

The Green Orcutt Area Alternative Plan



California Polytechnic State University San Luis Obispo
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The Moy & Guerra Group
Kevin Moy | Arnoldo Guerra



Moy & Guerra Group



Executive Summary



The Green Orcutt Area Alternative Plan is an alternative to the development presented in the Orcutt Area Specific Plan. This document describes, in detail, the features and characteristics of the Orcutt Green Alternative Plan and evaluates the environmental impacts of the alternative plan in the Orcutt area. This Orcutt Green Alternative Plan compares this alternative development to the Orcutt Area Specific Plan. This document was prepared by the Lead Agency the Moy and Guerra Group with Lead Consultants Kevin Moy and Arnolando Guerra. The document outlines our recommendation for further consideration based on the development and site characteristics of the Green Orcutt Area Alternative and the environmental impacts from the initial study.

The Orcutt area is 230 acres of farmland located in the County of San Luis Obispo, bordering the southeast corner of the city of San Luis Obispo. The project site is bordered by Tank Farm and Orcutt Road. Orcutt and Tank Farm Roads are designated as roads of moderate scenic value, and an adjacent section of Tank Farm Road is designated as having high scenic value. Also enclosing the area is the Union Pacific Railroad, located at the west end of the project site. The tracks, which run along the site's entire length, are used both for freight and for passenger trains. To the north and south of the project site are single family residential (OASP EIR).

Currently, the Orcutt area is designated for single family residential and agricultural land use. Existing structures on site include single family homes on large lots, manufactured homes, and commercial storage. In addition to these structures is a PG&E high voltage transmission line that runs across the width of the site and connects to a substation located on the intersection of Orcutt Road and Johnson Avenue. As previously mentioned the Union Pacific Railroad runs along the west part site. This presents a concern for safety as the freight trains are commonly known to carry chemicals that may harm humans if exposed. Currently, there are no barriers to prevent trespassers from crossing the tracks (OASP EIR).

The project is characterized as having flat to rolling green hills that ultimately rise to a steep rocky hill at the southeast corner, known as Righetti Hill. The hill is designated as a natural landmark in the city's general plan. Alongside Righetti Hill are the Santa Lucia foothills and Islay Hill, which are also a source of high scenic value (OASP EIR). Historically, the Orcutt area is known as the former hunting and gathering territory of the Chumash, but it was not a major village for the tribe. The Chumash occupied the California coastal areas more than 9,000 years ago, but the peak of their development occurred 800 to 150 years ago. The Chumash's population began declining in 1834 due to disease and decreased birthrates. Once Europeans began settling, the Orcutt area was primarily used for cattle grazing (OASP EIR).

The proposed environmental mixed use project includes approximately 138 total acres of commercial, retail, light industrial and residential uses. Of the 138 total acres, 16 acres is for mixed use commercial, office, and residential, 48 acres are for light industrial uses, 19 acres is single family residential, 27 acres is medium density residential, 16 acres is medium-high density residential, and 10 acres is for high density residential. The remaining 92 acres of the total 230 acres on the proposed site will be dedicated as open space conservation, including Righetti Hill. The main purpose of this development is to serve as the city of San Luis Obispo's first sustainable and environmentally friendly neighborhood development. The healthy mix and balance of uses within the development will sustain the population of people who reside there. All structures built on the proposed project site will be LEED ND certified and use LID techniques. The entire development will make use of alternative energy sources, such as solar energy, and implement water conservation techniques to recycle water and reduce drainage flood plains.

Our recommendation comes from weighing the pros and cons of the Green Orcutt Area Alternative when compared to the Orcutt Area Specific Plan. After much consideration, the benefits of the proposed development far outweigh the negatives. The MG Group recommends that the city of San Luis Obispo give further consideration of the Green Orcutt Area Alternative to replace the Orcutt Area Specific Plan because it creates less impacts on the environment, it is designed as a more complete community, it lives up to the vision and goals of the city of San Luis Obispo's General Plan, it is more compliant with state regulations, and it provides an anchor to that side of San Luis Obispo with green industries.

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CHAPTER 1

Introduction



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1.1 Scope and Purpose of Project:

The purpose of this proposal is to provide the City of San Luis Obispo and the land owners within the Orcutt Project Area with an alternative proposal to the Orcutt Area Specific Plan. The Moy and Guerra Group proposal is a senior project with the primary purpose to meet academic requirements and will act as consultants to the city in this proposal. This proposal will provide a recommendation based on an analysis of an alternative project based on basic city development scenarios. The Green Orcutt Area Alternative Plan proposal is located in the south east portion of the city currently outside the urban reserve line outlined in the city's general plan. The general plan requires that a specific plan for the entire site be adopted prior to annexation by the city. As of March 2, 2010 the City of San Luis Obispo adopted the Orcutt Area Specific plan, has requested alternative development proposals for the Orcutt area. For the purposes of this project a new scenario was taken in to account the OASP and EIR were paused at the draft level and the city is considering alternative proposals. This alternative plan provides information linking the City's General Plan to the detailed development plan that will guide development within the Orcutt area. These include the designation of land uses, circulation elements, location and improvement of new and existing infrastructure, phasing of development, and establishing general standards for development.

1.2 Plan Goals and Consistency with the General Plan

The Vision:

The Green Orcutt Area Alternative Plan will provide a unique community that promotes sustainability, economic opportunities, and environmental sensitivity while preserving the areas natural character and integrating new development into the surrounding community.

The Green Orcutt Area Alternative Plan shall provide framework for the future development of the site. This plan shall be consistent with the city's general plan these policies and standards in the Orcutt Area Specific Plan will guide development and phasing within the site. This plan is based on several primary goals include:

- The incorporation of sustainable principles throughout the development by utilizing the LEED ND ratings system and Low Impact Development principles as general guidelines for development of the site.
- Develop a Light industrial Business Park to attract "green" businesses and entrepreneurs to the central coast.
- Develop a new residential neighborhood that incorporates a variety of housing types to support a variety of income levels and lifestyles.
- Encourage alternative transportation by incorporating existing bikeways into the circulation of the site and lowering vehicle trips by providing job opportunities on site.
- Develop the site as environmentally friendly as possible by incorporation the LEED ND scoring system into development guidelines.
- Preserve and enhance the Righetti hill open space, creek and wetland habitats, visual resources, and recreational opportunities within the Orcutt Area by integrating the parks with open space.
- Protect residents from railroad noise by providing buffers between the residential areas and railroad right-of-way.

1.3 Location

The Orcutt area is located along the southeast border of the City of San Luis Obispo along Tank Farm and Orcutt Roads currently outside the urban reserve line, but is to be annexed by the City of San Luis Obispo under the Orcutt Area Specific Plan. The Orcutt area is delineated by tank farm road to the south, Orcutt road to the north and east, and bullock lane and the Union Pacific Railroad to the west, the area encompasses a total of 231 acres. The site itself is mainly characterized by Righetti Hill which is located on the south east portion of the site. This site is bisected by several seasonal creeks that run through out the site primarily through the mid portion of the site. The Orcutt area is located the north east of San Luis Obispo County Airport and to the north of the Edna Valley.

1.4 Existing conditions

The Orcutt Area is characterized by scenic views of grasslands and Righetti Hill, which is the major feature of the site with a peak elevation at 563 feet. Righetti Hill is considered by the San Luis Obispo General Plan to be a natural landmark and one of the seven Morros. Tank Farm and Orcutt Roads provide scenic views of Righetti Hill and the surrounding San Lucia foothills easily viewable from these arterials. The majority of the Orcutt area has unobstructed views of the San Lucia Foothills which located are directly to the east of the site. The majority of the roads surrounding the site are considered to have moderate scenic value, however, the south portion of Tank Farm Road directly adjacent to Righetti Hill is considered to have high scenic value.

The Orcutt Area is also characterized by several small creeks and wetlands which contain a variety of plant communities these features and conditions are shown in figure 1.5. The majority of the creeks on site can be considered perennial creeks, only flowing certain months; however, the Orcutt Area contains a variety of habitats including riparian woodland, annual grasslands, wetlands, and central coast scrub. Currently this sit is primarily being used for agricultural purposes (cattle grazing), along with other historical agricultural uses the natural habitats within the site have been greatly altered.

Currently the sites land uses can be characterized by large single family residences located on the north east portion of the site and large grazing lands on the southern portion of the site. The development on the northwest portion of the site is primarily used for storage of agricultural equipment and has several poorly maintained

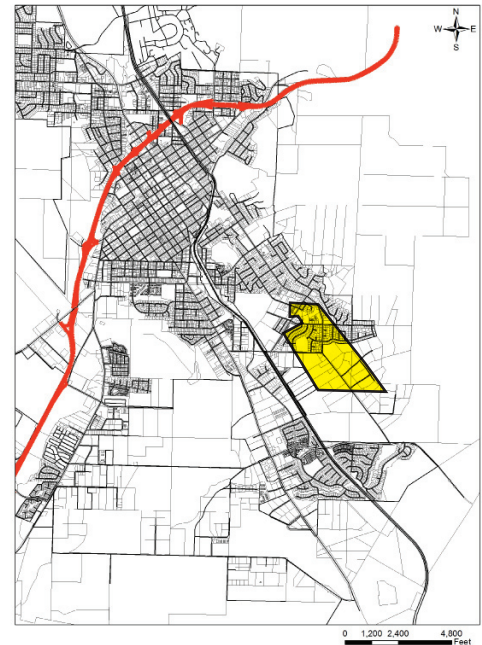


Figure 1.1: Location Map

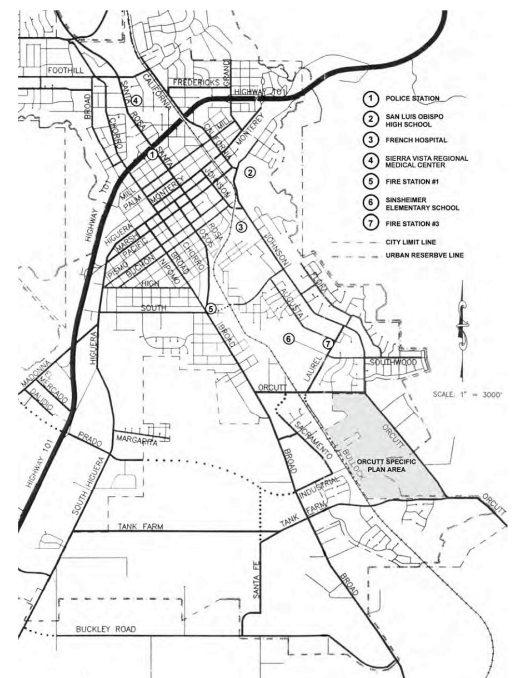


Figure 1.2: Public Facilities Map

lots. These land uses are currently governed by the county of San Luis Obispo's general plan which designated the area for single family and agricultural uses. The surrounding land uses located within the City of San Luis Obispo are single family homes located within subdivisions to the north and south, to the west there are primarily light industrial and manufacturing uses.

The Orcutt Area Alternative Plan is bordered by the Union Pacific Railroad to the west and residential subdivisions to the north and south and rural large ranch style homes to the east. The residential development to the north includes 3 mobile home parks which boarder the northwest portion of the site. These mobile home parks are primarily served by Bullock lane which is poorly maintained and crosses a creek using a narrow bridge. In addition to the railroad the northern portion of the site is also bisected by a PG&E high voltage transmission line that runs east west.



Figure 1.3: Panoramic of site from Orcutt Road



Figure 1.4: Panoramic of site from Tank Farm Road

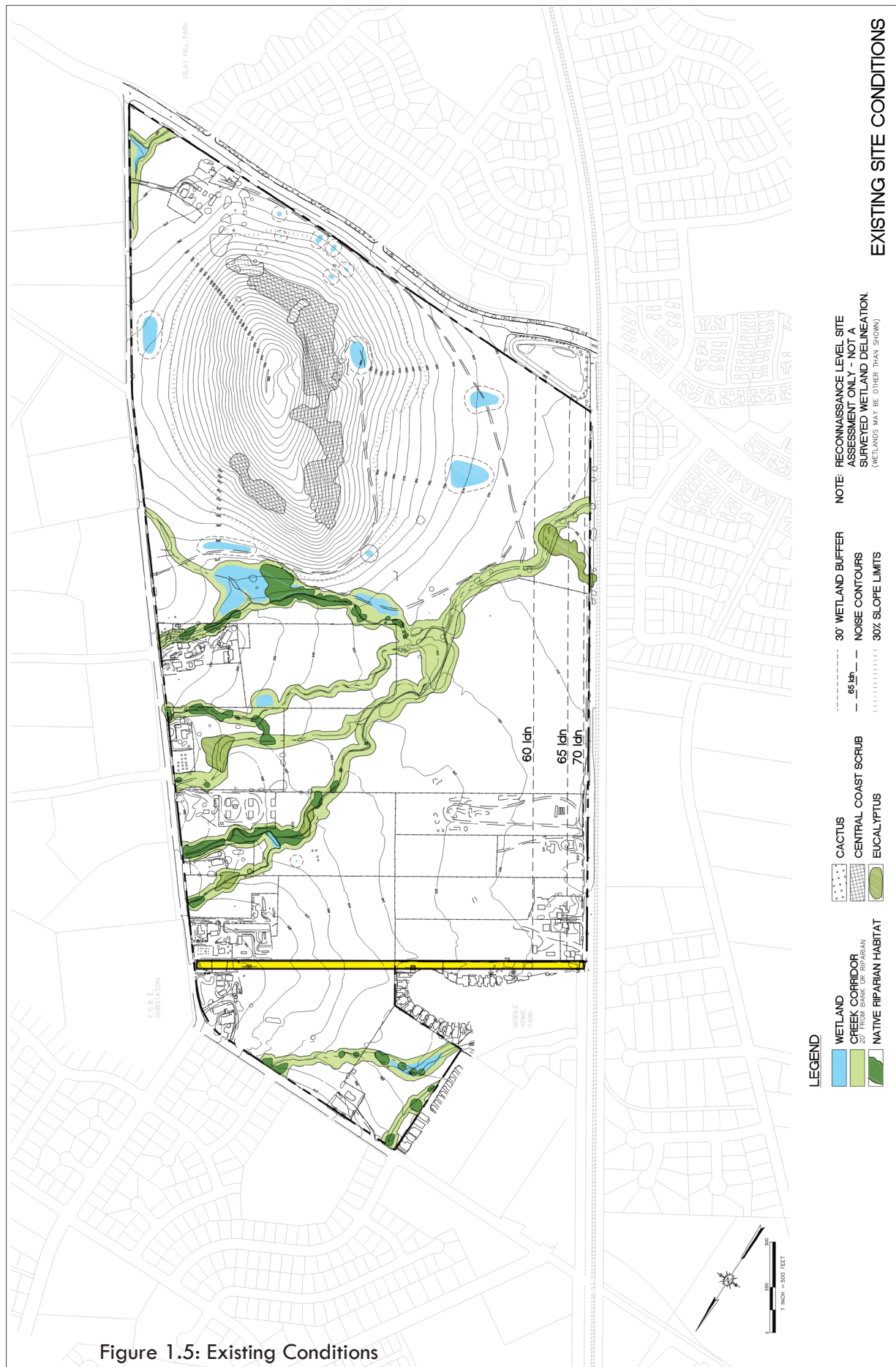


Figure 1.5: Existing Conditions

1.5 Alternative Plan

The primary focus of the Orcutt area alternative plan is to develop and an environmentally sound development, this proposal integrates the LEED ND Scoring system in to the development guidelines and design of this development. This plan also emphasizes several guiding principles including, Low Impact Development, LEED ND, Compact Development, and the San Luis Obispo General Plan.

The Orcutt Area Alternative Plan focuses on the protection of open space and creation of parkland while maximizing the use of developable land. This plan calls for the development of an “anchor” development that will comprise of housing, mixed use, and light industrial uses. The Orcutt Area Alternative Plan provides plans to connect the site with San Luis Obispo by providing new several connections throughout the site. The center of the site is characterized by a small mixed use corridor which merges the land uses around the site.

The mixed use corridor of the development is surrounded by multiple housing typologies, with higher density units in closer to the corridor and lowering in density outward. The mixed use corridor is primarily made up of professional office space and community serving retail. While most of the site’s high density housing is contained near the corridor within the site. The southern portions of the site near Righetti Hill are primarily made up of low and medium density units.

The Orcutt Area Alternative Plan concentrates density on near the core to protect the natural resources of the site with generous reservations of open space in the most environmentally and scenic sensitive areas. The high density and medium-high density housing areas also include semi private community facilities, such as meeting rooms and community garden space. This alternative plan requires a balanced mix of housing including; live work units, mixed use residential, high density, medium density, medium-high density, and low density units. Within the plan there is 10-15% of restricted deed employee housing that will be allotted to employees working in the light industrial business park. In addition 15% of all housing units will be affordable housing units at varying income brackets. The development of the Orcutt area Alternative Plan will be phased to ensure that public services and infrastructure are able to accommodate the new residents.

1.6 Client Minimum Requirements:

Office industrial park and mixed-use housing development will primarily be developed by private organizations and will include at least 500,000 sq ft of “Green” office and light industrial park. This office/ industrial park will be specially designated for environmental organizations and to foster the growth of “green” technologies on the central coast. In addition to the industrial park this development will also include a minimum of 550 LEED Certified housing units and 200,000 sq/ft of mixed use commercial or office. The purpose of this development is to be the first example of a sustainable development (based on LEED ND principles) on central coast.



Figure 1.6: Panoramic from Tank Farm Road



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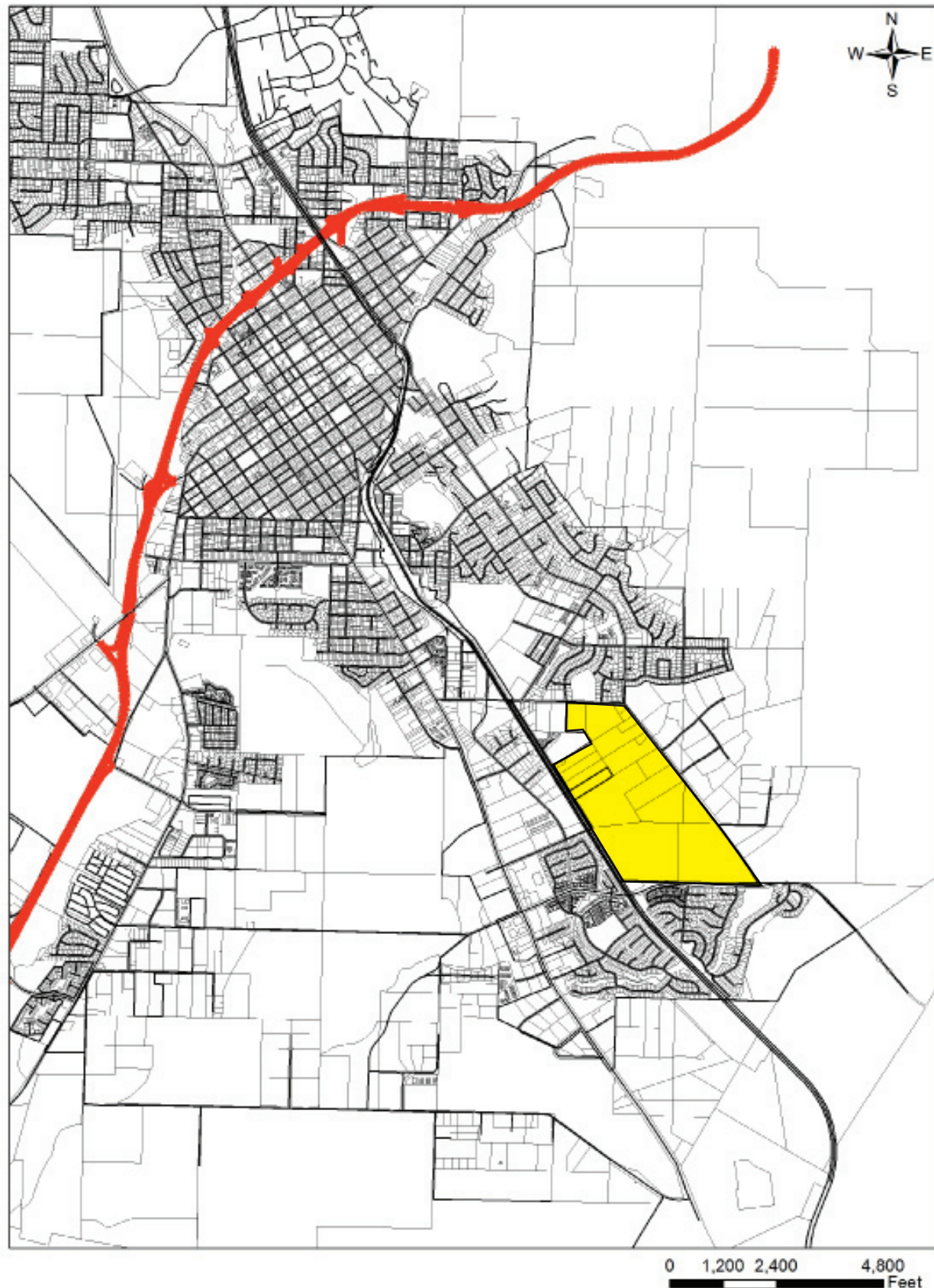


Figure 1.7: Site Location Map

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Alternative Plan



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2.1 Plan Description

The Green Orcutt Area Alternative Plan is a focused environmental and economic alternative proposal to the Orcutt Area Specific plan. The Green Orcutt Area Alternative Plan is a proposal primarily based on a sustainable development that will mix economic and housing opportunities to create a complete community. The Green Orcutt Area Alternative Plan will focus on the development of a light industrial business park specifically encourages the development of green businesses in San Luis Obispo. The Green Orcutt Area Alternative Plan will also center on the development of a variety of housing options and mixed use corridor to help anchor the Orcutt area. The Green Orcutt Area Alternative Plan is a balanced community that will mix housing choice with economic opportunity. The Green Orcutt Alternative plan incorporates the development of 500,000 sqft of light industrial space with 899 housing unit and 200,000 sqft of mixed use space.

The primary focus of the Green Orcutt Area Alternative Plan is to develop an environmentally sound development, while integrating housing and economic opportunities. This proposal integrates the LEED ND Scoring system in to the development guidelines and design of this development. This plan also emphasizes several guiding principles including, Low Impact Development, LEED ND, Compact Development, and the San Luis Obispo General Plan. The Green Orcutt Area Alternative Plan incorporates light industrial, mixed use, and residential uses to create a sustainable economic and social extension of the community. Another objective of this plan will encourage the use of alternative transportation throughout the site and improve existing open space and recreational facilities.

Major Features:

The Green Orcutt Area Alternative plan was developed with several key features including: sustainability, economic vitality, housing choice, Open space preservation, and connectivity.

- Sustainability, reducing green house gases and other effects on the environment is a major issue in any new development; The Green Orcutt Area Alternative plan incorporates LEED standards into the development plan both on the community level and the built environment. LEED ND standards dictate that development must meet prerequisites before being considered for ND certification.

- LEED ND Features: See Section 2.6

- Economic vitality, the new light industrial/business park will act as an anchor for the site and for the southern portion of the city. This industrial business park will focus on attracting “green” businesses and entrepreneurs, such as solar panel and electric motor manufacturing, to help bring the central coast to the forefront of sustainable industry. The industrial business park may also accommodate wine production or storage facilities to encourage growth from the Edna Valley.

- The development of the Light Industrial Park will require that 10-15% or 135 units of all new unit build on site be deed restricted employee housing. This housing will be set aside for employees who work primarily in the Light Industrial park.

- Overall a minimum of 500,000 sqft of light industrial or office space shall be built on 48 acres or 22% of the entire site.

- See Section 2.5 & Industrial Park

- Housing Choice, San Luis Obispo is continuing to grow with that growth, demand for housing continues to rise.



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In order to meet the demand and maintain a jobs housing balance San Luis Obispo must build more affordable housing. The Green Orcutt Area Alternative Plan will build 135 affordable units 15% of total new units.

- The development of affordable housing throughout the site in all housing densities.

- Affordable housing will be available at multiple income brackets including very-low income, low-income, medium-income.

- Affordable housing may include some units from the allocated Industrial business park housing allocation allowing up to a total of 30% affordable housing.

- See Affordable Housing Section 2.4.9

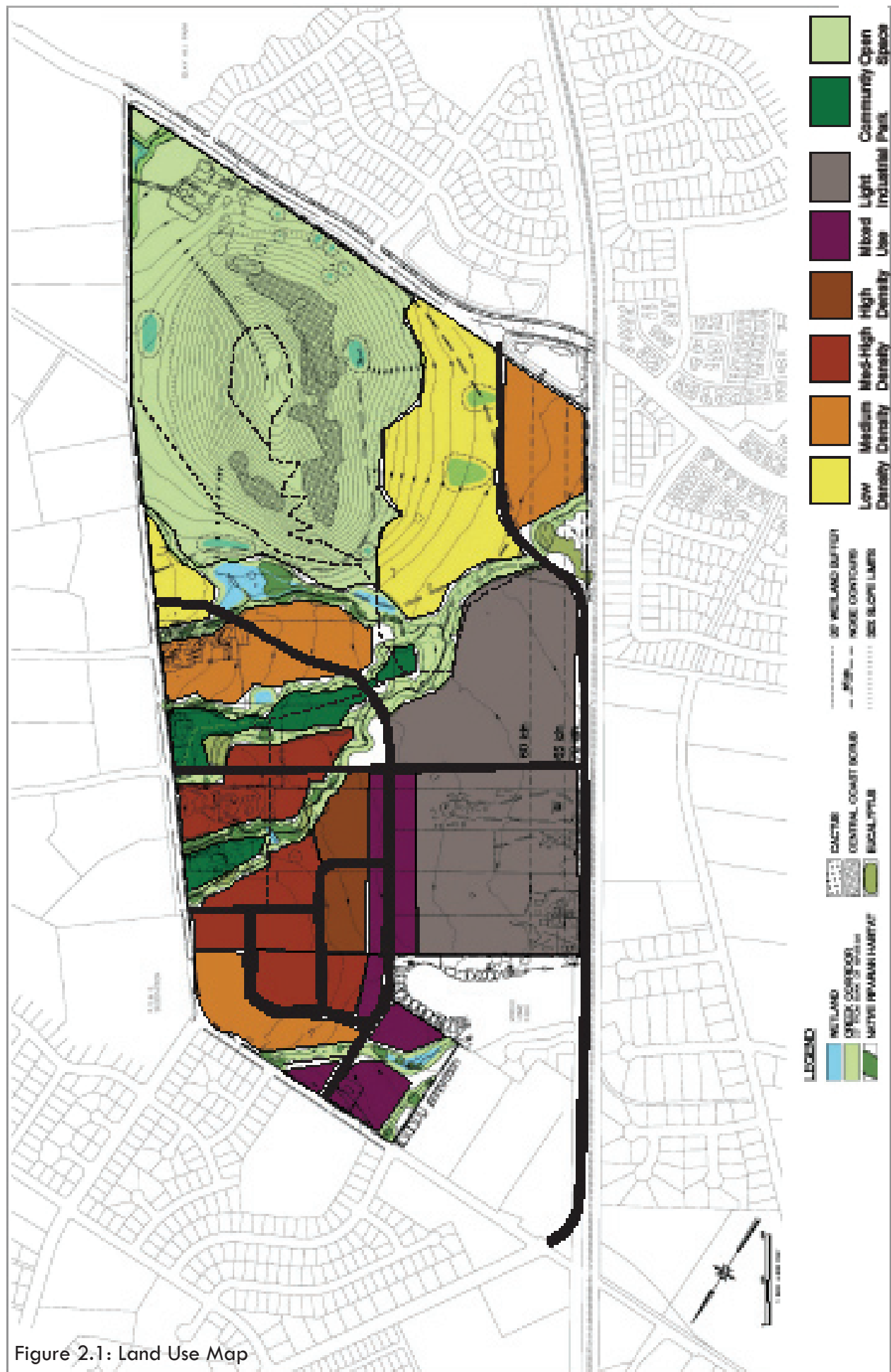
- Open space, San Luis Obispo has an expansive network of bicycle and pedestrian pathways. These pathways will be integrated into the sites park and open space system. The Green Orcutt Area Alternative Plan site has a few distinctive natural features including Righetti Hill and several seasonal creeks. These features will be networked by green pathways to promote the utilization of the open space.

- Connectivity, The Green Orcutt Alternative plan will create 5 new major intersections 4 along Orcutt Road and 1 along Tank Farm Road. These intersections will connect to new main arterials which circulate throughout the site. This plan also calls for re-routing the #3 bus line through the northern portion of the site and to create a transportation hub to increase alternative vehicle trips.

- See Circulation Section

Site Design:

The design of the Green Orcutt Area Alternative is based on the Orcutt Area Specific Plan and delineated some of the same land uses. The site is split in to 3 general areas the northern portion, the southern portion, and the eastern portion. In the southern portion of the site and directly at the base of Righetti Hill the proposal calls for the development of small single family homes and medium density town homes. These homes will intrude less on the view sheds looking towards Righetti Hill and will provide a larger portion of market rate units. The southern portion of the site also contains Righetti Hill which will be dedicated to openspace along with several adjacent creeks. The northern portion of the site contains the highest mix of land uses. This area include the main entrance into the site from Orcutt road. The northern portion of the site contains the mixed use corridor and is split between medium density homes situated on the edges of the site leading in towards medium-high and high density residential in the middle, essentially creating a hierarchy. The southern portion of the site is allocated to the light industrial business park and will require that building placement be situated to help block noise from the Union Pacific Railroad.



Green Industrial Business Park:

The light industrial park will focus on bringing small to mid sized green businesses into San Luis Obispo by creating a minimum of 500,000 sqft of light industrial and/or office space. The light industrial business park will primarily be served by the extension of Bullock Lane which runs along the east boarder of the site and parallels the railroad.

To encourage green businesses to locate within the new light industrial business park all facilities will be developed in accordance with sustainable practices. Solar panels will be required on all industrial buildings and parking will be required to include bio swales which will capture run off and feed into a water recycling system. In addition to sustainable features of the buildings this light industrial park will encourage living closer to work.

The Green Orcutt Area Alternative Plan will require that 15% of all new housing units created on site be allocated to businesses locating in the new light industrial business park. This program will require that these housing units be deed restricted to provide employees an opportunity to live close to work and may reduce vehicle related trips.

To further encourage the development of the light industrial business park this proposal will also create incubator space within the light industrial park and mixed use areas. This incubator space will provide entrepreneurs with affordable office space to start their businesses. These spaces will consist of small office spaces that will share resources like secretaries, printing, and conference space to reduce costs. These incubator spaces may also have employee housing, however these units will be more like live work units.



Figure 2.2: Character of Light Industrial



Figure 2.3: Character of Light Industrial

2.2 Alternative Plan Format

The Orcutt Area Alternative plan primarily explores alternative development opportunities and options for the Orcutt Area specific plan area. This plan provides a discussion of the possible development opportunities not addressed by the Orcutt Area Specific Plan. This alternative plan will provide recommendation of possible alternative policies, programs, and development standards to guide the development of the Orcutt Area. This plan will provide the city with an alternative design that includes; land use map, circulation map, development standards, assessment of environmental impacts, and program.

2.3 Program

Land Use				
	Acreage	Density	Total Units (Estimated)	% of Orcutt Area
Housing				
Low Density: Detached Single Family 4,500 - 5500 sqft. Lots	19.7	Up to 7 Du/Acre	125	8.53%
Medium Density: Town Homes	27.3	Up to 12 Du/Acre	282	11.82%
Medium-High Density: Condominiums, Studios, and Apartments	16.3	Up to 18 Du/ Acre	244	7.06%
High Density: Studios & Apartments	10.3	Up to 24 Du/Acre	190	4.46%
Mixed Use	*	Up To 18 Du/acre	58	
Sub Total	73.6		899	
Other				
Mixed Use	16.1		204000	6.97%
Light Industrial	48.7		500000	21.08%
Open Space: Neighborhood Parks and Open Space	86			37.23%
Totals	231			100%

Table 2.1: Program



2.4 Development Guidelines: Proposed Development Goals and Policies

The following goals and policies are suggested list of development goals and policies to guide development within the Orcutt area site. These goals and policies are primarily meant to enforce development standards and define the community as a whole and follow the goals outlined in section 2.3.

2.4.1 Conservation Open Space and Recreation

C1. Intent

The key goals of this section of this Alternative plan are to protect and enhance the Orcutt Area Alternative Plan Area's on site creek and wetland habitat, visual aspects of Righetti Hill, and enhancing the livability and sustainability of the Orcutt Area.

C2. Parks

Goal 1: To provide parks that encourages social interaction among community members. Park areas will act as a catalyst for recreational and social engagement.

-Policy: Playgrounds and sports fields and other recreation facilities shall be interspersed throughout the neighborhoods.

-Policy: Public plazas shall be interspersed throughout the commercial oriented areas

C3. Open Space

Goal 2: Restoration or enhancement of the natural wetlands and creek habitat. The location around The Orcutt Area and Righetti hill will act as an integral part in allowing the biodiversity to remain viable throughout this area.

-Policy: Phase removal of agricultural practices including grazing.

-Policy: Phase of wetland restoration and creek enhancements

Goal 3: Preserve and enhance the surrounding natural environment and connect the Righetti Hill Open Space within the surrounding network of recreation and open space areas. The design of Orcutt Area Alternative Plan minimizes the impact on the natural environment by utilizing a compact growth layout and avoiding development in environmentally sensitive areas.

-Policy: Create of green pathways that connect to existing bikeways and bicycle lanes the open spaces and parks around Righetti Hill.

-Policy: Integrate Creek walks with the pedestrian circulation system to encourage walk ability.

2.4.2 Land Use and Zoning

L1. Intent

The City's current General Plan Land Use Map designates this area as under the jurisdiction of the Orcutt Area Specific plan, which designated this area as primarily residential use. This section contains the land use goals, policies, and standards applicable to the Orcutt Area Alternative plan and describe the overall development program.

The Orcutt Area alternative plan is proposing to offer a wide variety of housing choices

and professional and mixed use commercial space. This plan also includes the protection of natural resources and land marks like Rightetti Hill, the extensive creek network and wetlands. The provisions in this land use plan primarily establish a light industrial business park and mixed use corridor to act as a central core of the development, which is surrounded by residential development.

The overall design for the Orcutt Area Alternative Plan includes a variety of uses primarily focusing on light industrial, mixed use, and residential. In total 89.75 acres will be developed out of the 231 site, with around [86] acres of open space and parks. The majority of open space is located along the creeks and the Rightetti Hill side areas.

2.4.3 Housing

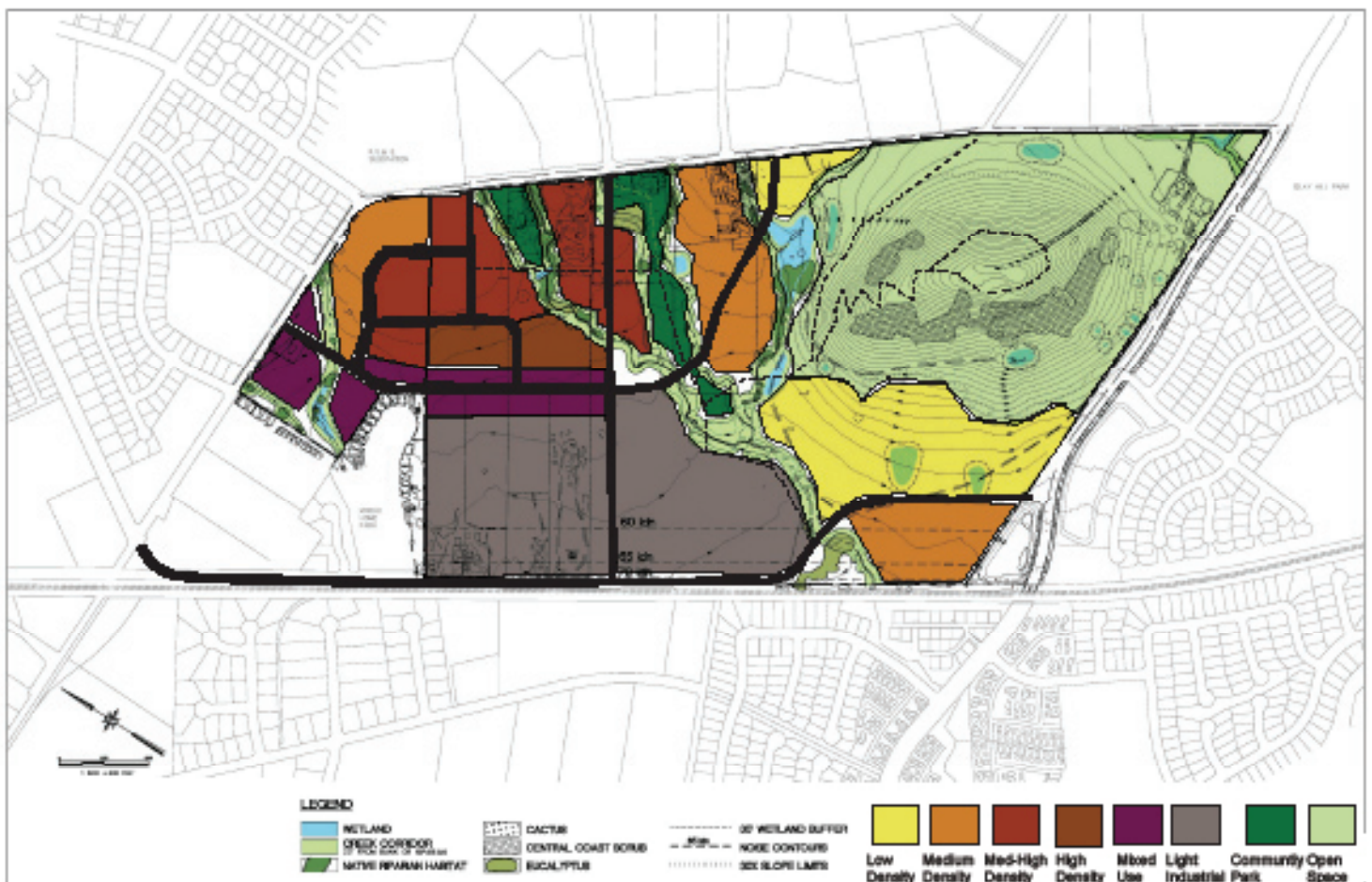


Figure 2.4: Land Use Map



Residential

The Orcutt Area Alternative Plan includes a variety of compact, well designed residences that will provide a mixed range of housing for primarily workforce housing, retirees, and some affordable units. The Orcutt Area Alternative Plan also sets aside housing for the light industrial park to provide employers and workers with the opportunity to reduce their commute. The plan calls for the development of a total of 900 low, medium, medium-high, and high density, units 10-15% of which (90-135 units), will be maintained as affordable housing.

While this development follows LEED ND guidelines this plan recognizes the realities of the market in San Luis Obispo as many prospective buyers prefer detached single family homes. This plan provides 125 low density units on small 5,000 sqft lots. This plan also provides 282 medium density town homes, 244 Medium-high density condominiums with 1, 2, and 3 bedroom units, and 190 high density apartments.

Land Use				
	Acreage	Density	Total Units (Estimated)	% of Orcutt Area
Housing				
Low Density: Detached Single Family 4,500 - 5500 sqft. Lots	19.7	Up to 7 Du/Acre	125	8.53%
Medium Density: Town Homes	27.3	Up to 12 Du/Acre	282	11.82%
Medium-High Density: Condominiums, Studios, and Apartments	16.3	Up to 18 Du/ Acre	244	7.06%
High Density: Studios & Apartments	10.3	Up to 24 Du/Acre	190	4.46%
Mixed Use	*	Up To 18 Du/acre	58	
Sub Total	73.6		899	

Table 2.2: Housing Program

Goal 1a: Develop residential areas that provide a sustainable lifestyle for residents while facilitating neighborhood interaction through pedestrian-friendly outdoor areas. Residential areas should have attractive views, adequate residential parking, parks and open space, access to alternative modes of transportation and bicycle/pedestrian paths between residential areas.

Goal 1b: Multiple housing types of varying cost to attract a variety of Land Use homeowners and renters, with incomes ranging from very-low to high within close proximity to job opportunities.

-Policy: The Orcutt Area Alternative Plan includes Low-Density Residential, and High Density Residential. The allocation of zones is shown in the Land Use Map.

-Policy: Residential use and development standards contained in the City zoning regulations shall apply to residential development in Orcutt Area unless otherwise identified in this Alternative Plan. Where standards may conflict, the Orcutt Area Alternative Plan standards supersede city's

zoning ordinance standards.

-Policy: Affordable housing will be included in all residential zones, either by direct construction or with in lieu fees to be applied within the Orcutt Alternative Plan Area. (Refer to Affordable Housing Section)

-Policy: 10-15 % of housing will be required to be employee housing for the light industrial business park

-Policy: All housing will be required to meet minimum LEED standards for housing.

-Policy: Uses allowed in the Orcutt Area Alternative plan's residential land use designations shall be consistent with the city's zoning regulations, with the exception of the following uses which shall be prohibited in all residential areas unless otherwise noted:

Low Density:

The low density residential areas will be located to the southern portions of the Orcutt area with a small proportion of units on the eastern side of the site.

-Policy: Low density housing shall provide a compact arrangement, where no lot shall exceed 5,000 square feet.

-Policy: Low density single family units can share walls.



Figure 2.5: Character of Single Family Housing

Medium-Density Residential:

The medium density residential areas will be located primarily in the northeast, mid-eastern and southern portions of the Orcutt Area Alternative Plan with the highest concentration in the mid-east.

-Policy: Medium-density residential development should provide a compact arrangement.

-Policy: The majority of medium-density residential development should be comprised of attached townhomes; use of zero lot lines is encouraged.

-Policy: Street frontages allowed in the medium density are limited to: Common yard or Porch and Fence.

-Policy: The buildings character shall constitute either small edge yards or side yards.



Figure 2.6: Character of Medium Density Housing

Medium-High Density

The medium high density residential development will primarily be concentrated in the north eastern portions of the Orcutt area, adjacent to the high density areas.

- Policy: The majority of medium high development should be comprised of duplexes, multiplexes, condominiums, or townhomes.

High Density Residential:



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The multi-family residential development will generally be concentrated in the central portions of Orcutt Area. This will facilitate easy access to the sites corridor, bike trails, and open space.

- Policy: The majority of high development should be comprised of apartments, or condominiums.
- Policy: The building character shall constitute either access to edge yards, side yards, back yard or common courtyard.
- Policy: High density development should be developed either as multi-family apartments with common compact outdoor areas.
- Policy: All multiplex and multi-family apartment units shall have access to common greens or interior parkways.
- Policy: A homeowner's association for multiplexes or the property owner of multi-family apartments shall maintain all common outdoor areas.



Figure 2.7: Character of High Density Housing

2.4.4 Mixed Use:

Goal 2: Community commercial, commercial-office, retail services, and live work units will focus on those living, working, or using the parks in the Orcutt area. The land designated for mixed use will be split between retail, restaurants, professional office space, and other community services.

- Policy: Encourage commercial, office, and retail uses up to a maximum of 5,000 square feet to be located on the ground floor. Appropriate uses include small shops, art galleries, and personal care services. The intent is to encourage local users who could walk to the area to participate in a small scale, pedestrian intense commercial area.
- Policy: The off-street parking requirement for the mixed use zone shall be: 1 parking space per dwelling unit, 1 parking space per 1000 square feet of office or commercial; all off-street parking shall be placed toward the rear property line.
- Policy: No building shall be more than 5' from the front property line, nor have any parking directly in front, with the exception of on street parking.
- Policy: Encourage home/offices (live/work) in the multifamily residential portion of the community commercial. Additional precluded uses in the community commercial would be: mobile homes, or low intensity uses that do not contribute to a pedestrian intense environment.
- Policy: Street Frontages allowed on the Mixed Use zones are limited to: Stoop, Shop front, Arcade, or Gallery.
- Policy: Building character shall constitute either a front or rear Courtyard or Commercial Block.



Figure 2.8: Character of Mixed Use

2.4.5 Conservation/Open Space

The Conservation/Open Space designation will apply to Righetti Hill, and the seasonal creek buffer

zones.

- Policy: Property development standards in the City's zoning regulations shall apply to Conservation/Open Space designations in Orcutt Area.
- Policy: Uses permitted in Orcutt area C/OS zones shall be consistent with the City's zoning regulations.
- Policy: Agricultural uses, such as grazing and animal keeping are permitted to continue, only to be phased out as the project approaches maximum build-out.

2.4.6 Public Facilities/Special Function Uses:

The Public Facility zone in the Specific Plan Area is intended to provide for public recreation or education uses on public property.

- Policy: Authorized uses in the PF zone include a library, community center, tourist information center, and transit hub.
- Policy: Development in the PF-SP zone is subject to the City's PF Property Development Standards included in the City's Zoning Regulations

2.4.7 Park Space:

The park space zone in the Orcutt Area Alternative Plan is intended to provide public recreational uses on public property.

- Policy: Authorized uses in the P zone shall be linear parks, creek walks, bicycle trails, playgrounds, public soccer and baseball fields or tennis courts.

2.4.8 Light Industrial:

The Light industrial zone in the Orcutt Area Alternative Plan is intended to provide a diversity of economic income and growth. The plan designates 48 acres for development a minimum of 500,000 square foot light industrial business park that will provide Research & Development space for green technology firms and/or wine production space. The development of the light industrial park is designed primarily to provide more job opportunities within the city of San Luis Obispo and to provide jobs closer to housing. The light industrial park may also serve as a catalyst to bring more companies that focus on green technology in to the city.

- Policy: Authorized uses in the LI zone shall be Light Industrial, Manufacturing, and office space.
- Policy: In total a minimum 500,000 square feet of Light Industrial or office space shall be developed specifically for "green businesses".

2.4.9 Affordable Housing:

The City's General Plan Land Use Element requires that specific plans for major residential expansion areas include sites suitable for affordable and low-income rental and owner-occupied housing. These expansion



sites shall be integrated within neighborhoods of market rate housing and shall be architecturally compatible with the neighborhood. The specific plans will designate sufficient proportions of affordable housing at appropriate densities to accommodate a range of dwelling types, including detached and attached single-family dwellings, duplexes, apartments and condominiums, group housing, graduated care facilities, and creative housing cooperatives. To meet this requirement, the City will solicit and support new housing developments that include one or more of the following features:

- Allow Housing and Urban Development to construct affordable units.
- High Density Apartments or Condominiums
- Affordable “Starter” housing consisting of small (approximately 600-750 square feet) apartments, condominiums, or studios. Developers may choose to build one or more housing types, and to work with housing non-profits such as Peoples’ Self-Help Housing Corporation, the San Luis Obispo Housing Authority, Habitat for Humanity, or other agencies or individuals to cooperatively plan, develop, and market affordable housing within their developments.

The City of San Luis Obispo Inclusionary Housing Policy & Orcutt Area Alternative Plan Affordable Housing

San Luis Obispo has adopted an inclusionary housing program that requires all new development projects include affordable housing units, dedicate land for affordable housing, or pay an in-lieu fee to increase affordable housing opportunities citywide. In annexation areas like the Orcutt Area, at least 5 percent of the new housing must be rented or sold at prices affordable to low income households. Another 10 percent of the new housing must be available for moderate income households.

New housing in San Luis Obispo must address the community’s urgent need for affordable housing. For housing to qualify as “affordable,” the housing developer must guarantee that the housing units will be developed and maintained in a manner consistent with the city’s Affordable Housing Standards, which are updated annually with maximum sales prices and income limits for potential purchasers of affordable homes.

As laid out in the following policies and programs, all of the required affordable housing will be constructed within Orcutt Area. The low-income affordable housing requirement will be met by dedicating land to a city recognized low-income housing developer or developed within the market rate areas.

Goal 3: Multiple housing types of varying costs that attract a variety of homeowners and renters, with incomes ranging from very-low to high.

- Policy: The City’s inclusionary housing requirements shall be met by building the affordable units within the Orcutt Area Specific Plan area.
- Policy: Mixed Use development projects are exempt from the inclusionary housing requirements, however, may be developed as affordable if necessary.

CHAPTER 2



Land Use				
	Acreage	Density	Total Units (Estimated)	% of Orcutt Area
Housing				
Low Density: Detached Single Family 4,500 - 5500 sqft. Lots	19.7	Up to 7 Du/Acre	125	8.53%
Medium Density: Town Homes	27.3	Up to 12 Du/Acre	282	11.82%
Medium-High Density: Condominiums, Studios, and Apartments	16.3	Up to 18 Du/ Acre	244	7.06%
High Density: Studios & Apartments	10.3	Up to 24 Du/Acre	190	4.46%
Mixed Use	*	Up To 18 Du/acre	58	
Sub Total	73.6		899	
Other				
Mixed Use	16.1		204000	6.97%
Light Industrial	48.7		500000	21.08%
Open Space: Neighborhood Parks and Open Space	86			37.23%
Totals	231			100%

Table 2.3: Program

2.5 LEED Neighborhood Development: Designing with LEED ND (2009)

The LEED ND rating system has been incorporated into the design of Orcutt Area Alternative plan in order to incorporate sustainable design principles within the development. LEED for Neighborhood Development is a rating system that combines elements of smart growth, new urbanism, and green building features and principles into the first national standard for neighborhood design. At this time this program is still under the Pilot Program of the US Green Building Council (2009) LEED ND standards primarily focus on site selection, design, and construction.

Within the LEED ND rating system, there are several categories that must be met and applied when designing for a LEED ND development. The three main categories include smart location & linkages, neighborhood design pattern & design, green construction & technology and innovation. Each of these areas correspond and overlap with one another, and can collectively help minimize the impact on the environment, reduce the energy utilized throughout the site.

Approach to Utilizing LEED ND Standards and Principles

Smart Location and Linkages

The Orcutt Area Alternative plan is already located within an underdeveloped area according to LEED ND Standards; the site design creates many alternative linkages through the site to improve the circulation in the Orcutt area. This site is within 5 miles of almost all the jobs within San Luis Obispo, in addition this plan ties together on site housing with employment. In this plan the light industrial business park will receive a specific percentage of the housing created on site that will be maintained specifically for employees working on site. This plan also creates connections throughout the Orcutt area site provide a well designed circulation network for bicyclist and pedestrians with additional bicycle storage facilities located within the light industrial business park. The location of the built environment is designed specifically to avoid possible loss of important habitat.

Neighborhood Pattern and Design

The design of the Orcutt Area Alternative Plan utilizes compact development to encourage walkability throughout the neighborhood. This plan also includes a mix of building and land uses to help reduce the need to leave the site for everyday amenities. Throughout the Mixed Use, Medium, Medium-High, and High Density areas, of this site walkability is encouraged through street design and human scale development. The Light Industrial Business Park encourages walkability and also reduces vehicle related trips by providing employees with restricted on site housing. All medium-high and high density housing units will also have access to community gardens to allow for the



Figure 2.9: Example Bioswales



Figure 2.10: Example Green Roof

growth of vegetables. The street design within the Orcutt area site allows for maximum circulation and provides easy access for bicycle and pedestrian traffic. Recreation and open space access are paramount in the Orcutt Area Alternative plan; the Orcutt area will be connected to San Luis Obispo's extensive bicycle trail network and with the addition of the Righetti Hill Open space area will provide recreation area for residents and visitors alike. Transit facilities will be constructed on site to promote the use of alternative forms of transportation. To lower the parking footprint all surface parking for residential multi-family buildings will be located at the rear of the buildings or within ground level garages.

Green Infrastructure and Buildings

All structures that will be built within the development of Orcutt Area have been proposed to be built to meet minimum LEED certification. This means that many of the requirements for this category will be absorbed in the designing of the buildings on the site, including solar orientation when applicable, renewable energy sources, the use of green materials, reduced construction pollution, minimized heat island effect, building reuse and many others.

Innovation

The Orcutt Area Alternative Plan will be utilizing renewable energy source; primarily solar panels. One of the major goals of this plan is to provide 70% of the energy needs from renewable sources.



Figure 2.11: Example Bioswales



Figure 2.12: Example Solar Panels



2.6 Circulation

C1. Intent

The objective of the circulation section of this Orcutt Area Alternative plan is to provide access to and throughout the Orcutt Area by developing a network of arterials that will link the existing streets and arterials to the Orcutt Area. The proposed street network within the site maximizes accessibility of the site by providing a modified grid pattern. The development of the circulation in the Orcutt area integrated the provision of alternative forms of transportation into the circulation network. Overall the development will have a strict street hierarchy that will encourage pedestrian and bicycle movement through the site.

C2. Consistency with the General Plan

Circulation throughout the site will be consistent with the City's General Plan by providing maximum accessibility throughout the site while mitigating future offsite traffic impacts by providing for road improvements and bicycle connections.

Alternative Transportation Options

Goal1: To diversify the transit options available to the public and residents

Policy: Bicycle transportation Consistent with the Circulation Element's goal of promoting alternative modes of transportation this Specific Plan includes bicycle and pedestrian circulation routes which provide access throughout the interior of the Orcutt Area and connect to the existing pedestrian and bicycle network outside the Orcutt Area. Pedestrian circulation is provided along arterial, collector, and local streets in the Orcutt Area.

Policy: Provide a separate bike and walking path along Bullock Lane to integrate with the Orcutt Area site with the existing bicycle plan, by providing bicycle lanes on all road.

-Policy: The city currently provides daily public transportation to the Orcutt Area via Route 1 & 3. Route 1 stops at the north of the site along Orcutt road and 3 follows Tank Farm Road and follows the boarder of the Orcutt site along Orcutt Road. This plan calls for the re routing line 3 through the site. The re-routed buses will be only marginally affected by route changes orcutt road where there is only 1 stop.

Street Hierarchy and Vehicular Mobility

Goal: Create a highly connective street network in the Orcutt Area.

Main arterials and collectors Tank Farm Road and Orcutt Road are the arterials that service the Orcutt Area. Orcutt Road is contiguous with one side of the Plan Area and consists of two lanes with Class II bicycle lanes on both sides of the road from the intersection with Orcutt Road and Tank Farm. Orcutt Road borders the north end of the Orcutt area is contiguous with two sides of the Specific Plan Area and consists of two lanes with Class II bicycle lanes on both sides of the road. Orcutt Intersects with Johnson Avenue a major intersection. Orcutt Road Also intersects with Bullock lane which borders the union pacific railroad.

Policy: To improve existing thoroughfares (Orcutt Road & Tank Farm Road)

In order to keep the level of service on the bordering thoroughfares improvements will be proposed, such as widening LOVR and Foothill Blvd. at intersections for turning lanes and adding additional stop lights at new and existing intersections.

Goal: In order to improve circulation within and around the site a strict street hierarchy will be implemented throughout the site.

Main Arterials

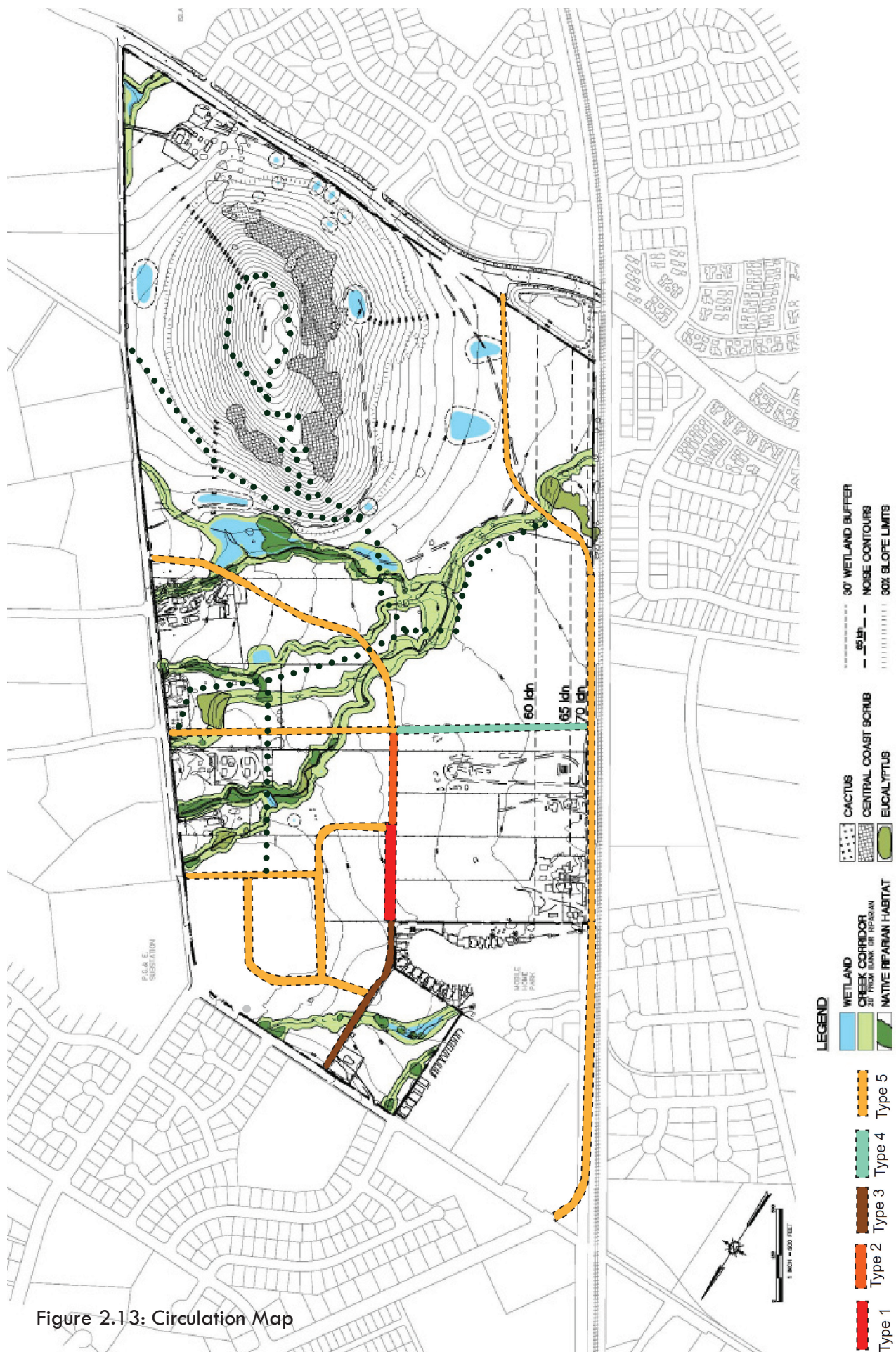


Figure 2.13: Circulation Map

The main arterials within Orcutt Area connect to two main thoroughfares Orcutt Road and Tank Farm Road. The traffic generated by the Orcutt site will not have a major impact on the levels of service of those thoroughfares. The Main arterials within the Orcutt Site are two lane roads and a turning lane, bordered by bike lanes with parallel parking on both sides. The purpose of the main arterials is to gather traffic from the collectors within the site and disperse them out throughout the site.

-Policy: There shall be a 6' minimum sidewalk/planter right of way on all street typologies.

Collector Streets

The function of collector streets within the Orcutt area will be to connect the residential areas to the main arterials that connect to Orcutt. The collector streets will be two lane roads with parallel parking and bicycle lanes on both sides.

Mixed Use Corridor

Within the Mixed Use Corridor there is a two lane road with 60 degree angled parking on both sides of the road.

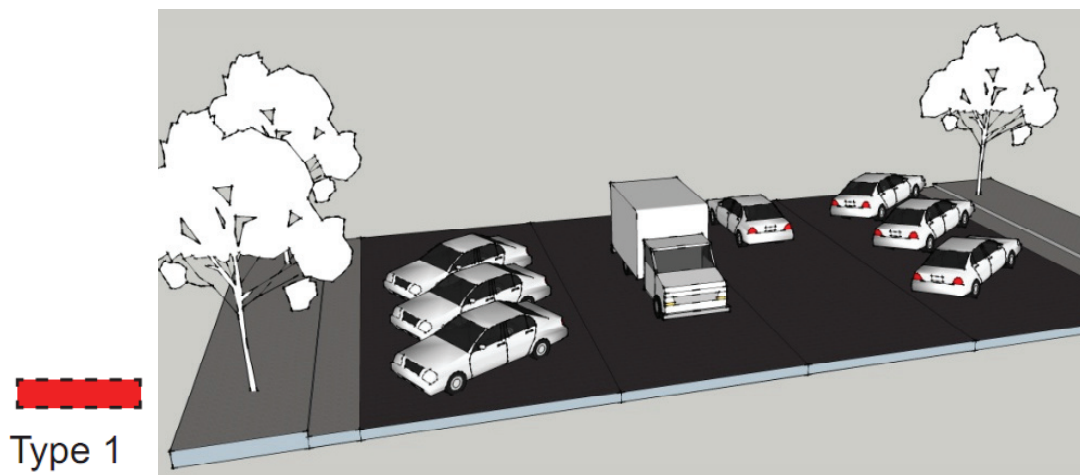


Figure 2.14: Type 1 Street Section MU corridor

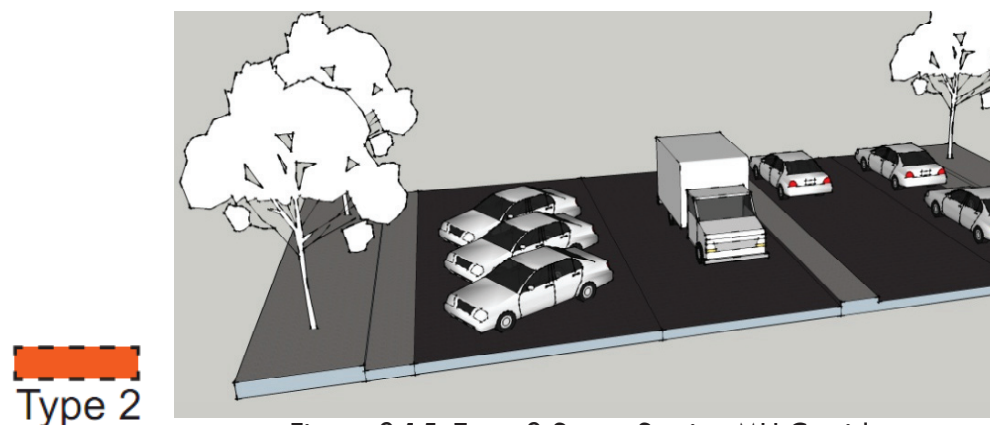


Figure 2.15: Type 2 Street Section MU Corridor

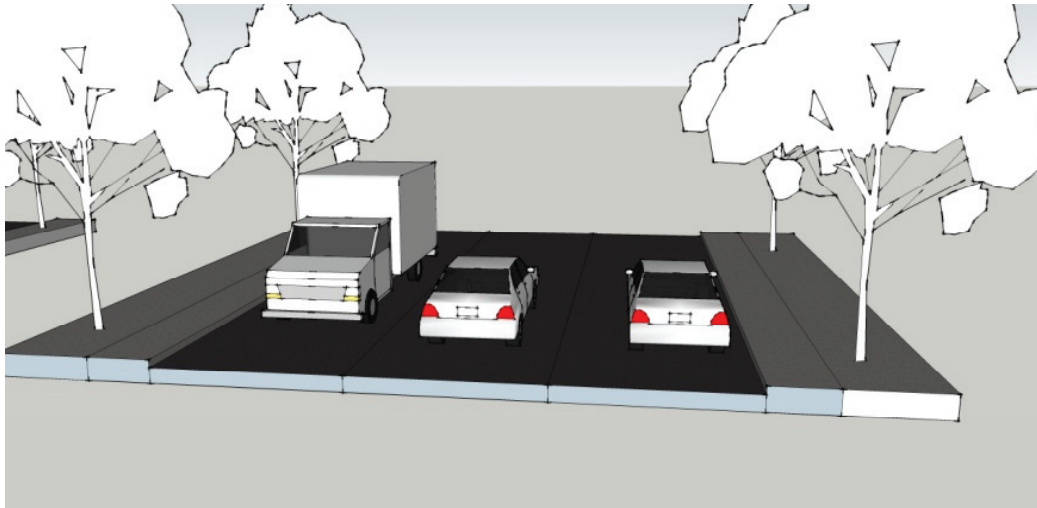



Figure 2.16: Type 3 Street Section


Type 3

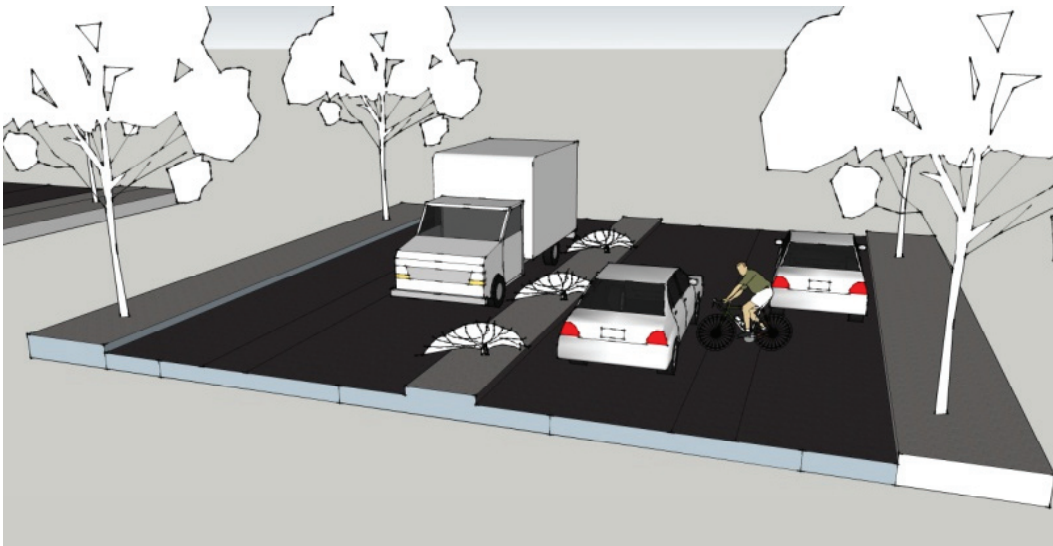



Figure 2.17: Type 4 Street Section


Type 4

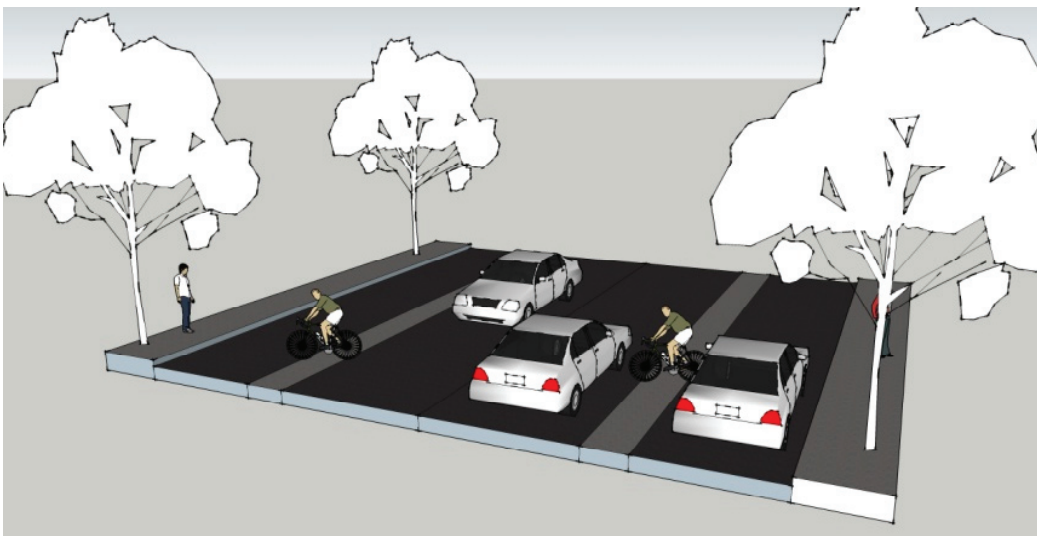


Figure 2.18: Type 5 Street Section


Type 5

Parking

The Green Orcutt Area Alternative Plan will require an estimated 3300 parking spaces with the largest proportion of parking going to the light industrial and mixed use land uses. The Green Orcutt Area Alternative plan will reduce parking requirements by developing more mixed use and live work units to lower the amount of parking needed.

The light industrial portion of the site will require large footprint parking lots which will be covered with pervious pavers. To the right is an example of parking lot design with angled parking planters and trees.

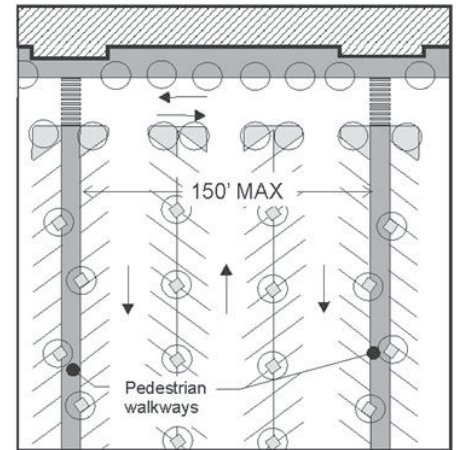


Figure 2.19: Parking lot Example

Estimated Parking Requirements

Conceptual Design Unit Count					
Land Use	Units		Parking Requirement	Needed	Available
Housing					
Low Density	125		2,3	297.5	
Medium Density	282		2,3	520	
Medium-High Density	244		1,1.5,2	354	
High Density	190		1,1.5,2	230	
Mixed Use	58		1,2	75	
Sub Totals	899			1476.5	
Other					
Light Industrial	400000		1/500	800	
Office	100000		1/300	333.33	
Sub Totals	500000			1133.33	
Mixed use					
Bank	30000		1/300	100	
Professional Office	25000		1/300	83.33	
General Office	65000		1/300	216.67	
Child Care	6000		2+1/14	8	
General Retail	18000		1/300	60	
Grocery	35000		1/200	175	
Restaurant	25000		1/60 1/100	50	
Sub Totals	204000			693	
Parks & Open Space	200000		1/500	400	
TOTAL				3302.83	

Table 2.4: Parking Estimates by Land Use

Offsite Improvements Map

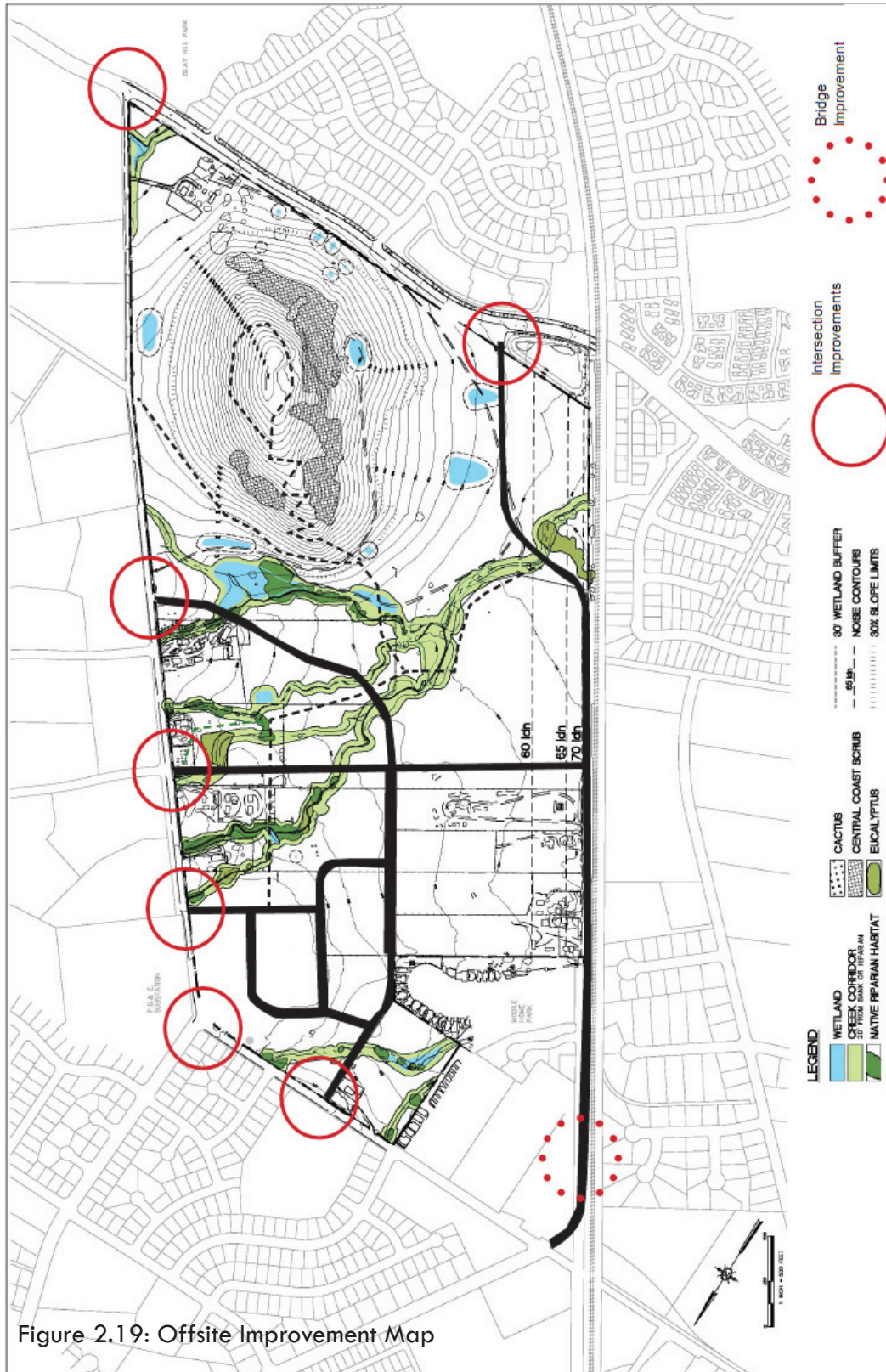


Figure 2.19: Offsite Improvement Map

Site Renderings

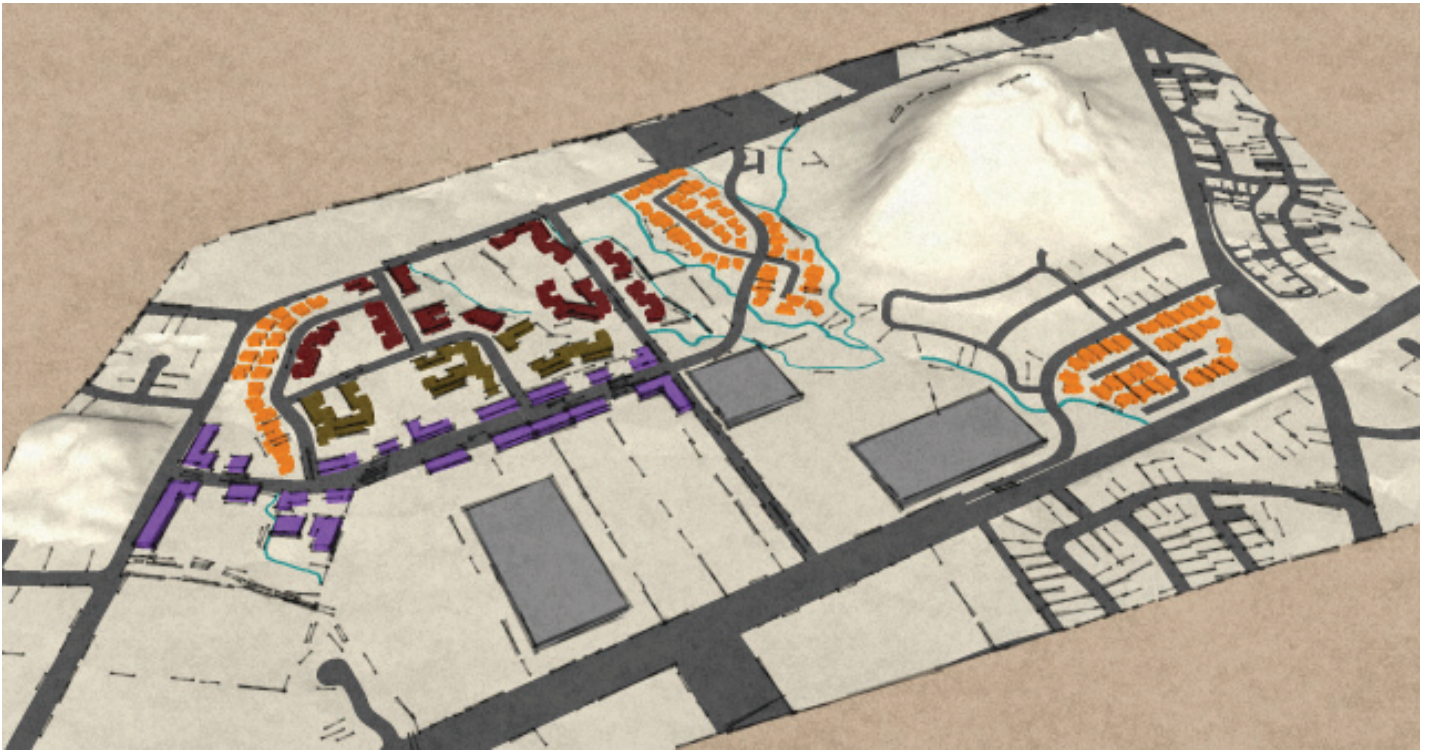


Figure 2.20: Rendering of site looking south

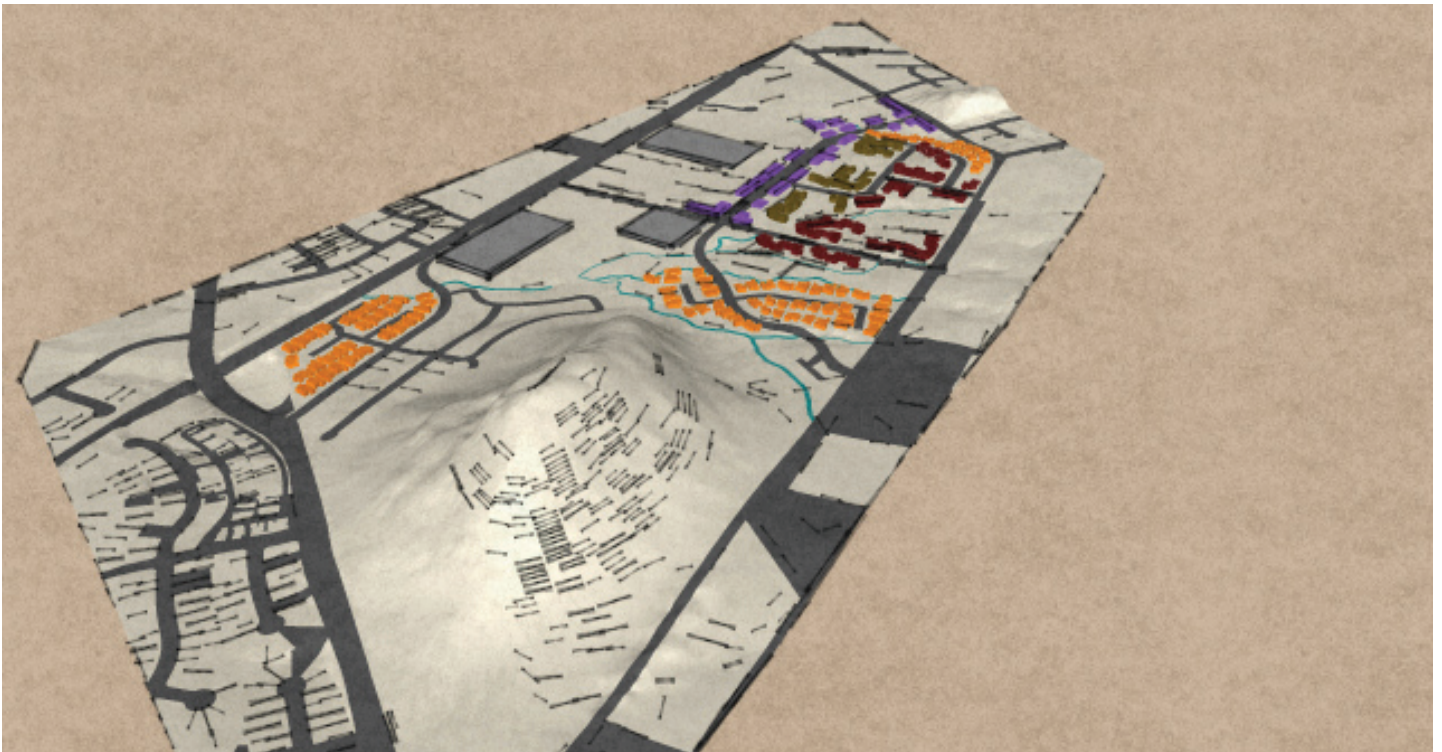


Figure 2.21: Rendering of site looking north

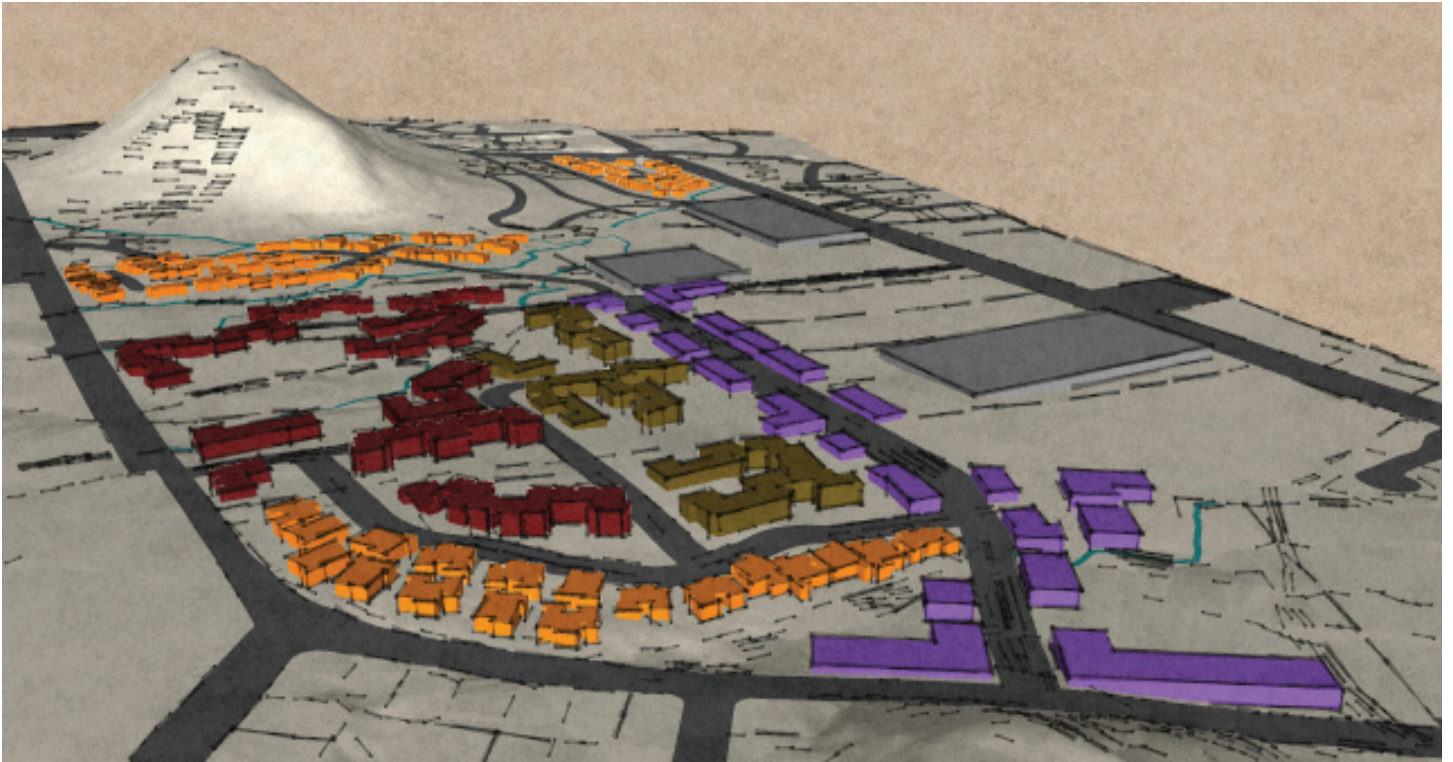


Figure 2.22: Rendering of site looking south from Ourctt Road

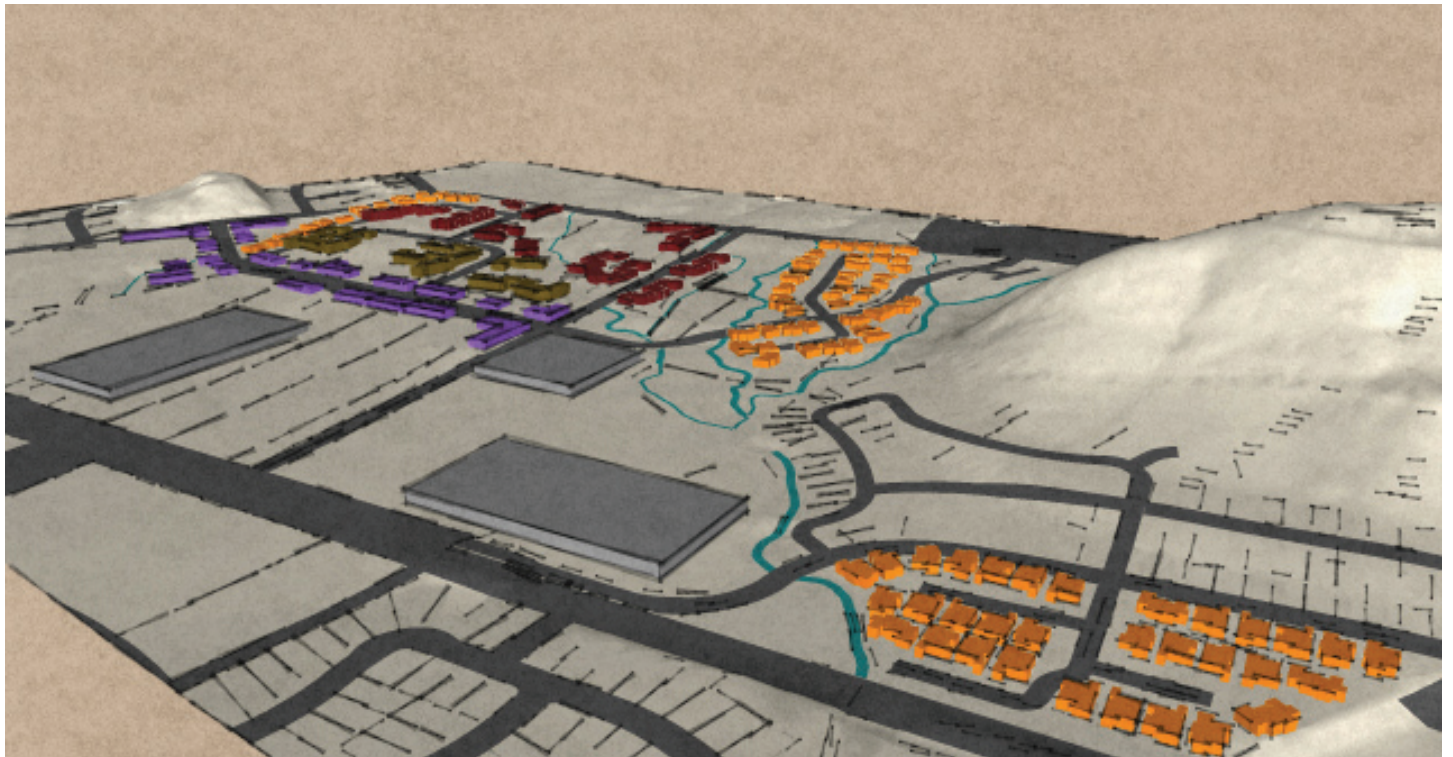


Figure 2.23: Rendering of site looking East

CHAPTER 3

Public Outreach



Moy & Guerra Group



Outreach Plan

3.1 Introduction:

In order to develop the Orcutt area the City requires that this development plan outline a public outreach plan to provide public input. As such this plan is designed to provide public input on the Green Orcutt Area Alternative Plan that will be incorporated into the development plan. This plan is to incorporate the development of the Orcutt area with community input. The outreach process shall begin in conjunction with the approval of this proposal. This plan is preliminary and shall be adapted to any changes to the Green Orcutt Area Alternative plan.

In the Green Orcutt Area Alternative Plan Community Outreach plan community leaders and citizens will have the opportunity to input their ideas into the development plan. In order to bring all of the stakeholders to the table, we will start an outreach program explaining the benefits of the community workshop. The outreach program will consist of print advertisements, setting up information booths at public events like farmers market & in popular public locations throughout the city, and mail and drop off flyers to residents. This Outreach plan will be open to all community members, however, flyers will be mailed to residents who are in direct vicinity to the Orcutt area.

Assumptions :

In the City of San Luis Obispo we believe that a large majority of the 40,000 residents are working and may find it difficult to find time to participate during the day. Also, many of the residents in the surrounding area may be students which may lead to low turn out. Under these assumptions we have prepared a preliminary Outreach plan to address public participation in the Green Orcutt Area Alternative Plan.

Pre Plan for Meeting #1:

- Anticipated Preparations: Secure location, coordinate interest groups, analyze the downtown situation, create presentation poster for likes and dislikes, writing utensils, supplies and distribution of handouts regarding site inventory, label and bring cameras and postage for citizens to mail them back, informational Power Point, camcorder to record meeting.

Meeting #1:

- A.) The meeting is open to all citizens
- B.) Informational meeting / Visioning Meeting
- C.) The meeting should be held in the San Luis Obispo Community center
- D.) The meeting will be no longer than 2 ½ Hours
- Start With basic Information about the why we are there, along with information on the specific plan being prepared by the city / consultants
- Have The citizens compile like and dislike of the current site in small groups
- Have Representatives from each group share all of the likes and dislikes while a master list is being compiled
- Provide Copies and links of the Alternative plan
- Hand Out disposable cameras labeled likes and dislike and tell the citizens can go to the site, take pictures, and either mail back the cameras (we pay for the postage) or if they can't bring them to next meeting. Encourage them to bring at least one more person with them to the next meeting.



Expected Outcomes for Meeting #1

In this meeting we hope to have informed the community of the alternative plan and generated community interest in the project.

Pre Plan for Meeting #2:

A.) A week span between meetings.

- Anticipated Preparations: Secure location, coordinate interest groups, develop and analyze pictures from meeting #1 to place in presentation, prepare PowerPoint presentation to recap last meeting, compile clean master list of likes and dislikes in poster format, bring writing utensils, handouts to compile goals and strategies, large poster sheets for goals and strategies, camcorder to record meeting.

Meeting #2:

A.) The meeting is open to all citizens

B.) Goals and Strategy Identification Meeting

C.) The meeting should be held in the San Luis Obispo Community Center

D.) The meeting will be no longer than 2 ½ Hours

- Start off with recap of last meeting

- Share master list of likes and dislikes as long as pictures taken by the community

- Break into groups for brainstorming goal and strategy identification

- Have representatives from each group share all of the goals while a master list is being compiled

- Have representatives from each group share all of the strategies while a master list is being compiled

Pre Plan for Meeting #3:

A.) A week span between meetings.

- Anticipated Preparations: Secure location, coordinate interest groups, prepare PowerPoint presentation to recap last meeting, compile clean master list of goals and strategies, bring writing utensils, camcorder to record meeting.

Meeting #3:

A.) The meeting is open to all citizens

B.) Strategy Implementation Meeting

C.) The meeting should be held in the San Luis Obispo Community Center

D.)The meeting will be no longer than 2 ½ hours

- Recap of all meetings

- Share master list of goals and strategies

- Break into groups for brainstorming how these goals and strategies will be implemented

- Have representatives from each group share all of the implementation methods while a master list is being compiled

CHAPTER 3



May & Guerra Group



Pre Plan for Meeting #4:

A.) A week span between meetings.

•Anticipated Preparations: Prepare enlarged map for the Orcutt Alternative Plan, colored markers, pencils, poster boards and poster sheets, stickers of amenities such as restaurants and mixed use buildings and stores, secure location, coordinate interest groups, prepare PowerPoint presentation to recap last meeting, poster of goals and strategies from previous meetings, and camcorder to record meeting.

Meeting #4:

A.) The meeting is open to all citizens

B.) Design Charete

C.) The meeting is being held in the San Luis Obispo Community Center

D.) The meeting will be no longer than 2 ½ hours

- Start off with recap of previous meetings
- Clearly Identify goals, strategies, and implementation methods identified by the community
- Design Game: Have citizens create a conceptual site plan
- Have representatives share their final proposals and have an open discussion about each one

Pre Plan for Final Meeting:

A) Two week span between meetings.

•Anticipated Preparations: Final PowerPoint presentation informing the public of proposed plans, create sketch-up model of downtown, final site plan with community input, and camcorder to record meeting, handouts with meeting agenda.

Final Meeting:

A.) The meeting is open to everyone

B.) Informational Meeting

C.) The meeting is being held in the Downtown Convention Center

D.) The meeting will be no longer than 1 ½ Hours

- Review of the entire process
- Show products from the meetings
- Open to discussion
- Provide Response Sheets for comments

Final Product:

Upon completion of meetings, the final products relate to the communities desire to develop the Orcutt area. The products will serve as the community's views of what should be included in the Orcutt Specific Plan. The final products are: sketch-up, site plan, and a document listing goals and objectives as well as implementation measures.

Rational for Meeting Layout:

The meetings have been designed to be as short as possible while acquiring the most amount of information from the public, community members and stakeholders. There are a total of five meetings including the final meeting which has been articulated to present the final products.

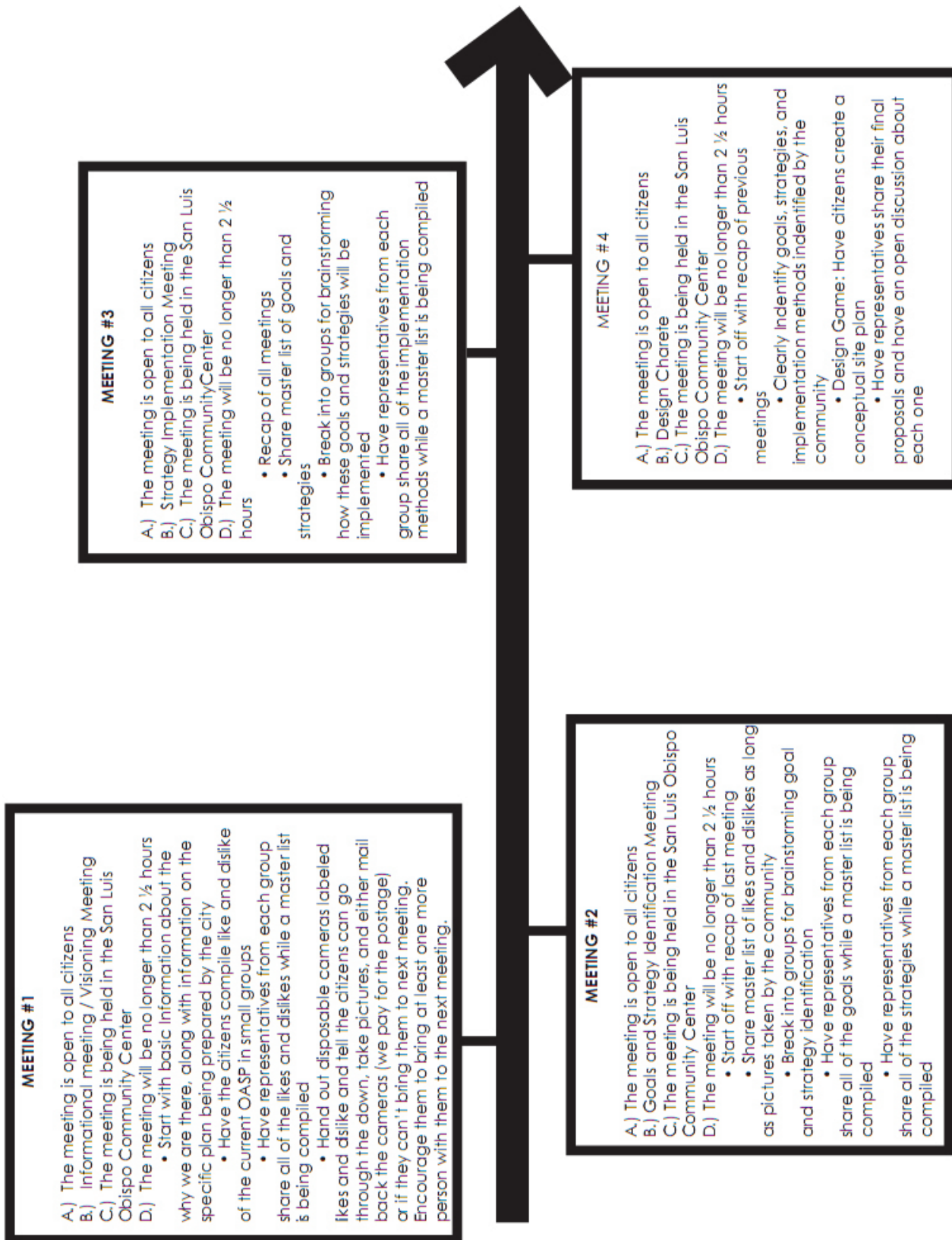


Figure 3.1: Out Reach Flow Chart

CHAPTER 4

Recommendation



Moy & Guerra Group



4.1 Recommendation

In developing the Green Orcutt Area Alternative Plan the MG Group sought to stay consistent the city of San Luis Obispo's land use vision, social, economic goals, and the state's policy for lower vehicle miles traveled and lower greenhouse gas emissions (AB 32 & SB 375). The Orcutt Area Specific Plan is the result of more than a decade's worth of work. However, the program and policies developed for the Orcutt Green Alternative reflect the most modern planning practices with relation to sustainable and green communities. Possibly most importantly, the Orcutt Green Alternative reflects the voice of the residents of San Luis Obispo. As stated in the city of San Luis Obispo's General plan, "...THE PEOPLE OF SAN LUIS OBISPO HAVE SPOKEN CLEARLY AND CONSISTENTLY ON ENVIRONMENTAL PROTECTION AND QUALITY OF LIFE ISSUES FOR THE PAST 28 YEARS" (section 1 page 12, San Luis Obispo General Plan). For these reasons, the MG Group recommends that the city of San Luis Obispo strongly consider the Orcutt Green Alternative Plan as a replacement to the Orcutt Area Specific Plan.

San Luis Obispo's Vision:

"Our vision is of a sustainable community, within a diverse natural and agrarian setting, which is part of a larger ecosystem upon which its existence depends. San Luis Obispo will maintain its healthy and attractive natural environment valued by residents, its prosperity, and its sense of safety and community, within a compact urban form. Our community will have a comprehensible scale, where people know each other and where their participation in government is welcome and effective. The general plan outlines basic features of the city needed to sustain our livelihoods, our natural and historical heritage, and our needs for interaction and expression. The general plan is a benchmark in the continuing planning process, reflecting the desires of citizens with different backgrounds to sustain the community's qualities for themselves and for future generations. The City should provide a setting for comfortable living, including work and recreation. The City should live within its resources, preserve the relatively high levels of service, environmental quality and clean air valued by its residents, and strive to provide additional resources as needed." (San Luis Obispo General Plan Section 1 pg 13.)

The Green Orcutt Area Alternative Plan is consistent with the city of San Luis Obispo's vision, specifically: creating a sustainable community, creating a sense of safety and community within a compact urban form, satisfying the public's need for interaction, providing a setting for comfortable living that includes work and recreation, and preserving the quality of the environment and our clean air.

The Green Orcutt Area Alternative plan is compact by design due to the variety and intensity of uses, as well as the density of residential units proposed on site. The variety of land uses, which includes single and multifamily residential, office, community serving commercial, retail, recreation, light industrial, and open space, allows people to work and shop within walking of their residence. This fosters the need for residents to interact as their co-worker or bank teller may be their neighbor. This, in turn, gives residents a sense of safety within their own community as each face becomes a familiar face. Also helping to increase the sense of safety is the buffer in between residents and the Union Pacific Railroad. The Orcutt Green Alternative places less people within the railroad's immediate vicinity than the Orcutt Area Specific Plan. This reduces the amount of people with potential exposure to anything harmful as a result of a railroad related accident. The Orcutt Green Alternative creates comfortable living by allowing residences to work and play, and shop for the essentials all within walking distance of their home, in a safe community.



May & Guerra Group

CHAPTER 4

The design of the Orcutt Green Alternative honors the vision for high environmental quality and clean air through its incorporation of various land uses with complementary uses adjacent to each other. The close proximity of these uses promotes walkability and preserves the clean air by reducing the dependence of the automobile. The proposed land uses of the Orcutt Area Specific Plan is primarily made up of residential, with fewer mixed use commercial than what is being proposed in the Orcutt Green Alternative. By proposing fewer commercial and retail opportunities, the Orcutt Area Specific Plan enables residents' dependency on the automobile.

However, these are not the only components that make the Orcutt Green Alternative environmentally friendlier than the Orcutt Area Specific Plan. An initial study of the Orcutt Green Alternative reveals that the environmental impact, when compared to the Orcutt Area Specific Plan, are extremely similar, if not less, despite a higher concentration and intensity of uses and equivalent number of dedicated open space. Aside from walkability and reducing vehicle miles traveled, the Orcutt Green Alternative uses green technology to sustain its own long-term operation. The use of solar panels on structures allows the development to produce its own energy, reducing costs and greenhouse gas emissions. The development also makes use of water retention techniques, such as green roofs and vegetated bioswales, to reduce the impact of increased water runoff coming from the development. The development also is more compliant with state regulations such as AB 32 and SB375 by design. The Orcutt Green Alternative groups a variety of uses within close proximity, which limits the dependency of the automobile and reduces vehicle miles traveled. This in turn will assist the city of San Luis Obispo in achieving the state mandated requirement of reducing greenhouse gas emissions to 1990 levels. However, the most notable environmentally friendly design about the Orcutt Green Alternative is that every structure within the development will meet LEED ND standards as well as incorporate LID practices.

"Society and Economy.

San Luis Obispo should:

9. Provide employment opportunities appropriate for area residents' desires and skills.

11. Retain existing businesses and agencies, and accommodate expansion of existing businesses, consistent with other goals.

16. Accommodate residents within all income groups.

18. Actively seek ways to provide housing which is affordable to residents with very low, low, and moderate incomes, within existing neighborhoods and within expansion areas."

(San Luis Obispo General Plan Section 1 pg 15.)

The Orcutt Green Alternative makes a better positive impact on the city of San Luis Obispo's social and economic vitality. The variety of different housing options available within the development can accommodate families of all sizes and residents of all income levels. Unlike the Orcutt Area Specific Plan, the Orcutt Green Alternative allocates 15% of the housing stock within the development as affordable housing, and another 15% of the housing stock to be allocated exclusively for those whose employer is located within the development. This ensures that the development will have a healthy mix and balance of incomes and ensures a diversity of residents within the site. The Orcutt Green Alternative also helps the economy by creating jobs. The proposed retail and commercial that comes with the mixed use, as well as the light industrial, will provide jobs for residents within San Luis Obispo and help boost its economy. The increase in residences will also add jobs in the public service sector with the addition of more firemen, policemen, and postal service workers.

However, no development is without its drawbacks. There lies the possibility that green-oriented

businesses may not want to flock to San Luis Obispo, which is critical to the success of the Orcutt Green Alternative. An initial study analysis on the Orcutt Green Alternative suggests that there is a very real possibility that the proposed development may in fact increase traffic and decrease air quality more so than the Orcutt Area Specific Plan. The program used to perform the analysis, URBEMIS, is limited in its function. Thus, a more detailed and accurate analysis for greenhouse gas emissions and trip generation rates is needed to assess the true impact of the Orcutt Green Alternative on traffic and air quality. Finally, it is very likely that the construction of this development would result in the loss of a scenic resource: Righetti Hill.

Our recommendation comes from weighing the pros and cons of the Green Orcutt Area Alternative Plan when compared to the Orcutt Area Specific Plan. After much consideration, the benefits of the proposed development far outweigh the negatives. The MG Group recommends that the city of San Luis Obispo give further consideration of the Orcutt Green Alternative to replace the Orcutt Area Specific Plan because it creates less impacts on the environment, it is designed as a more complete community, it lives up to the vision and goals of the city of San Luis Obispo's General Plan, it is more compliant with state regulations, and it provides an anchor to that side of San Luis Obispo with green industries.



4.2 Initial Study Significance Statements

Aesthetics

In comparison to the Orcutt Area Specific Plan, the proposed environmental mixed use development presents similar adverse impacts upon the existing aesthetic characteristics of the Orcutt area. Though most of these impacts are significant and unavoidable, the impacts that can be mitigated can be done so by following the policies pertaining to aesthetics as outlined in the Orcutt Area Specific plan and in the OASP EIR.

Agricultural Resources

In comparison to the Orcutt Area Specific Plan, the proposed environmental mixed use development presents similar adverse impacts upon the agricultural presence of the Orcutt area. Though these impacts are significant they are mitigable by following the policies pertaining to agriculture as outlined in the Orcutt Area Specific plan and in the OASP EIR.

Air Quality

Though this rough estimate shows that the proposed environmental mixed use development has higher emissions of greenhouse gases than what is being proposed in the OASP, the analysis does not reflect all of the sustainable and “green” practices that could significantly reduce the numbers being shown. Since accurate emission numbers cannot be presented, the environmental mixed use development would present a significant, but mitigatable impact.

Biological Resources

In comparison to the Orcutt Area Specific Plan, the proposed environmental mixed use development presents similar impacts to that of the Orcutt Area Specific Plan. However, given the fewer number of residential units proposed, the impact would be less than that of the OASP as there would be less of a long-term human presence and activity within the Orcutt area. Though these impacts are significant they are mitigable by following the policies pertaining to biological resources as outlined in the Orcutt Area Specific plan and in the OASP EIR

Cultural Resources

In comparison to the Orcutt Area Specific Plan, the proposed environmental mixed use development presents similar impacts upon cultural resources to the Orcutt Area Specific Plan. Though these impacts are significant they are mitigable by following the policies pertaining to cultural resources as outlined in the Orcutt Area Specific plan and in the OASP EIR

Drainage and Water Quality

In comparison to the Orcutt Area Specific Plan, the proposed environmental mixed use development presents similar impacts upon the drainage and water quality. Though these impacts are significant they are mitigable by following the policies pertaining to drainage and water quality as outlined in the Orcutt Area Specific plan and in the OASP EIR.

Geology

Since the proposed environmental mixed use development is in the same area as the Orcutt Area Specific Plan, all environmental impacts related to geology remain the same with respect to the potential for seismic activity, settlement, expansion and contraction of soils, and soil stability conditions. Though these impacts are significant they are mitigable by following the policies pertaining to geology as outlined in the Orcutt Area Specific plan and in the OASP EIR

Noise

In comparison to the Orcutt Area Specific Plan, the proposed environmental mixed use development will create less noise than what is being proposed in the Specific Plan due to its lower number of residential units, which in turn decreases the number of automobiles. The proposed development also places various compatible land uses within close proximity, reducing the dependence of the automobile. Any significant impacts that may be mitigated can be done so by following the policies pertaining to noise as outlined in the Orcutt Area Specific plan and in the OASP EIR

Public Safety

Overall, the environmental mixed use development would be a better option in terms of safety compared to what is being proposed by the Orcutt Area Specific Plan. Since the environmental mixed use development has fewer residential units, that is located on the opposite end of the of the railroad tracks with light industrial and mixed use acting as buffers, there is a decreased number of people at risk if a railroad related accident were to occur. Also, a lower population would decrease exposure of magnetic fields to the public as well as create less activity within the vicinity of the airport than what is being proposed by the OASP. Though the impacts mentioned above are significant, they are mitigable by following the policies pertaining to public safety as outlined in the Orcutt Area Specific plan and in the OASP EIR.

Public Services-Fire Protection

Overall, the environmental mixed use development presents similar impacts to what is being proposed by the Orcutt Area Specific Plan. Since the environmental mixed use development has fewer residential units, and few residents, there is less of a demand for an increase in firefighters as stated in the significance threshold. However, this does not take into account the difference in land uses between the OASP and the proposed environmental mixed use development. Though the impacts mentioned above are significant, they are mitigable by

Public Services-Schools

Overall, the environmental mixed use development presents similar impacts to what is being proposed by the Orcutt Area Specific Plan. Since the environmental mixed use development has fewer residential units, there will be less school aged children. Thus, there is less of a demand for an increase in classroom numbers. Though the impacts mentioned above are significant, they are mitigable by following the policies pertaining to public safety as outlined in the Orcutt Area Specific plan and in the OASP EIR.

Transportation

The analysis, done in URBEMIS does not take into account the various uses within close proximity to each other. Thus, these traffic counts are not a true representation of how the proposed environmental mixed use development would significantly reduce the dependence of the automobile for residents living within the site. Without an accurate analysis, the impacts of the proposed environmental mixed use development would be significant but mitigatable.



4.3 Major Differences in Initial Study Impacts

Initial Study-Class I Impacts of the Orcutt Green Alternative			
Factor	Impact	OASP Impact	Orcutt Green Impact
Aesthetics	AES-1 The proposed development would affect the aesthetic character of the site vicinity through alteration of viewsheds from Orcutt and Tank Farm Roads.	Class I	Class I
	AES-2 The proposed development would affect the aesthetic character of the Specific Plan Area and impede views of Righetti Hill.	Class I	Class I
Air Quality	AQ-4 The proposed Specific Plan is consistent with population assumptions of the General Plan and San Luis Obispo County Clean Air Plan (CAP). However, the Specific Plan proposes low density residential development outside of the current Urban Reserve Line (URL) which will require an adjustment of the URL to be consistent with the General Plan. The 2001 CAP encourages development to occur within the URL of cities, therefore, the Specific Plan is inconsistent with the 2001 Clean Air Plan (CAP).	Class I	Class I
Noise	N-5 The proposed Specific Plan, in combination with cumulative development at General Plan buildout would add to roadway corridor noise levels already above the 60 dBA Ldn City threshold.	Class I	Class I

*Class I, significant and unavoidable impact.

Initial Study-Reduced Impacts of the Orcutt Green Alternative			
Factor	Impact	OASP Impact	Orcutt Green Impact
Drainage and Water Quality	D-2 Increased runoff on-site could deteriorate on-site streambank conditions, leading to long-term erosion on-site.	Class II	Class II
	D-3 Regional detention basin storage has the potential to have downstream erosion impacts from longer durations of downstream flows.	Class II	Class II
	D-4 Development of the proposed project could result in an increase in peak discharges at downstream locations.	Class II	Class II
	D-5 During long-term operation of the proposed project, runoff from the site could affect the water quality in creeks within the Specific Plan Area. Project development could result in an increase in non-point source (NPS) pollutants to receiving waters.	Class II	Class II

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	D-6 During long-term operation of the proposed project, runoff from the site could affect the water quality of creeks downstream of the Orcutt Plan Area. Project development could result in an increase in non-point source (NPS) pollutants to receiving waters.	Class II	Class II
Noise	N-4 The proposed Specific Plan would place additional sensitive receptors in the vicinity of the Union Pacific Railroad tracks, exposing them to noise levels that could potentially exceed City noise standards.	Class II	Class III
Public Safety	S-3 The Union Pacific Railroad corridor adjacent to potential development under the Specific Plan could create a public safety hazard because of the possibility of accidents.	Class II	Class II

*Class II, significant impact but mitigatable

* Class III, not a significant impact.

Initial Study-Impacts of the Orcutt Green Alternative Requiring Further Analysis			
Factor	Impact	OASP Impact	Orcutt Green Impact
Air Quality	AQ-1 Vehicular operations associated with development under the Specific Plan would result in the emission of levels of air pollutants that would exceed recommended significance thresholds.	Class II	Class II
Transportation	T-1 The addition of traffic generated by the Specific Plan to Baseline traffic volumes would cause one study roadway segment and one intersection to operate at unacceptable levels during peak hours.	Class II	Class II
	T-2 The addition of traffic generated by the Specific Plan to Buildout traffic volumes would cause one study roadway segment and five intersections to operate at unacceptable levels during peak hours.	Class II	Class II

*Class II, significant impact but mitigatable

CHAPTER 5

Citations



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Appendices



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Case Studies

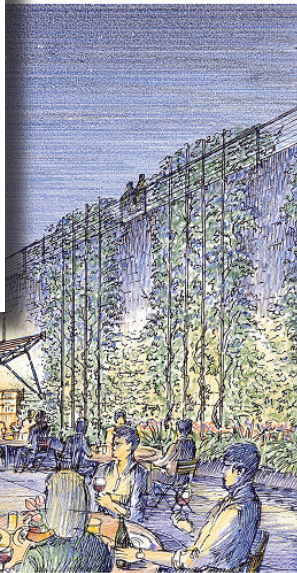


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Napa Pipe

Napa, CA





Project Facts:

Name: Napa Pipe

Location: Napa County, California

Governance: Napa City annexation in process and Napa County California

Size: 154 Acres, 3200 to 2580 Units,

Purpose: To redevelop a Brownfield into a high density neighborhood as an infill project to help meet the county's housing allocation needs

Planning and Design: Compact Development, Mixed Use Housing, Smart growth strategies

Construction: In EIR Phase

Employment: The Napa Pipe Project is centrally located within the county and has access to 25,000 jobs within a 3 mile radius.

Infrastructure: Existing infrastructure includes ground water wells, power lines

Land Use:

- Residential: Variety of housing choices; row houses, live work, condominiums, and apartment units. In total between 3,200 to 2,580 Units

- Commercial: 40,000 sq/ft of neighborhood serving retail/restaurants

- Office: 50,000 sq/ft of small office space

- Light Industrial: 500,000 sq/ft of light industrial, R&D, or Wine Production.

- Openspace: 50 total acres with 35 acres of park and recreational space

Circulation: Bicycle and bay trail integration, bus service, jobs shuttle, water taxi and a light rail option.

Amenities: Outdoor Theater, community pool and recreation facilities, adjacent open space 350 acres of wetlands.

LEED Certification Status: Pilot LEED ND Platinum certification

Implementation:

Phasing 300 units per a year over 10 years completion data 2022

Funding: Private developers

Site ownership: 1 land owner

Description of the Napa Pipe Project:

Napa County is located north of the San Francisco Bay Area and is primarily known for its premium wine industry. The Napa Pipe project is located along the Napa River on a Brownfield site previously owned by Napa Pipe manufacturing and is located along State Route 12 which serves as a major entrance to Napa. The site is surrounded by other light industrial uses, a quarry, and wetlands. Currently the site is idle as Napa Pipe has ceased operations and the proposed project is currently under Environmental Review.

The Napa Pipe Project is located in unincorporated Napa County, 3 miles south of downtown Napa along the east side of the Napa River, and north west of the intersection of Route 29 and 221. The current concept for the Napa Pipe Project is to build a high density residential development with 2,580 units, 40,000 sqft of community commercial. This plan also includes 50,000 sqft of professional office space and 500,000 sqft of light industrial focused on R&D and wine production. This plan incorporates 50 acres of openspace which includes 35 acres of parks and recreational space.

Characteristics and Site Features

Energy: In order to meet LEED ND thresholds the Napa Pipe Project plans to install solar panels on buildings to generate a total of 3 megawatts of power. The power generated on site would be enough to supply 1,500 units and would reduce energy consumption by 40%.

Buildings: The Napa Pipe Project also intends to enhance energy efficiency on site by; designing all buildings on site to meet LEED Certification, install light colored “cool” roofs and pavements, install energy efficient appliances, heating & cooling, using passive cooling.

Water: To increase water efficiency on site the Napa Pipe Project will require that all buildings install only water efficient fixtures and appliance, and will restrict on site water usage by residents; such as prohibiting the use of power washers to clean sidewalks and pavement.

Solid waste: In order to reduce the amount of solid waste created by redeveloping the site the proposal calls for the recycling and reuse of demolition materials including soil, concrete, lumber, and metal.

Transportation and Motor vehicles: The Napa Pipe Plan promotes ride share programs by providing locations for carpool zones. The plan also provides bicycle parking and storage facilities near all building entrances in an attempt to increase bicycle usage throughout the site. This plan also encourages the use of zero emissions vehicles by providing conveniently located parking and refueling stations. The light industrial uses on site are also required to utilize either biofuel or electric forklifts/equipment.

LEED ND Specific Criteria

Although LEED ND is still in its Pilot Phase the Napa Pipe Project has been submitted for review to the USGBC as a LEED ND Platinum project. In order to gain Platinum certification the Napa Pipe Project has had to meet several prerequisites and score high marks for innovation in project plan design and reduction in project impacts

Prerequisites include smart location, species and ecological protection, wetland and water body conservation, agricultural land conservation, walkable streets, compact development, connected openspace, certified green buildings, energy efficiency, water efficiency, and construction pollution prevention.

Site Specific Challenges:

Rezoning: Development of the Napa Pipe Project will require either annexation by the city of Napa and approval of LAFCO or the rezoning by the County of Napa.

Wetlands and Environmental Impact: The Napa Pipe project is located along environmentally sensitive habitat. The Napa River is abutting the west portion of the site and has several wetlands along the embankments of the river. As a LEED ND Pilot project and under Napa County jurisdiction this development will have to avoid any development within the existing wetlands. The current proposal avoids developing near the existing wetlands and provides provisions for expansion and rehabilitation of wetland habitat in the designated open space areas.

Circulation and Union Pacific Railroad: Currently the Napa Pipe Project site is bisected by a 2 track railroad



owned by Union Pacific, with 5 on site at grade crossings. However, these at grade crossings are not maintained as public right of ways and were primarily used for loading activities associated with the manufacturing and distribution of pipes.

Another problem that plagues Napa is that 21,000 drivers regularly commute to Napa for work or entertainment. The Napa Pipe project

Housing Allocation:

Like many counties across California Napa County is struggling to keep up with state mandated housing allocation requirements. As of 2007 the county of Napa was allocated to create 3,705 units by 2014 by ABAG. Although the county has been approving more housing, most of the existing housing stock was single family housing 92% of Napa's housing is single family. As demographics change Napa County discovered that the numbers of families within the county was dropping and more residents were demanding different kinds of housing. As the county continues to struggle with housing the Napa Pipe Project could provide a unique opportunity for the county to meet those requirements.

The Napa Pipe Project is proposing up to 2580 new units in the form of townhomes, row houses, condominiums, and apartments. The Napa Pipe Project is aimed at creating housing for a different demographic within the county, young professionals (i.e. workforce housing), empty nesters, and retirees. The Napa Pipe Project provides housing with smart growth principles in mind with primarily high density housing close to job opportunities. This project also incorporates a number of affordable housing units for mixed incomes.

Airport Land Use Commission: The Napa Pipe Project is situated under the ALUP for the Napa County Airport

PG&E Power lines: The Napa Pipe Project is also bisected by PG&E transmission lines that run east west over a southern portion of the site.

Applicability to the Green Orcutt Area Alternative Plan

In relation to San Luis Obispo the Napa Pipe Project is almost a mirror image of site constraints, and opportunities. While the Napa Pipe project is in a considerably more urbanized area many of the ideas and theories can easily be applied to the Orcutt area. In both Napa and San Luis Obispo Counties these municipalities are struggling with equitable housing allocation, especially here in the City of San Luis Obispo where there is a jobs housing imbalance. The City of San Luis Obispo needs more housing which mirrors the situation in Napa, the Orcutt area provides a unique opportunity for the city to acquire more housing. The Orcutt site mirrors the Napa Pipe project in more than one way; first the railroad the union pacific rail road has major implications for both sites in terms of accessibility and safety. The Napa Pipe Plan calls for. Another similarity between the two projects is the need for a more sustainable lifestyle, the Napa Pipe project is a good model as a LEED ND Platinum project. The Napa Pipe Project also provides the community with jobs setting aside 500,000 sqft of light industrial.

Housing needs are not met by both cities this project an attempt to add housing to the existing stock much like the OASP is trying to do in San Luis Obispo. Jobs play an important role in the development of the Napa Pipe Project and is one of the county's main reasons for developing the site. ALUP This site is also located near an Airport and both Napa Pipe and the Orcutt area are located near existing railroad tracks. In the Case of Napa Pipe, Napa county jurisdiction is just like San Luis Obispo county has jurisdiction, Napa is attempting to annex the site just as the Orcutt area will be annexed into San Luis Obispo.

The Napa Pipe project is an excellent example of a LEED-ND project and faces many of the same issues





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that occur within the Orcutt area. Many off the LEED ND principles and idea will easily transfer to Orcutt Area and will help guide development within the site.

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Aksarben Village

Omaha, Nebraska





Project Facts

Case Study: Aksarben Village

Name

Aksarben Village

Location

Omaha, Nebraska

The development is located near:

- University of Nebraska-Omaha campus
- The Peter Kiewit Institute
- The Scott Technology Center
- The Scott Conference Center
- The College of St. Mary
- The University of Nebraska Medical Center
- First Data Resources

Governance Status

Incorporated City

Size of the Land Area

70 acres

History

The Aksarben property has been originally owned and developed by the Knights of Aksarben, a philanthropic organization composed of the business, social, and political leadership of Omaha. Aksarben was known as a civic and entertainment gathering location. It was home to a racetrack, grandstand, coliseum and other facilities. Aksarben hosted thoroughbred horse racing, minor league sports teams, world championship rodeos, concerts and road shows. It also hosted public ice skating, countless commencement ceremonies and other large public functions.

The prosperity of Aksarben declined with the popularity of horse racing, which was the primary source of income of the Knights of Aksarben for its philanthropy and operations. Ownership of the property was transferred to Douglas County in the early 1990's. An attempt was made to continue the horse races and civic uses. However, that attempt was unsuccessful. As a result, the property was transferred to the Aksarben Future Trust, the current owner.

Purpose

It was developed to revive the area as the entertainment hub in Omaha, just as it was in the past, but also a place for people to live and work.

Planning and Design

The planning and design of this sustainable development took into consideration the future expansion of the University of Nebraska-Omaha. The planning and design also took into consideration neighborhood concerns, traffic issues, neighborhood revitalization, as well as business and economic opportunities.

Construction

First Phase completed in the summer of 2008. First phase included 200 apartments, a 135-room Marriott Courtyard Hotel, a five-acre park, 135,000 square feet of office space and 65,000 square feet of retail and restaurants. Expected completion 8-10 years.

Employment

- Blue Cross and Blue Shield of Nebraska
- Fidelity National Title Group
- Grubb and Ellis Pacific Reality
- Kinghorn Horticultural Services
- Magnum Companies
- Noddle Companies
- Olsson Associates
- Security National Bank
- University of Nebraska Foundation
- Godfather's Pizza
- Juice Stop
- Learning HQ
- Wohlner's Grocery
- LIV Lounge

Infrastructure

\$27,000,000.00

Land Uses

Include total acreages of each. 750,000 square feet of office and research space, 250,000 square feet of retail and entertainment, a 139-room Courtyard by Marriott and 500 housing units including both multi-family and condominium units.

Amenities

The project will include an iconic 90' tower anchored by over 4 acres of green space

Implementation and Development Regulations

Implementation strategies used to complete this project within the aggressive timeline given by the client included quickly creating a design and completing infrastructure building construction simultaneously while keeping the final costs in line with original budget numbers.

Lessons

This mixed use development site is roughly half the size of the developable land in the Orcutt area. However, given the size of the land, the combination of different uses and varieties of businesses, commercial, and retail, this development has thus far proved to be successful in revitalizing the area as an entertainment hub and as a place to live and work.

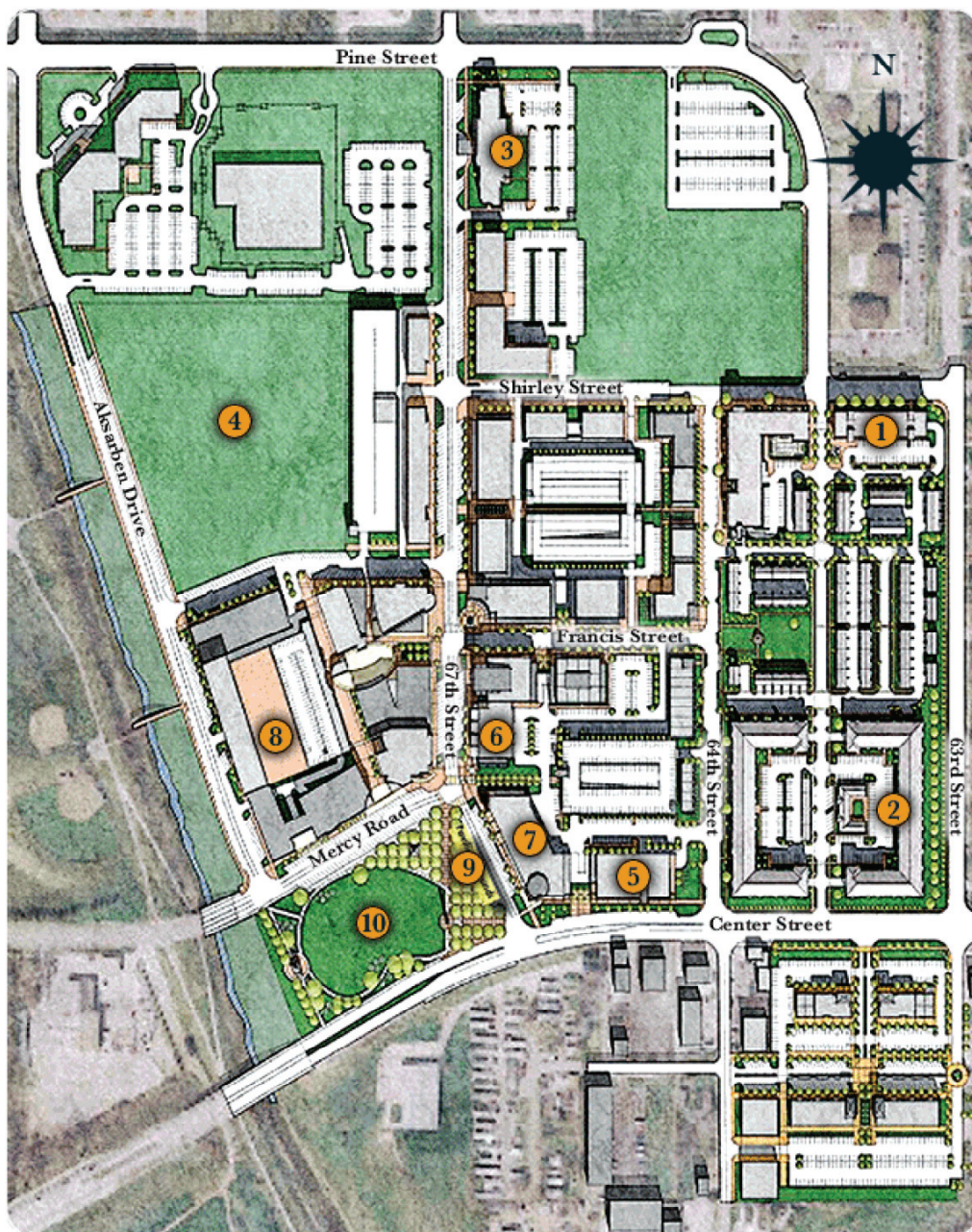


Image 1.1: Site plan of Aksarben Village in Omaha Nebraska.

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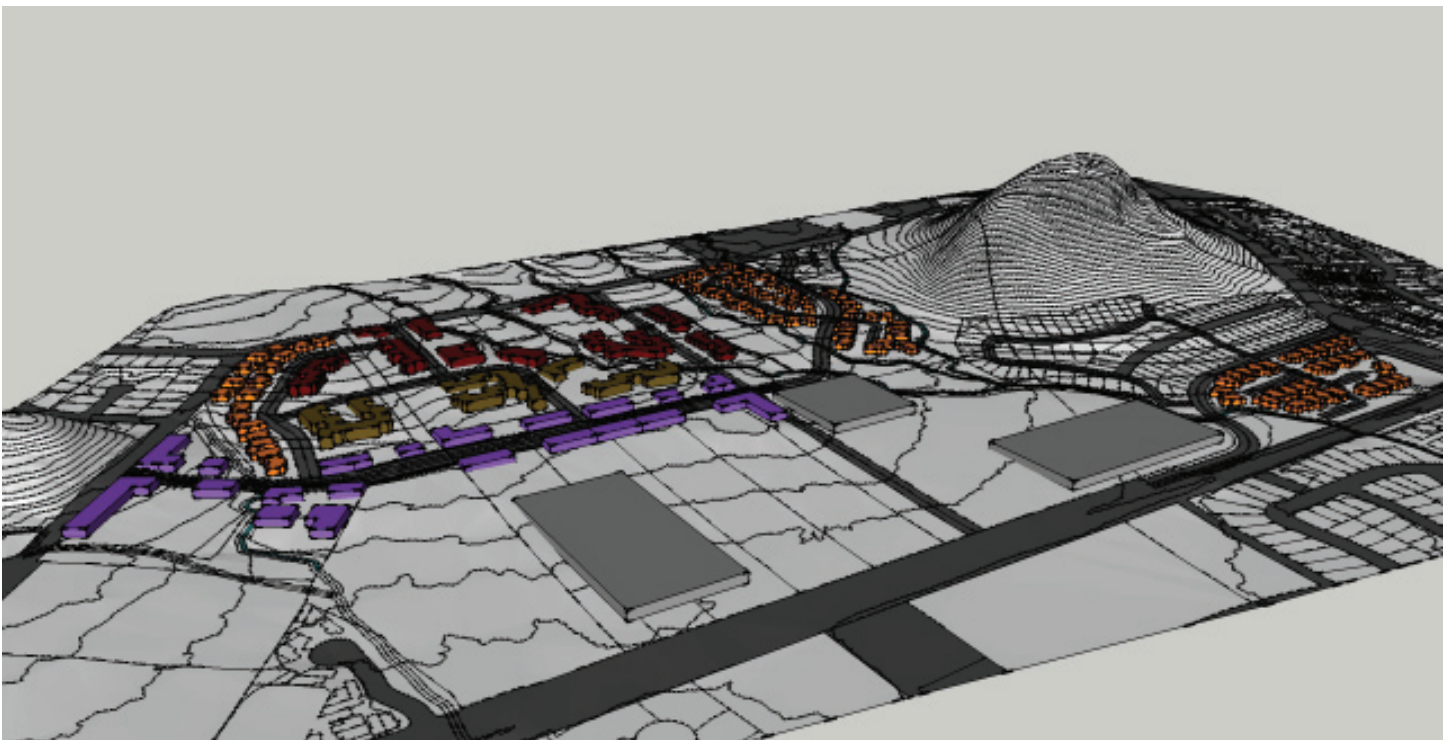
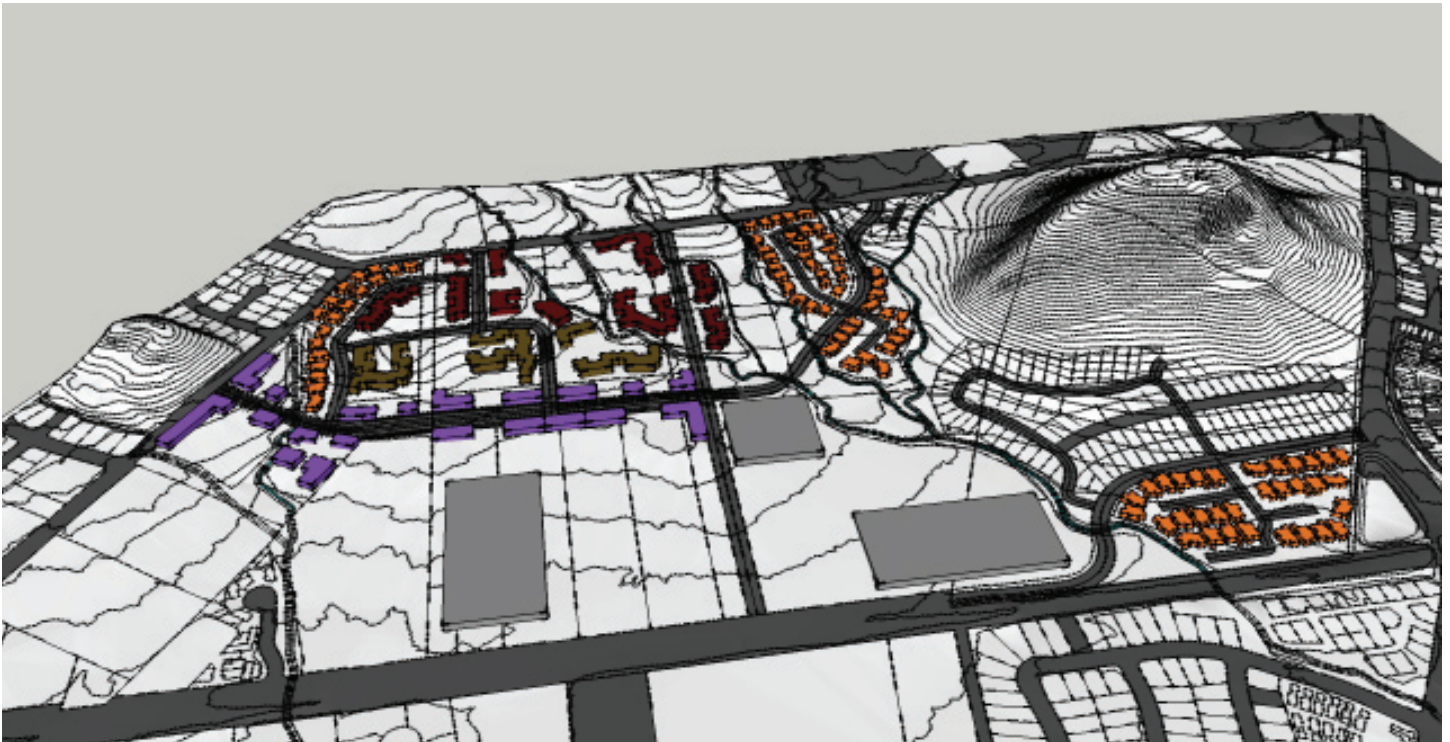
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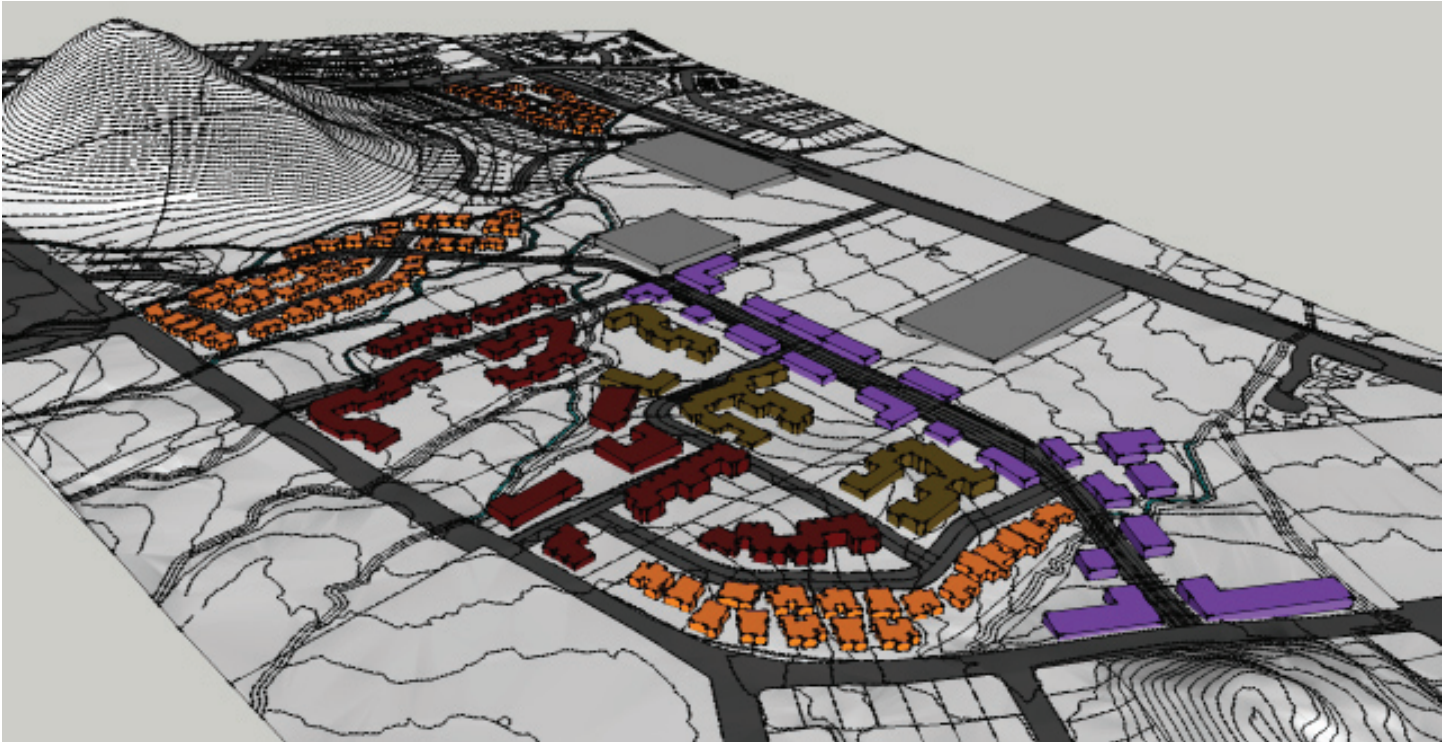


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Extra Renderings



CHAPTER 6





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CHAPTER 6

Initial Study Green Orcutt Area Alternative Plan

Prepared by:

Lead Consultants: Kevin Moy and Arnaldo Guerra

May 27, 2010

CRP 463 Senior Project
Professor Scott Bruce, Director of Planning and Landscape Architecture Wallace Group
California Polytechnic State University, San Luis Obispo

Disclaimer:

This initial study was done as a class project by students in the CRP 463 Senior Project class at California Polytechnic State University, San Luis Obispo. The proposed development, the Orcutt Area Environmental Mixed Use, is a hypothetical development, and serves only to aide in the exercise of making recommendations to the City of San Luis Obispo on the best land use and project alternatives. Although the data presented in this document is real, this initial study is fictional.

Approval Page

Title: The Green Orcutt Area Alternative Plan

Authors: Kevin Moy & Arnaldo Guerra

Date Submitted: June 10, 2010

Grade: _____

Scott Bruce:	_____	_____
Senior Project Advisor	Signature	Date

Dandekar, Hemalata :	_____	_____
CRP Department Head	Signature	Date