCD procedures.
AQ-17 Hydroteed all inactive disturbed construction areas (graded areas inactive for ten days or more) with a grass mixture timed with winter rains or apply a degradable soil binding additive to the surface of the soil as an interim erosion control measure until favorable rain conditions prevail.

Air Quality – Contractor Agreement. Prior to issuance of grading permits, developers shall submit written verification to the satisfaction of the Building Official that all construction contracts and subcontracts for the project contain provisions that require compliance with these standards and requirements. During construction, each contractor and subcontractor shall implement the following:

AQ-18 All APCD regulations.
AQ-19 Suspend all excavating and grading operations when wind speeds exceed 25 mph.
AQ-20 Provide temporary traffic control (e.g. flag person), during all phases of construction.
AQ-21 Construction Vehicle Requirements :1) prohibit truck idling in excess of 10 minutes and turn off all engines when not in use, 2) apply 4-6 degree injection timing retard to diesel IC engines, 3) use reformulated low-sulfur diesel fuel in equipment 4) use low-NOx engines, alternative fuels and electrification. 5) substitute electric and gasoline-powered equipment for diesel-powered equipment. 6) use catalytic converters on gasoline-powered equipment, 7) minimize concurrent use of equipment through equipment phasing 8) wash truck wheels before trucks leave construction site and 9) cover all trucks hauling materials off-site with a secured tarpaulin or equivalent material.
AQ-22 Provide documentation prior to beginning construction demonstrating that the project proponents will comply with all APCD regulations.
AQ-23 Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas that are inactive for ten days or more).
AQ-24 Enclose, cover, water twice daily or apply non-toxic soil binders according to manufacturers' specifications, to exposed piles (i.e., gravel, sand, and dirt) with 5% or greater silt content.
AQ-25 On paved roads a) sweep streets at the end of the day if visible soil material is carried onto adjacent public paved road (water sweepers with reclaimed water) and at the conclusion of construction.
AQ-26 Install adequate storm water control systems to prevent mud deposition onto paved areas.
Aquatic Environment - AQ-27  All construction equipment shall be maintained in good operating condition to reduce operational emissions

AQ-28  Sweep public streets at the conclusion of construction work.

AQ-29  Install adequate storm water control systems to prevent mud deposition onto paved areas;

AQ-30  Apply non-toxic soil stabilizers or water as needed to keep the following areas damp:
   a) all unpaved parking, road and staging areas (three times daily).
   b) Finished graded surfaces once every two hours.
   c) Unpaved roads traveled by construction vehicles (autos and trucks) – 2 times per hour.

AQ-31  Coating Application Requirements. To minimize the quantity of Reactive Organic Gases (ROG) produced from architectural coating application, the contractor shall:
   a) not use architectural coatings with ROG content greater than 100 g/l,
   b) use High-Volume, Low Pressure (HVLP) spray guns to apply materials,
   c) not exceed the significance threshold for daily volume of ROG Architectural coating [i.e.75 lbs./day]
   d) not exceed the significance threshold for daily volume for the combined ROG, of architectural coatings and asphalt paving [i.e.75 lbs./day].

AQ-37  Alternate Transportation Modes. Prior to the issuance of building permit, developers within the project area shall submit to the Community Development Director a gasoline vehicle mileage reduction plan through the inclusion of onsite childcare, bus stops, car pool and transit incentives, facilities for alternate fuel vehicles, bicycles, motorcycles, etc. The developer shall:
   a) Construct on-site or off-site bus turnouts, passenger benches or shelters in coordination with the City of San Luis Obispo and Caltrans;
   b) Construct on-site bicycle and motorcycle facility improvements and include bicycle and motorcycle parking facilities, such as designated parking areas, bicycle lockers and racks, to meet City standards;

AQ-38  Construct on-site pedestrian improvements, as (e.g. sidewalks and pathways) that do not exceed 8.33% grade. These pathways shall have curb cuts for the handicap and provide a safe continuous pedestrian circulation system from all public streets and parking lots to all building entries.

AQ-39  Provide a continuous path of travel between each of the buildings and between the buildings and the street.

AQ-40  Submit a Trip Reduction Plan, consistent with APCD requirements, for any businesses that employ more than 250 permanent employees to encourage reduction in vehicle emissions associated with employee vehicle trips. A copy of the plan shall be submitted to the Community Development Director for approval.

AQ-41  Submit a Transportation Demand Management Program (TDM) for Community Development Director approval at the time of building occupancy for companies employing 100 or more persons. The TDM program shall be reviewed and modified over the life of the project to take advantage of new opportunities, such as expanded transit routes or regional rail connections. Potential measures may include:
   a. personalized rideshare matching;
   b. employer-operated or employee-owned vanpool service;
   c. guaranteed ride home;
   d. preferential parking locations for carpools and vanpools;
   e. on-site sale of transit passes and distribution of schedule information;
   f. safe and secure bicycle storage areas;
   g. promotional programs, including direct involvement of upper-level employer management to show the commitment to the program; and
   h. adjustable work hours to allow employees to participate in ridesharing arrangements or reduce the number of days per week each employee commutes.

Monitoring Program: Mitigation measures AQ-1 through AQ-41 shall be incorporated into project descriptions and/or architectural plans submitted for final architectural approval, as specified above for the type of mitigation, and shall be
incorporated into working drawings and construction specifications submitted for construction permits, to the approval of the Community Development Director, City of San Luis Obispo.

4. **BIOLOGY**

B-1 Initial rough grading operations and vegetation removal shall be conducted prior to, or after, the typical migratory bird nesting season (March 1 - August 1) to avoid any potential impact to migratory bird nesting activity. Therefore, initial grading should be conducted between August 1st and February 28th.

B-2 If mitigation in measure 1 is determined by the Community Development Director to not be possible, pre-construction surveys shall be conducted prior to any initial grading activity and vegetation removal to identify any potential bird nesting activity. If any nest sites of bird species protected under the Migratory Bird Treaty Act are observed within the vicinity of the project site, then the project shall be modified and/or delayed as necessary to avoid direct take of the identified nests, eggs, and/or young; and if active nest sites of raptors and/or birds species of special concern are observed within the vicinity of the project site, then CDFG shall be contacted to establish the appropriate buffer around the nest site. Construction activities in the buffer zone shall be prohibited until the young have fledged the nest and achieved independence.

B-3 Prior to ground disturbance within 200 feet of a wetland or vegetated drainage way, a focused botanical survey shall be conducted to determine the presence or absence of special-status plant species which have the potential to exist onsite, including, but not limited to Obispo Indian Paintbrush, Jones’ Lamp, Adobe Sanicle, and Condon’s Tarplant. This survey shall be scheduled to occur during the appropriate blooming period for the subject plant species, prior to scheduled site disturbance. If a special-status plant species is identified within the project site and the project cannot be designed to avoid disturbance to the species, the applicant shall consult with the CDFG and City Natural Resources Manager to develop a Sensitive Plant Restoration Plan as appropriate.

B-4 The amount of construction-related disturbance should be limited to smallest area extent feasible. During construction, the project impact area should be clearly delineated with high-visibility construction fencing to prevent unnecessary impacts to wetlands identified onsite. A 20-foot setback to any riparian area shall be maintained. Prior to any earth disturbance, temporary exclusionary fencing shall be erected at the boundaries of all construction areas and around significant trees (tree diameter exceeding four inches and five feet above ground level) to avoid equipment and human intrusion into adjacent habitats. The fencing shall remain in place and be maintained throughout construction.

**Monitoring Program:** Mitigation measures B-1 through B-4 shall be incorporated into project descriptions and/or architectural plans submitted for final architectural approval, as specified above for the type of mitigation, and shall be incorporated into working drawings and construction specifications submitted for construction permits, to the approval of the Community Development Director, City of San Luis Obispo, with field verification by the Natural Resources Manager prior to permit issuance or construction activity, as appropriate.

5. **CULTURAL RESOURCES**

The following mitigation measures shall be required for construction activities within the project area:

CR-1 Development of properties listed in the City’s Inventory of Historic Resources shall be consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties and the Historic Preservation Program Guidelines.

CR-2 Applicants shall retain a qualified historical archaeologist to conduct an archaeological study to determine potential impacts to prehistoric or historic resources and to submit a survey report as part of any planning application for development within the Historic District, within the railroad right-of-way, or within 200 feet of the Railroad right-of-way or on historically designated properties, and shall retain a site monitor to monitor any ground-disturbing
activities, including excavation, trenching or demolition, pursuant to the City’s Archaeological Resource Preservation Program Guidelines.

CR-3 If cultural resources are encountered during ground-disturbing activities, all work within the vicinity of the find should stop. A professional archaeologist shall be retained to assess such finds and make recommendations, pursuant to the City’s Archaeological Resource Preservation Program Guidelines.

CR-4 If any human remains are uncovered during ground disturbing activities, all activity shall cease within 25 feet of the burial, and the County Coroner must be notified, pursuant to Section 7050.5 of California’s Health and Safety Code. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, and follow the procedures outlined in the CEQA Guidelines Section 15064.5(e).

Monitoring Program: Mitigation measures CR-1 through CR-4 shall be incorporated into project descriptions and/or architectural plans submitted for final architectural approval, as specified above for the type of mitigation, and shall be incorporated into working drawings and construction specifications submitted for construction permits, to the approval of the Community Development Director, City of San Luis Obispo prior to permit issuance or construction activity, as appropriate.

7. GEOLOGY AND SOILS.

G-1 Earthwork and new development within the project area shall require site-specific geotechnical investigation, and shall conform to City building and engineering regulations regarding site earthwork, stabilization and foundation construction. Only material recommended and approved by the geotechnical engineer and approved by the City shall be used.

G-2 Design and construction shall conform to all relevant seismic regulations and recommendations made by state-licensed civil, geotechnical, and structural engineers for the specific project.

G-3 All other recommendations concerning loading, retaining walls, grading and drainage systems in development projects’ geotechnical reports shall be implemented.

G-4 Immediately following construction, all unvegetated soil areas shall be planted with appropriate vegetation to promote the natural stabilization of site soils and reduce soil loss, to the approval of the Community Development Director.

Monitoring Program: Mitigation measures G-1 through G-4 shall be incorporated into project descriptions, architectural and engineering plans and specifications submitted for construction permits, to the approval of the Community Development Director, City of San Luis Obispo prior to permit issuance or construction activity, as appropriate.

8. HAZARDS AND HAZARDOUS MATERIALS.

HAZ-1 Prior to recordation of final maps within the planning area, the subdivider shall develop Covenants, Codes, and Restrictions (CC&Rs) that disclose to potential buyers or lessees that hazardous materials are or could be transported on the UPRR tracks and adjacent arterial streets, and that inherent safety/hazardous materials impacts exist should an accident or upset condition occur.

HAZ-2 Individual properties in the SBSC planning area shall be tested for the presence of soil contaminants prior to development, including demolition, redevelopment and building remodels costing more than 51 percent of the building’s replacement cost. If contaminants are identified, an assessment and remediation plan shall be prepared, to the satisfaction of the City Fire Marshall, following state and local standards.
HAZ.3 Property owners shall be responsible for implementing remediation plans prior to issuance of construction permits for development or significant remodels, and shall address the following items:

a) Excavation of Lead, TPH, and VOC-impacted soils that contain constituents at concentrations that exceed cleanup criteria;
b) Transportation and disposal of Lead-impacted soil to a permitted disposal facility;
c) Stockpile and onsite treatment of the excavated TPH and VOC-impacted soil via above ground vapor extraction;
d) Transportation of the TPH-impacted soil exceeding the concentration level of 100 milligrams per kilogram (mg/kg) for gasoline range and 1000 mg/kg for diesel and crude oil range to a permitted recycling facility;
e) Onsite treatment of the extracted groundwater from excavation pits via activated carbon canister and disposal of the treated water to sewer system under a permit approved by City of San Luis Obispo Fire Department; and
f) Import of clean soils for backfill of the excavation.

Monitoring Program: Mitigation measures HAZ-1 through HAZ-3 shall be incorporated into project descriptions, site and engineering plans and specifications submitted for construction permits, to the approval of the Community Development Director, City of San Luis Obispo prior to permit issuance or construction activity, as appropriate. Remediation shall be completed prior to foundation or building construction, to the approval of the City Fire Marshall.

9. HYDROLOGY AND WATER QUALITY

WQ-1 Development within the planning area shall comply with NPDES General Construction Activities Storm Water Permit Requirements established by the CWA. Pursuant to the NPDES Storm Water Program, an application for coverage under the statewide General Permit shall be obtained for project development. The applicant shall file a Notice of Intent (NOI) with the SWRCB’s Division of Water Quality. The filing shall describe erosion control and storm water treatment measures to be implemented during and following construction and provide a schedule for monitoring performance. These Best Management Practices (BMPs) would serve to control point and non-point source pollutants in storm water and constitute the project’s SWPPP for construction activities. The SWPPP will include the following measures (when applicable):

a) Fill slope-surface stabilization measures, such as temporary mulching, seeding, and other suitable stabilization measures to protect exposed erodible areas during construction, and installation of earthen or paved interceptors and diversion at the top of cut of fill slopes where there is a potential for erosive surface runoff;
b) Erosion and sedimentation control devices, such as energy absorbing structures or devices, will be used, as necessary, to reduce the velocity of runoff water to prevent polluting sedimentation discharges;
c) Installation of mechanical and/or vegetative final erosion control measures within 30 days after completion of grading;
d) Confining land clearing and grading operations to the period between April 15 and October 15 to avoid the rainy season; and,
e) Minimizing the land area disturbed and the period of exposure to the shortest feasible time.

WQ-2 Erosion control shall be provided per the erosion control plans and City standards. Post-construction mitigation measures to mitigate onsite drainage impacts shall be provided by lined drainage ditches, landscaping, and where appropriate, underground retention. Existing drainage courses passing through the site, including culverts conveying drainage under the Union Pacific Railroad to a culvert at the Alphonso Street cul-de-sac, and into west- and middle-forks of Acacia Creek shall be maintained.

WQ-3 Stormwater runoff from all improved areas of a development or redevelopment site resulting in 930 m² of impervious surface, shall be treated in accordance with the BMPs published in the most current addition of the California Stormwater Quality Association’s Best Management Practice Handbook. For the purposes of water quality design, peak flow BMPs shall be designed to treat the runoff from 28% of the 2 year storm event and volumetric BMPs shall be designed to treat the runoff from a 25mm / 24-hour storm event.
Monitoring Program: Mitigation measures WQ-1 through WQ-3 shall be incorporated into project descriptions, site and engineering plans and specifications submitted for construction permits, to the approval of the Community Development Director, City of San Luis Obispo prior to permit issuance or construction activity, as appropriate.

11. NOISE

N-1 Construction projects shall implement these noise reducing measures:

a) Standard construction activities shall be limited to between 7:00 a.m. and 6:00 p.m., Monday through Friday;
b) All equipment shall have sound-control devices no less effective than those provided by the manufacturer. All equipment shall have muffled exhaust pipes;
c) Stationary noise sources shall be located as far from sensitive receptors as possible, and they shall be muffled and enclosed within temporary sheds, or insulation barriers or other measures shall be incorporated to the extent possible.

N-2 To meet the City’s threshold of 60 dB CNEL for exterior noise levels and 45 dBA CNEL for interior noise levels, all construction projects shall implement the following building materials and methods recommendations:

a) The projected roadway noise by on-site measurement and computer models is as high as 71.2 dBA CNEL at the edge of Broad Street. No patios, balconies, or decks shall be allowed on west elevations of buildings facing Broad Street.

b) The following minimum glazing requirements for new development to meet the State and City interior noise criteria of 45 dBA CNEL are summarized below:
   A. 1/4-inch glass or any other window with a Sound Transmission Class with an STC rating of 27 or greater on the west elevations of buildings within 100 feet of the railroad right-of-way and adjacent to Broad Street, on all floors.
   B. 3/16-inch glass or any other window with an STC rating of 25 or greater on the north and south elevations of Buildings within 100 feet of the railroad right-of-way, on all floors.
   C. Standard Single Strength Glass (SSB) on all other windows of the project.

N-3 Entry doors should be solid core, filled metal (or equivalent), and must be fully weather-stripped at all perimeters in noise zones 60 CNEL or higher. Since windows and doors must be closed to meet the interior noise requirements, mechanical ventilation must be provided for all units which meets Building Code requirements.

Monitoring Program: Mitigation measures N-1 through N-3 shall be incorporated into project descriptions, site, architectural and engineering plans and specifications submitted for construction permits, to the approval of the Community Development Director, City of San Luis Obispo prior to permit issuance or construction activity, as appropriate.

15. TRANSPORTATION/TRAFFIC

Phase I:

T-1 Broad Street/Santa Barbara Avenue/South Street: Add a left turn to the northbound Broad Street approach; Add a left turn lane to the westbound Santa Barbara Avenue approach and restripe to have two left turn lanes and a shared through-right turn lane (currently, one left turn lane and a shared left turn-through-right turn lane)
T-2 Broad Street/Woodbridge Street: Install a traffic signal and provide left turn lanes for all approaches.
T-3 Broad Street/Lawrence Drive: Install a traffic signal and provide left turn lanes for all approaches.
T-4 Orcutt Road/Laurel Lane: Provide a left turn lane for the realigned northbound approach of Bullock Lane and add a through lane for the eastbound approach of Orcutt Road.
T-5 Broad Street/Tank Farm Road: Provide left turn lanes for both the northbound Broad Street and eastbound Tank Farm Road approaches.

T-6 Broad Street/Stoneridge Drive: Install a signal at the intersection of Broad Street/Stoneridge Drive and provide a single signal controller for the intersections of Broad Street/Stoneridge Drive and Broad Street/Lawrence Drive. The level of service is calculated to be within acceptable limits with split phases along Lawrence Drive and Stoneridge Drive approaches.

**Phase II:**

**South Broad Street Corridor Improvements:**

T-7 Broad Street/Santa Barbara Avenue/South Street: Add a right turn lane to the southbound Broad Street approach and restripe to have a left turn lane, two through lanes, and a right turn lane (currently, a left turn lane, a through lane, and a shared through-right turn lane). This mitigation measure can be implemented without any need for additional right-of-way.

T-8 Broad Street/Capitolio Way: Install a traffic signal. This is one of the study intersections within the project study area, and signalization is required to mitigate long-term impacts.

**Neighborhood Traffic Conditions:** The following measures should be implemented along Woodbridge Street and Lawrence Drive between Meadow Street and Victoria Avenue to control speed, reduce cut-through traffic, and improve safety as appropriate:

T-9 Post a speed limit of 25 mph on Lawrence Drive and Woodbridge Street to regulate speed within residential areas.

T-10 Install speed humps or speed tables on Lawrence Drive and Woodbridge Street to control speeds.

T-11 Install mid-block slow points or chicanes on Lawrence Drive and Woodbridge Street, curbs that protrude into road that narrows the roadway, to discourage cut-through traffic, reduce traffic speeds, and improve overall safety.

T-12 Install diagonal diverters at the intersections of Broad Street/Lawrence Drive and Broad Street/Woodbridge Street, barriers placed diagonally across an intersection to force drivers to turn, to discourage cut-through traffic.

T-13 Provide mid-block bulbouts on Lawrence Drive and Woodbridge Street by widening the sidewalk or planting strip to narrow the width of the roadway and to reduce both speeds and cut-through traffic volumes.

**Phases I and 2 Street Improvements – Funding and Monitoring Program:** To mitigate Phase I and Phase II level traffic conditions, mitigation measures T-1 through T-13 will need to be implemented. Most of these projects are not funded or included in the City’s Transportation Impact Fee (TIF) program. However, the program is being updated and may be amended to include these measures, reflecting their importance in citywide and local (SBSC planning area) circulation. Prior to issuance of occupancy building permits, project applicants shall make “fair share” contributions to the City’s Transportation Impact Fee (TIF) program for these improvements. If at the time of issuance of building permits, the TIF program has not been modified to reflect the costs of the necessary intersection or roadway improvement, the applicant shall be responsible for paying current TIF fees plus a “fair share” mitigation fee, as determined by the Director of Public Works, associated with the estimated cost differential intersection improvements.

Prior to issuance of occupancy permits, applicants shall either: 1) pay the required “fair share” contribution toward completion of the required street improvements identified as Phase I and Phase II mitigation measures, to the approval of the Public Works Director, or 2) subject to approval of the Director of Public Works, deposit a mitigation fee in an amount equal to the estimated construction costs of the improvements identified within this mitigation measure and request that the City become the lead entity in processing a Caltrans Encroachment Permit for the required work.

**Pedestrian and Bicycle Access:**
T-14 Crosswalks must be provided across all four approaches at the proposed signalized intersections of Broad Street/Woodbridge Street and Broad Street/Lawrence Drive.

T-15 Pedestrian signals with push buttons and adequate pedestrian phasing as part of the overall signal timing at the intersections of Broad Street/Woodbridge Street and Broad Street and Lawrence Drive will provide pedestrians sufficient access to the project site.

T-16 The pedestrian push buttons should be placed in locations that are easy to reach and ADA compliant, facing the sidewalk and clearly in line with the direction of travel.

T-17 The existing Class II bicycle lane provided in both directions on Broad Street must be extended to both directions on Orcutt Road east of Broad Street to provide adequate access to the project site.

T-18 Adequate bicycle parking should be provided with either a bicycle locker, locked rooms with standard racks and access limited to bicyclists only, or standard racks at appropriate location and placement with weather protection. Bicycle parking, i.e. bicycle racks, should be installed throughout the site in locations of high visibility and convenience. Appropriate places include near building entrances, at intersections, and in other areas with significant amounts of pedestrian activity. Racks should not be installed near building walls, edges, or sidewalks, which render their use more difficult.

T-19 The bicycle parking should be located on site or within 750 feet of the site and at least 50% of the long term bicycle parking must be covered.

Transit Access:

T-20 The following measures should be implemented to make transit a more practical travel option with improved access to nearby transit facilities.

a) Sidewalks with curb cuts should be provided at the proposed signalized intersections of Broad Street/Woodbridge Street and Broad Street/Lawrence Drive to allow for wheelchair access.

b) Safe and direct access routes should be provided to transit from bicycle parking facilities.

c) Bicycle stations and other secure bicycle storage facilities should be provided at the bus stops.

Monitoring Program: Mitigation measures T-14 through T-20 shall be incorporated into project descriptions, site, architectural and engineering plans and specifications submitted for planning approvals and construction permits, to the approval of the Community Development Director, City of San Luis Obispo prior to permit issuance or construction activity, as appropriate.

Implementation of Reduced Project Alternative: The traffic analysis sets out "primary" and "secondary" mitigation measures, and explains that unlike the primary mitigation measures, secondary mitigation measures will require right-of-way acquisition. Page 49 of the report describes a Reduced Project alternative that eliminates the need for secondary mitigation measures:

T-21 The Plan seeks to link neighborhoods, parks and transit, encourage use of alternative transportation modes and discourage sprawl while helping to meet housing needs. Acquiring more right-of-way and widening streets is not consistent with these goals and with neighborhood preferences expressed at various charrettes and hearings. To eliminate the need for street widening, the Plan shall be modified to reduce residential and commercial development capacity by seventeen percent (17%), or to reduce commercial development capacity alone by twenty-one percent (21%).

Monitoring Program: Mitigation measures T-21 shall be incorporated into a revised project description and reflected in the final SBSC Plan drawings, policies and standards, prior to final Plan approval, to the approval of the Community Development Director, City of San Luis Obispo prior to permit issuance or construction activity, as appropriate.

The proposed project is expected to generate substantial pedestrian and bicycle trips to and from the project site. The following measures should be implemented to improve pedestrian and bicycle access. Implementation of the following mitigation measures shall comply with City’s guidelines and have the City Traffic Engineer’s approval prior to...
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implementation. Additionally, the Fire Department should be given an opportunity to review all improvements that are proposed.

Secondary Mitigation Measures: Secondary long-term mitigation measures (shown in Table 1 of SBSC Traffic Impact Analysis) are measures that can only be accomplished through acquiring additional right-of-way and street widening. If the project intensity is reduced by seventeen percent (17%), equivalent to a reduction in the number of dwellings from 412 to 342, plus a reduction in commercial floor area from 642,205 to 532,200 square feet. With this reduction, secondary mitigation measures would not be required to reduce impacts to non-significant levels. If the number of dwelling units is held constant, the commercial area of the project would need to be reduced by approximately 21 percent to have the same result. The “reduced project alternative” is included as mitigation measure T-21.

If the Community Development Director determines that primary mitigation measures do not adequately mitigate long-term project impacts by the year 2030, secondary mitigation measures may be required. These measures will require acquisition of right-of-way and may result in operational constraints for pedestrians or bicyclists.

T-22: Add a second right turn lane for both the northbound Broad Street and eastbound Santa Barbara Avenue approaches. The mitigation measure to have a second right turn lane for both the northbound Broad Street and eastbound Santa Barbara Avenue approaches will require additional right-of-way and also result in operational constraints in terms of accommodating bicycle traffic.

T-23: Broad Street/Orcutt Road: Add a right turn lane for the westbound approach of Orcutt Road and restripe to have two left turn lanes, a shared through-right turn lane, and a right turn lane (currently, a left turn lane, a shared left turn-through lane, and a right turn lane). This mitigation will require additional right-of-way and also result in operational constraints in terms of accommodating bicycle traffic.

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EXHIBIT 2 PROJECT STUDY AREA
Test project evaluated against South Broad Street Corridor Plan draft (May 2012 version)

Completed by Amy López on May 23, 2012

Project: U 142-08
774 Caudill Street
Project 401 – A Mixed-Use Redevelopment Project

Findings

1. Under the new zoning in the Plan, the property at 774 Caudill Street will be zoned C-S from M. The project proposes its own modifications to the General Plan Land Use Table. The Planning Commission approved this specialized land use table with the condition that the land use table in the South Broad Street Corridor Plan (SBSCP) will supersede the project land use table upon adoption to the Plan. Neither the land use table of the Plan nor that of the project is outright more restrictive than the other. Rather, in some instances, the land use table for the project is restrictive or disallows certain uses allowed in the Plan. In other instance, the Plan is the more limiting document. The new land use table found in the Plan would not prohibit this mixed-use project from developing as mixed-use projects are allowed in C-S zones under the Plan.

2. Current regulations require a 15’ setback on the property. The project was approved with a 10’ setback. Under the Plan, this project would have been required to meet the 5’ build-to line, thereby shifting the front facade 5’ closer to the property line than its approved location. This regulation in the Plan would benefit the project as it allows for approximately 450 square feet of additional buildable site area for structure or parking.

3. Under the Plan, the project is located on an Entry Street. Building types allowed on Entry Streets are Mixed-Use, Multifamily, Stacked Dwelling and Rowhouse. This mixed-use project would have met the “building type by street type” requirement in the Plan.

4. The highest point of the project is 34.5’, or 6” less than the current maximum height. Under the Plan, a mixed-use project may be up to 40’ tall, which would have allowed the project to be up to 5.5’ taller than as designed.

5. The project received the full 30% parking reduction available under current parking regulations (10% reduction for shared parking, 20% reduction for mixed-use parking). The same parking reductions would have been available under the Plan with less rigorous requirements to qualify for the reduction.

6. The Plan requires all buildings to be constructed along the build-to lines for at least 80% of the width along the primary street facade. As designed, the project appears to meet the setback line for approximately 55% of the property line along the primary street (approx. 50’ of 90’ parcel width). Under the plan, the project would have been required to expand along the front property line an additional 17’. In order to meet this requirement, the architect would have been forced to redesign the configuration of parking and building placement on the site.

This finding raises questions about the 80% frontage along build-to line requirement. Would 70% build-to line
coverage achieve the desired continuous frontage and interesting pedestrian experience while giving sufficient flexibility for access (both driveways and parking)? Would this project have been able to meet the 80% build-to line coverage if the developer had been able to come to a shared parking agreement with an adjacent property owner? Does the 80% requirement need some flexibility contingent upon the ability of a property owner to form an agreement with other property owners to create the shared parking areas and through service streets envisioned in the Plan? Should the 80% build-to line coverage be a firm requirement except in that situation described in the Plan (when the width of the parcel and the minimum driveway width prohibit a 80% build-to line coverage)?