

Alternative Development Scenario

Mixed Density, Mixed-Use, Residential & Commercial Alternative Design

for the

City of San Luis Obispo

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EXECUTIVE SUMMARY

The site that this project will focus on is the recently approved Orcutt Area Specific Plan (OASP). This site is approximately 231 acres and resides just east of the City limits of San Luis Obispo, on County of San Luis Obispo land. The two major streets that run adjacent to the site are: Tank Farm Road (south of the site) and Orcutt Road (north and east of the site). Directly to the west of the site is the Union Pacific Railroad, which runs in a south to north direction.

The site is considered primarily vacant with the exception of single family homes located at the northwest and northeast corners of the site. Natural features on the site include: intermittent creeks and Reghtetti Hill. These two features have been included as open space within the development proposal.

In March of 2010, the OASP was approved. The CONSULTANT'S primary goal upon completion of this project is to have tested the design of a higher density, mixed-use residential and commercial development on the site.

The proposed mixed density, mixed-use residential and commercial development consists of an overall R-2 density under City of San Luis Obispo standards (due to the annexation of the site into the City). The development will include: 518 total residential units, 820,000 square feet of commercial space, and 150 acres of open space. Open space will include: recreational trails for hiking and bicycle riding, sports fields, and leisure parks with playgrounds. Commercial will include small scale shops and stores.

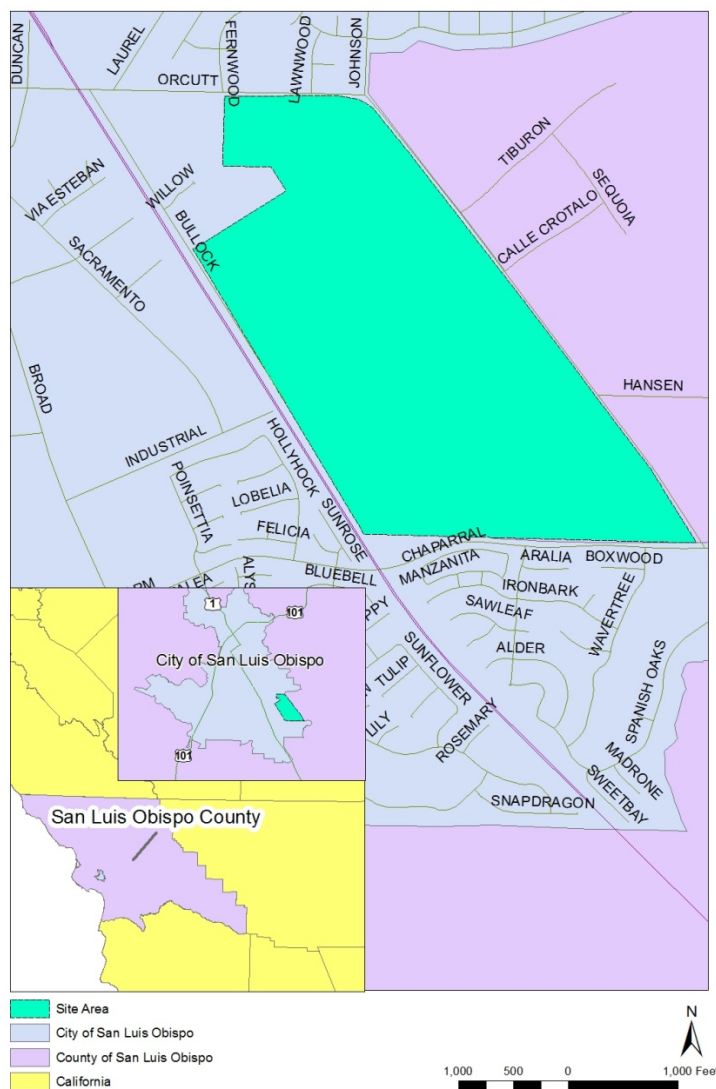
Road systems thought the 231 acre site will need to be implemented to accommodate vehicular and pedestrian traffic emitted from commercial and residential activity. Along the exterior of the site, Orcutt Road as well as Tank Farm Road will need to be mitigated in order to withstand the vehicular and pedestrian trips, traveling to and from the site.

Subsequent to the testing and analysis for the proposed land use concept at this intensity, as mentioned above; it has been determined by the CONSULTANT that the design concept will not work effectively within the given 231 acre site. After careful consideration, it has been concluded that the proposed design concept will have too great an impact on population growth, traffic congestion, and air quality. These three impacts will affect the surrounding area of the 231 acres site, as well as affecting the greater city of San Luis Obispo. In addition, it is not feasible to locate commercial and office uses within this location of city. The site is located adjacent to residential housing to the north and south. To the west of the site, is the location of the Marigold Shopping Center, which includes commercial businesses. East of the site is undeveloped land. Thus concluding that if commercial and office units were to be developed on this site, there would be minimal demand for business. Nearby residents would use the Marigold Center for shopping purposes.

INTRODUCTION

As stated within the executive summary of this document, the primary goal upon completing this project is to have tested the compatibility of the 231 acre site, located off Orcutt Road and Tank Farm Road (Figure 1), for a proposed mixed-use residential and commercial development. Incorporated within this report is a collection of data, design work, site analysis, and a variety of other content and figures. Furthermore, the individual sections of this document are intended to walk the client through the design and development process of the mixed-use residential and commercial development. In addition to design work, testing has been completed with correspondence to the final developed project and current offsite residential housing and other uses. These impacts can be seen within the section "offsite improvements". The final design product has been regulated under City of San Luis Obispo development and environmental standards.

Figure 1. Orcutt Area Site Location

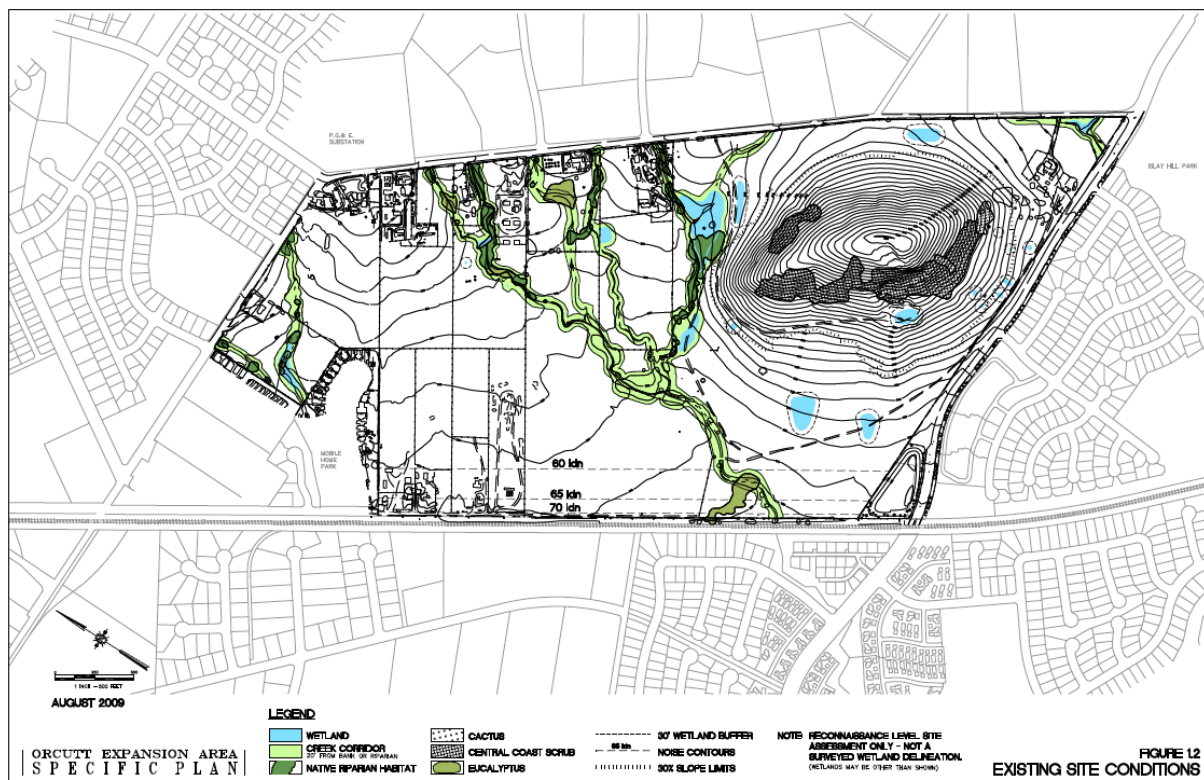


1 DATA COLLECTION

1.1 SITE ANALYSIS

The site analysis is conducted in the field to establish the physical conditions of the site. These observed conditions are then applied with technical data and resources to analyze physical conditions contributing to constraints for development of the site. Considering the analyses of the physical aspects of the site are illustrated in the OASP in detail, a new site inventory and analysis is not necessary. Figure 1 (Figure 1.2 from the OASP) is used as the site analysis map for this report.

Figure 2. OASP Site Analysis Map



The major constraints of the site shown in Figure 1 are creeks, riparian corridors, wetlands, flood zones, steep terrain, native coastal scrub, non-native eucalyptus stands and noise levels. The drainage of the site is channeled by the creeks and riparian corridors. Drainage flows from northeast to southwest through the heart of the site. The six total drainages converge into one in the middle of the site and exit the site in the southwest corner.

The unique character of the site is definitely defined by Righetti Hill in the southeast corner of the site. Righetti Hill is one of the "Morros," a chain of hills, peaks, and outcroppings extending throughout San Luis Obispo County. Not only is Righetti Hill (Figure 2) a scenic resource, but also a habitat for native and non-native fauna and flora.

Figure 3. Site Picture Righetti Hill



1.2 REVIEW OF RELEVANT DOCUMENTS

1.2.1 County of San Luis Obispo General Plan and Zoning Regulations

The site is currently under the County's jurisdiction, however it is assumed to be annexed by the City. For all intents and purposes of this report City standards and regulations will be used.

1.2.2 City of San Luis Obispo Zoning Regulations

The site is zoned R2 under the City Zoning Code. The OASP zoning types include those listed in Table 1 : R1, R2, R3, R4, CC-MU, C/OS, and P-F. The number of dwelling units allowed to be permitted in the Orcutt Area is a total of 1,000 units (Appendix B, OASP B-1).

Table 1. OASP Zoning Types¹

Zoning Code	Zoning Type	Density
R1	Low Density Residential	3-6 du/acre
R2	Medium density Residential	5-12 du/acre
R3	Medium-High Density Residential	18 du/acre(75%-85% of the area considered developable)
R4	High Density Residential	24 du/acre (70%-80% considered net area available for development)
CC-MU	Community Commercial Mixed Use	
C/OS	Conservation /Open Space	
P-F	Public Facilities/ Special Function Uses	

¹ Table adapted from information in the OASP Appendix A, Table A-2, A-3.

1.2.3 City of San Luis Obispo General Plan

All aspects of the proposed site development are subject to the policies of the General Plan. Due to the vast number of policies applicable to the proposed development, the General Plan requirements will be detailed per each applicable section individually throughout this report.

1.2.4 San Luis Obispo County Airport Land Use Plan

The Orcutt site is under the jurisdictional overview of the Airport Land Use Plan. The Plan requires that under no circumstance may the density on any property in the site exceed 18 du/acre (OASP, Appendix A, A-10). This is due to the site being within the ALUP's Airport Safety Zone 2. Zone 2 residential density can reach up to 18 du/acre only if the requirements for an Airport Compatible Open Space plan (ACOS), and Designated Area Plan (DAP) are fulfilled (ALUP, Table 7). It is assumed that these plans shall be prepared in the future if the City decides to pursue this proposed development concept any further.

1.2.5 Orcutt Area Specific Plan Final Environmental Impact Report

Any proposed project within the state of California is subject to the California Environmental Quality Act (CEQA) process. For the purposes of this report, the OASP EIR is used as a basis for analysis of this report's CEQA obligations. The proposed uses and design of this report are similar to the accepted OASP. Thus, an Initial Study was conducted by CW Design Group using this report's development program. Only elements of significant variance from the EIR are addressed in the Recommendation Section. These differences were analyzed with a less detailed methodology and calculation process than in the EIR. The major differences between the effects of this proposed development program versus the OASP EIR are outlined in the Recommendation Section of this report. The detail of analysis for each section of the Initial Study was pursued only to the extent when there was apparent difference between impacts or mitigations of the OASP and CW Design Group's proposed development program. The complete Initial Study is in Appendix A of this report.

2 DESIGN

The design of the site is reflective of the site analysis, case study research, and relevant document research conducted prior to design. The site analysis section forms the hard constraints that the design incorporates and accommodates. The case study research detailed in Appendix B contributed to an understanding of how a similar development scenario actually works once built. From the case studies, design ideas are implemented to make use of the design elements that worked in each study and elements of design that did not work are avoided. Finally, the design always falls within the guidelines, principles, and policies addressed in the Review of Relevant Documents section of this report.

2.1 CONCEPTUAL DEVELOPMENT

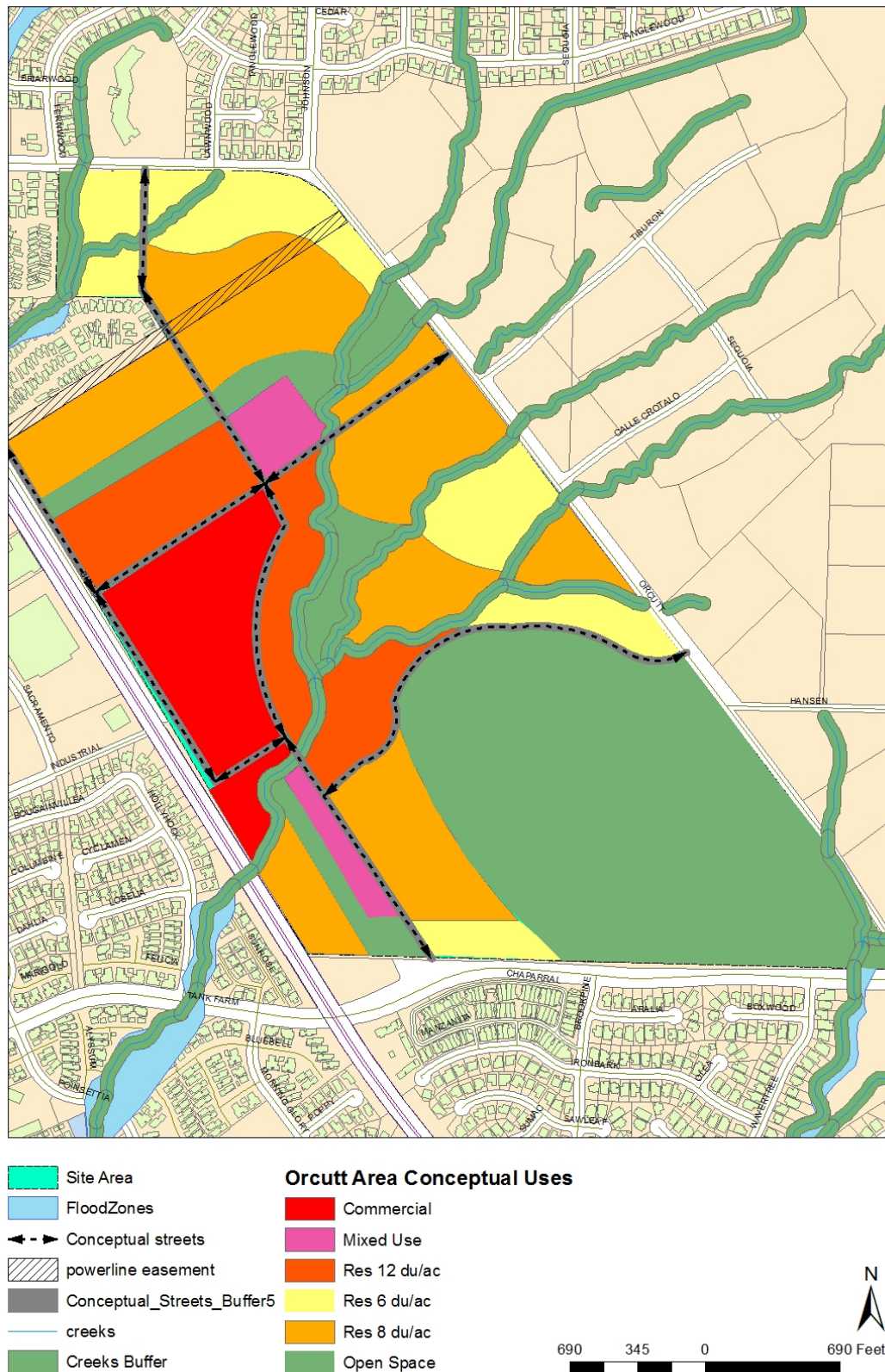
The conceptual development program for this site comes from the mixed density, mixed use residential and commercial alternative development scenario outlined in the City's RFP of Alternative Development Scenarios. The description of the alternative is provided in the Introduction section of this report. This scenario was negotiated to include the development program outlined in the Consultant Contract (Appendix C). Figure 3 shows the conceptual diagram map that is the basis used to create the final development program.

2.1.2 DESIGN CHARACTERISTICS

The design characteristics pertaining to the Orcutt site will incorporate a transition from modern design to rural-country design. The inner core of the site is the location of the denser commercial and residential uses. At the core or the central location of the site, residential housing will vary from twelve dwelling units per acre at the densest, to eight dwelling units per acre around the outer extremities of the core. The commercial uses, which will include office and retail, will be incorporated within the densest region or location of the core. The building design characteristics relating to the commercial uses, will be of modern architecture. Residential housing surrounding the commercial development will also be of modern architecture.

Beyond the core of the site, the remainder of the land will be used for open space, parks, and low density residential housing of six dwelling units per acre. To merge the transition from the rural undeveloped land east of the site, to the commercial core within the interior of the site; the low density residential housing will portray a country or farm-like aesthetic appeal. Thus blending into the neighboring residential communities that border the site to the north and south.

Figure 4. Conceptual Diagram Map



2.2 ORCUTT AREA DEVELOPMENT PROGRAM

2.2.1 Proposed Uses

The proposed uses were calculated in GIS and are general areas. This development program fits 518 residential units and 328,000 sqft. of office and small scale commercial in the site. The original RFP for this scenario requested 450 dwelling units with at least 500,000 sqft. of retail commercial and professional office floor area. The Contract was negotiated to include the following amount of dwelling units and floor areas.

Table 2. Residential Uses

Uses	Acres	Sqft.	Units
Res 6 du /ac	13	545,257	75
Res 8 du/ac	38	1,674,833	308
Res 12 du/ac	11	492,671	136
Mixed Use ¹			14
Total	62	2,712,761	518

¹ Mixed use is assumed to accommodate 6 du/ac on the second floor.

The different residential uses are assumed to include sufficient space for parking in their du/ac category. The periphery of the site has low density single family housing and open space surrounding it. In order to blend the site's uses with those surrounding it, the outer areas of the site contain residential uses of 6 du/ac. Upon approaching the office/commercial core of the site the residential uses become more dense; 8 du/ac and 12 du/ac. Some of the residential is proposed to be second floor living spaces above small scale commercial or office space.

Table 3. Commercial Uses

Uses	Sqft. of floor area ¹	parking spaces ²	Sqft. of parking ³	total sqft ⁴	total acres
Commercial	288,507	962	418,912	721,268	17
Mixed Use ⁵	39,498	92	40,146	98,746	2
Total	328,006	1,054	459,059	820,014	19

¹ Assumed to be 40% of total sqft. of use area

² Estimated based on City standards of 1 parking spot/300 sqft. of floor area

³ Based on parking standards of 100 spots per acre converted to sqft.

⁴ Sum of sqft. of floor area + sqft. of parking

⁵ Mixed use parking spaces are assumed to be 30% less than standard amounts based on the City's conditional approval.

The amount of parking area was calculated by using the City's standard of 1 space per every 300 sqft. of retail or office floor area. This resulted in a total of 1,054 spaces needed. Using standards from M.S. Kendall's *Site Design Graphics*, an assumed amount of parking spaces per area is 100 cars per acre. This allows for large space, 60 degree, two-way parking with a median between. After calculating a rough ratio of floor area to parking area needed a ratio of 40% floor area to 60% parking area was assumed. The parking spaces for mixed use were assumed to be 30% less than standard development based on City standards, conditional upon approval by the City.

Table 4. Parks and Open Space

	Acres	Sqft.
Built Area	81	3,532,775
Area for Parks and Open Space	150	6,529,585

The proposed uses take up 81 acres of the site. It is assumed that the remainder of the site (150 acres) can accommodate plenty of open space and parks including 53 acres on Righetti Hill. The open space also includes creek setbacks and buffers.

These types of uses blend the surrounding uses of low density residential around the perimeter of the site with office, commercial, and mixed use in the core of the site. The site becomes denser upon approaching the core of commercial/office uses.

The City strongly encourages mixed uses and will allow density bonuses depending upon approval of the plan. They also allow parking requirement reductions when uses share parking and/or combine uses in one area. This site would allow multiple forms of transportation to be available in order to make it more accessible and pedestrian friendly.

With higher densities, developers have the opportunity to include more affordable housing due to density bonuses allowed by the City. This would help to fill the requirement for the City's much needed jobs-housing balance and need for affordable housing.

2.3 DEVELOPMENT PLAN

As described above the proposed development plan includes 6 du/acre, 8 du/acre, and 12 du/acre residential uses, commercial, and mixed use. Figure 5 illustrates the core of the site where all of the uses become denser.

Figure 5. Site Plan



6 du/acre residential types are envisioned to be similar to Figure 6. Most of these types of housing are located around the perimeter of the site to act as a transition between the rural/ suburban environment surrounding the site.

Figure 6. Residential (6du/acre)

6 DU/Acre Residential
Space between units; front and rear yards;
personal drive ways, simple architecture

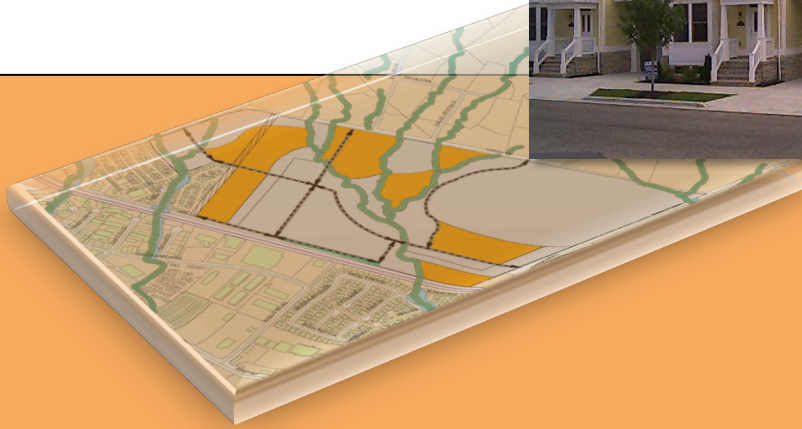


The 8 du/acre residential types are envisioned to be similar to Figure 7. These housing types are located between the 6 du/acre and 12 du/acre uses. They offer a transition between lower densities around the periphery of the site to higher density in the core of the site.

Figure 7. Residential (8 du/acre)

8 DU/Acre Residential

10' setback; personal garage; aesthetically pleasing;
personal driveway



The 12 du/acre residential types are envisioned to be similar to Figure 8. This is the densest type of housing on the site. Most of these uses are located towards the core of the site. These types of units should provide residents easy access to the commercial and mixed use core of the site.

Figure 8. Residential 12 du/acre

12 DU/Acre Residential

Personal driveway; personal garage, 10 to 15' setback;
aesthetically pleasing



The mixed use type of unit should be meshed with the commercial and office uses sporadically (Figure 9). This type of unit would provide instant access for residents to businesses and stores in the immediate vicinity.

The office uses are assumed to have a symbiotic relationship with the commercial uses and residential uses. In the core all three of these uses would support themselves as a small community within the site, providing opportunities for employment, places to buy goods, and living spaces. Also incorporated into this core area are the nearby parks and open spaces.

Figure 9. Mixed Use



The commercial uses on the site are envisioned to be small scale with amenities to support basic needs. The region has larger shopping centers to support a larger variety of products and services. The commercial shops and stores on the site should support basic needs of the residents, employees, and offices.

Figure 10. Commercial

Retail/ Office Use

Retail incorporated with office units



Figure 11. Roundabout



A roundabout will be implemented within the core of the site, at the intersecting arterial roadways. The purpose of implementing a roundabout is to facilitate the circulation of vehicular traffic through the site. Vegetation, such as shrubbery or trees will be placed within the interior of the roundabout for visual aesthetics.

Figure 12. Office/ Commercial



The streetscape within the commercial core of the site will include single story office and commercial units. Commercial units will include compact retail stores and café's. The office units will be used by private businesses.

Figure 13. Site Entrance Image



The initial goal for the Orcutt site entryway is something that is visually aesthetic and not too sophisticated. Figure 13 above, demonstrates the ideal entryway that can be implemented for the Orcutt site. The stucco design as well as the vegetation below the placard emphasizes a unique and pristine design. None-the-less, this is a welcoming entryway for residents, businessmen, and tourist alike.

Figure 14. Public Transit



Public transit in relation to the transportation on the Orcutt site is a key factor in reducing air pollution emissions. Public transit will be easily accessible within the core of the site as well as within the low density residential housing on site.

Figure 15. Street Section 1

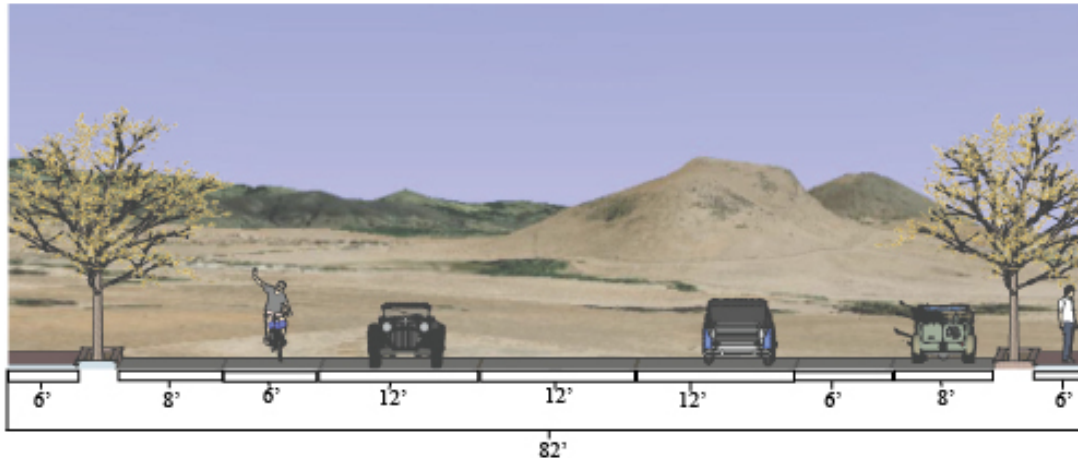
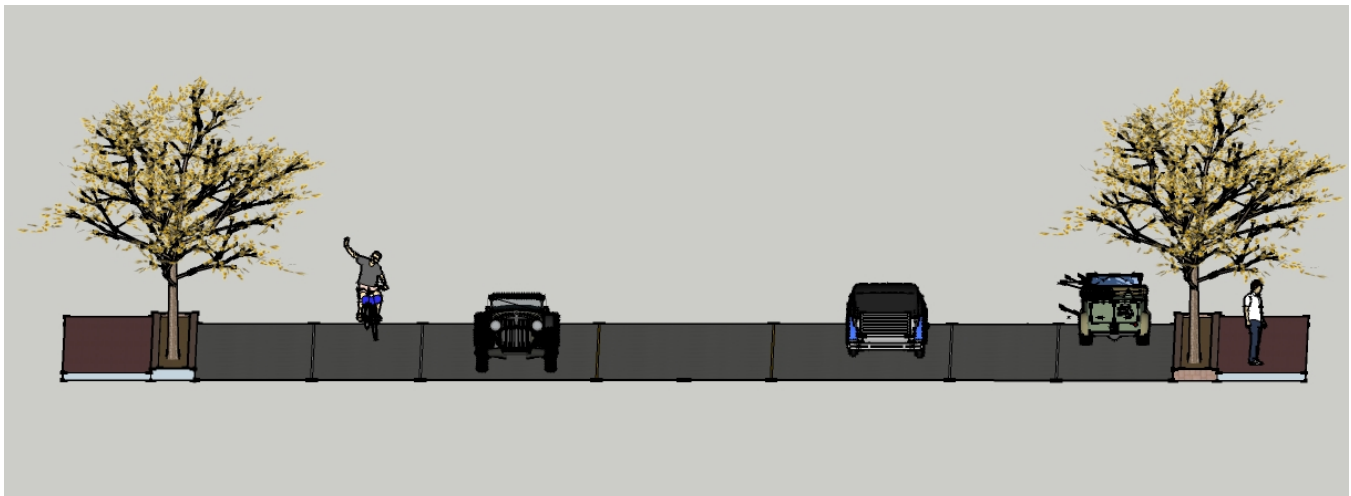


Figure 16. Street Section 2



3 OFFSITE IMPROVEMENTS

The offsite improvements necessary to allow the site to be utilized fully under this development program would mostly be traffic and congestion mitigation measures. This is due to the program's large amount of commercial and office space. The 35,992 trips generated by the program would incur significant traffic impacts on the roads surrounding the site. The current OASP would generate around 8,342 trips. As a result, further study needs to be conducted to determine to what extent the surrounding roads and intersections need to be modified, expanded, improved, or realigned. Most likely, the intersection needing the most improvement would be the Orcutt Rd. and Tank Farm Rd. intersection.

Other offsite improvements needed would be pedestrian and bicycle pathway connection improvements with existing paths and trails surrounding the site.

4 IMPLEMENTATION STRATEGIES

There are multiple permits, approvals, plans, and studies that would need to be carried out in order to implement this program.

- The SLO ALUP would require an Airport Compatible Open Space plan (ACOS), and a Designated Area Plan (DAP) (ALUP, Table 7).
- All mitigation measures outlined in the FEIR would need to be carried out to fulfill the requirements of CEQA.
- A detailed study on air pollution and emissions from the site would need to be conducted because of the program's large amount of auto use and trips.
- A detailed traffic study analysis would need to be conducted to establish exactly how many trips the program would generate and where those trips would be going and coming from. Additional analysis would need to be conducted to determine the type of improvements would need to be made on the surrounding transit routes and roads.
- City zoning regulations would need to change and include an Orcutt Area specific plan overlay zone.
- The design of buildings on the site would need to undergo architectural review per City requirements.
- Building permits would need to be obtained and impact fees would be collected at the time of permit issue.
- On site streets, utility lines, parks, and stormwater facilities would be paid for by the developers and then turned over to the City for maintenance upon inspection by the City.

5 RECOMMENDATION

Site Aesthetics: The proposed project will have a potentially significant unless mitigated impact on the visual character and quality of the site and its surrounding areas. A recommendation regarding the previous statement would be develop commercial as well as office facilities within the inner core of the project site. This shall potentially reduce visual cluster of pedestrian and vehicle traffic from residential communities located adjacent to the site.

Air Quality: The proposed project will include residential development consisting of the following densities: six density units/ acre; eight density units/ acre; and twelve density units/ acre. Commercial facilities as well as office facilities will also be included into the design of the proposed project. The Orcutt Area 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)." The development of commercial facilities as well as office facilities will result in the additional accumulation of pollutants into the atmosphere due to increased vehicular traffic.

In contrast the design concept addressed by the Orcutt Area Specific Plan; the CONSULTANT'S design of a mixed-use residential and commercial development will significantly add to air pollution and deduction of air quality. A recommendation upon preserving air quality would be to subtract commercial and office development from the design concept as proposed by the consultant. The development of commercial and office units will increase vehicular traffic to and from the project site, therefore increasing air pollution.

Biological Resources: Due to development, biological and ecological obstruction will occur unless mitigations are implemented. The consultants design concept as well as the design concept addressed in the Orcutt Area Specific Plan contain similar biological impacts and mitigation measures. In preserving the water systems and habits surrounding the creeks beds onsite, a recommendation is to avoid the implementation of vehicular transportation systems in these areas (i.e. roadways, bridges).

Drainage and Water Quality: Increased runoff on-site would be caused by compacted soil from development as well large surface areas of pavement from commercial and office land uses. Parking lots will be required for usage of commuters whom travel to from the site. Strom drainage systems will need to be large enough to accommodate the water runoff from the pavement. In order to accommodate drainage runoff from parking lots, additional bioswales and larger, more expansive drainage systems will need to be implemented on and offsite to reduce the possibility of flooding.

Noise: In contradiction to the Orcutt Area Specific Plan, the CONSULTANT'S design concept will allow for the development of commercial and office units on the project site. Commercial and business activity may produce excessive noise levels that will protrude into communities surrounding the project site. Commercial as well as business activity will also produce increased vehicular traffic within the site as well as along the exterior of the site, which may contribute to excessive noise levels. Sound or barrier walls shall be constructed around the exterior of the site in order to control noise levels being projected from commercial, business, and residential activity taking place on site.

Transportation and Traffic: Based upon projected traffic volume calculations, the CONSULTANT's design concept will produce considerably more traffic than the traffic that will be produced by the Orcutt Area Specific Plan's design concept. In order to accommodate additional traffic, Orcutt road and Tank Farm Road will need to be expanded to a total of four lanes, two in each direction. The widening of Orcutt Road will require the increased setbacks of homes along the road system.

Concluding Recommendation:

Subsequent to the testing and analysis for the proposed mixed-use residential and commercial development; it has been determined by the CONSULTANT that the design concept will not work effectively within the given 231 acre site. After careful consideration, it has been concluded that the proposed design concept will have to great an impact on population growth, traffic congestion, and air quality. These three impacts will affect the surrounding area of the 231 acres site, as well as affecting the greater city of San Luis Obispo. In addition, it is not feasible to locate commercial and office uses within this location of city. The site is located adjacent to residential housing to the north and south. To the west of the site, is the location of the Marigold Shopping Center, which includes commercial businesses. East of the site is undeveloped land. Thus concluding that if commercial and office units were to be developed on this site, there would be minimal demand for business. Nearby residents would use the Marigold Center for shopping purposes.

Based upon analysis of the proposed recommendations (site aesthetics, air quality, biological resources, drainage and water quality, noise, and transportation); implementing these recommendations into the design concept is not feasible.

Positive aspects relating to the design concept for the mixed-use residential and commercial development include: affordable housing, open space and park land, and office units for business activity. Negative aspects relating to the design concept include: commercial activity, increased traffic within the site as well as off-site, off-site widening of roadways and other implementation, and high density housing in comparison to the project proposed by the Orcutt Area Specific Plan.

It has been determined that commercial and office facilities will not be developed within the proposed site. If commercial and office facilities were to be developed; nearby businesses would be negatively affected. The scenario would also negatively affect businesses within downtown San Luis Obispo. Thus stating, the design plan that has been developed for the Orcutt Area Specific Plan, has been determined to be a feasible design concept for the proposed developed site.

Table 4. Comparison Chart

Comparison Chart: CONSULTANT'S Design Concept to Orcutt Area Specific Plan	
Positive Aspects	Negative Aspects
Affordable Housing	Commercial Activity Affecting Nearby Businesses
Open Space and Park Land	Increased Traffic (On-Site & Off-Site)
Office Units for Businesses	Off-Site Widening of Roadways
	High Density Housing

6 REFERENCES

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3. **Corporation, Catellus Development.** *Victoria By The Bay*.
4. [Online] [Cited: June 1, 2010.] http://blogs.uww.edu/gotgas/files/2008/11/chp_bus.jpg.
5. **Obispo, City of San Luis.** *Orcutt Area Specific Plan Environmental Impact Report*. San Luis Obispo : s.n., 2010.

APPENDIX A. CEQA INITIAL STUDY

INITIAL STUDY

ENVIRONMENTAL CHECKLIST FORM

For: City of San Luis Obispo

1. **Project Title:**
Orcutt Area Specific Plan
2. **Lead Agency Name and Address:**
City of San Luis Obispo
990 Palm Street
San Luis Obispo, CA 93401
3. **Contact Person and Phone Number:**
CW Design Group
Chris Cote': (925) 699-8031
Spencer Waterman: ()
4. **Project Location:**
Located adjacent to Orcutt Road and Tank Farm Road in County of San Luis Obispo Property. The project site is just east of the City limits of San Luis Obispo.
5. **General Plan Designation:**
Five hundred units of mixed-use residential development and five hundred thousand square feet of commercial/professional office development.
7. **Zoning:**
Recreational Land Use
8. **Description of the Project:**
The site that this project will focus on is the recently approved Orcutt Area Specific Plan (OASP). This site is approximately 231 acres and resides just east of the City limits of San Luis Obispo, on County of San Luis Obispo land. The two major streets that run adjacent to the site are: Tank Farm Road (south of the site) and Orcutt Road (north and east of the site). Directly to the west of the site is the Union Pacific Railroad, which runs in a south to north direction.

The site is considered primarily vacant with the exception of single family homes located at the northwest and northeast corners of the site. Natural features on the site include: intermittent creeks and Reghtetti Hill. These two features have been included as open space within the development proposal.

In March of 2010, the OASP was approved after nearly 14 years in the process. CONSULTANT'S primary goal upon completion of this project is to have tested the design of a mixed density, mixed-use residential and commercial development on the site. The CONSULTANT will provide a recommendation regarding the future development of the 231 acre site.

The proposed mixed density, mixed-use residential and commercial development consists of an overall R-2 density under City of San Luis Obispo standards (due to the annexation of the site into the City). The development will include 350 double story and 100 single story units. Each unit, with an attached garage, will provide sufficient space for the parking of one vehicle. There will be approximately 500,000 square feet of mixed office space and commercial use on the site. Commercial will include small scale shops and stores. Parking on the site will provide for an estimated 3,000 people (residential and commercial uses). Approximately 100 acres on the site will be set aside for open space. Open space will include: recreational trails for hiking and bicycle riding, sports fields, and leisure parks with playgrounds.

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

Located to the east of the project site is open space. Directly to the north and south of the site are low density residential land uses. To the west of the site are a mixture of commercial land uses and low to medium density residential land uses.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors that are designated with an "X" below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

X	Aesthetics	X	Geology/Soils	X	Public Services
X	Agricultural Resources		Hazards & Hazardous Materials	X	Recreation
X	Air Quality	X	Hydrology/Water Quality	X	Transportation & Traffic
X	Biological Resources	X	Land Use and Planning	X	Utilities and Service Systems
X	Cultural Resources	X	Noise		Mandatory Findings of Significance
	Energy and Mineral Resources	X	Population and Housing		

6.1 FISH AND GAME FEES

	<p>There is no evidence before the Department that the project will have any potential adverse effects on fish and wildlife resources or the habitat upon which the wildlife depends. As such, the project qualifies for a de minimis waiver with regards to the filing of Fish and Game Fees.</p>
	<p>The project has potential to impact fish and wildlife resources and shall be subject to the payment of Fish and Game fees pursuant to Section 711.4 of the California Fish and Game Code. This initial study has been circulated to the California Department of Fish and Game for review and comment.</p>

6.2 STATE CLEARINGHOUSE

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

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

Signature_____
Date_____
Printed Name_____
Community Development Director

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the analysis in each section. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. The explanation of each issue should identify the significance criteria or threshold, if any, used to evaluate each question.
3. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect is significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, “Earlier Analysis,” may be cross-referenced).
5. Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 © (3) (D) of the California Code of Regulations. Earlier analyses are discussed in Section 17 at the end of the checklist.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion. In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:					
a) Have a substantial adverse effect on a scenic vista?	1	X			
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, open space, and historic buildings within a local or state scenic highway?	1				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	1		X		
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	1		X		

I. Impact

See AES Impact 1 from Orcutt Area Specific Plan (ES-2)

See AES Impact 2 from Orcutt Area Specific Plan (ES-2)

See AES Impact 3 from Orcutt Area Specific Plan (ES-4)

II. Mitigation Measures

See AES Mitigation 1 from Orcutt Area Specific Plan (ES-2)

See AES Mitigation 2 from Orcutt Area Specific Plan (ES-2)

See AES Mitigation 3 from Orcutt Area Specific Plan (ES-4)

III. Significance After Mitigation

See AES Mitigation 1 from Orcutt Area Specific Plan (ES-2)

See AES Mitigation 2 from Orcutt Area Specific Plan (ES-2)

See AES Mitigation 3 from Orcutt Area Specific Plan (ES-4)

IV. Conclusion

Site aesthetics relating to the mixed-use residential and commercial development will be equivalent to that of the aesthetics of the development as described in the Orcutt Area Specific Plan. As seen in chart one above:

- A. Substantial adverse effects on scenic vistas throughout the site will have a potentially significant impact.
- B. There will be no impact upon destruction of trees, historic monuments, rock outcroppings, etc., on site.
- C. The proposed project will have a potentially significant unless mitigated impact on the visual character and quality of the site and its surrounding areas. A recommendation regarding the previous statement would be develop commercial as well as office facilities within the inner core of the project site. This shall potentially reduce visual cluster of pedestrian and vehicle traffic from residential communities located adjacent to the site.
- D. Light transmitted from the project site will not affect any daytime views. However, the commercial as well as residential development will affect nighttime views due to light projection.

There are no further recommendations.

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE RESOURCES. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	1		X		
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	1				X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	1			X	

I. Impact:

See AG Impact 1 from Orcutt Area Specific Plan (ES-41)

See AG Impact 2 from Orcutt Area Specific Plan (ES 4-5)

II. Mitigation Measures:

See AG Mitigation 1 from Orcutt Area Specific Plan (ES-41)

See Ag Mitigation 2 from Orcutt Area Specific Plan (ES 4-5)

III. Significance After Mitigation:

See AG Mitigation 1 from Orcutt Area Specific Plan (ES-41)

See Ag Mitigation 2 from Orcutt Area Specific Plan (ES 4-5)

IV. Conclusion

The 231 acres of land which will be used for development are currently used as pastures for cattle grazing. Upon development of the site, the land will be overturned, therefore cattle grazing will no longer occur. Of the 231 acres, land that is not used for development will be converted into open space.

- A. As addressed in the previous statement, farmland will be converted, thus signifying a potentially significant unless mitigated impact.
- B. There will be no impact on existing zoning for agricultural use. There will also be no impact or conflict with the Williamson Act contract.
- C. Conversion of farmland to non-agricultural use will classify as a less than significant impact.

There are no recommendations.

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Would the project:					
a) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	1		X		
b) Conflict with or obstruct implementation of the applicable air quality plan?	1		X		
c) Expose sensitive receptors to substantial pollutant concentrations?	1		X		
d) Create objectionable odors affecting a substantial number of people?	1		X		
e) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed qualitative thresholds for ozone precursors)?	1		X		

I. Impact:

See AQ Impact 1 from Orcutt Area Specific Plan (ES 5)

See AQ Impact 2 from Orcutt Area Specific Plan (ES 41)

See AQ Impact 3 from Orcutt Area Specific Plan (ES 5-6)

AQ Impact 4:

The proposed project will include residential development consisting of the following densities: six density units/ acre; eight density units/ acre; and twelve density units/ acre. Commercial facilities as well as office facilities will also be included into the design of the proposed project. The Orcutt Area 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).” The development of commercial facilities as well as office facilities will result in the additional accumulation of pollutants into the atmosphere due to increased vehicular traffic. This is considered a significant unless mitigated impact.

II. Mitigation Measures:

See AQ Mitigation 1 from Orcutt Area Specific Plan (ES 5)

See AQ Mitigation 2 from Orcutt Area Specific Plan (ES 41)

See AQ Mitigation 3 from Orcutt Area Specific Plan (ES 5- 8)

See AQ Mitigation 4 from Orcutt Area Specific Plan (ES 2)

III. Significance After Mitigation:

See AQ Mitigation 1 from Orcutt Area Specific Plan (ES 5)

See AQ Mitigation 2 from Orcutt Area Specific Plan (ES 41)

See AQ Mitigation 3 from Orcutt Area Specific Plan (ES 5-6)

See AQ Mitigation 4 from Orcutt Area Specific Plan (ES 2)

IV. Conclusion:

In contrast the design concept addressed by the Orcutt Area Specific Plan; the CONSULTANT'S design of a mixed-use residential and commercial development will significantly add to air pollution and deduction of air quality. A recommendation upon preserving air quality would be to subtract commercial and office development from the design concept as proposed by the consultant. The development of commercial and office units will increase vehicular traffic to and from the project site, therefore increasing air pollution. All segments of the air quality chart above have been deemed as significant unless mitigated.

There are no further recommendations.

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the project:					
a) Have a substantial adverse effect, either directly or indirectly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	1		X		
b) Have a substantial adverse effect, on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	1		X		
c) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g. Heritage Trees)?	1		X		
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	1		X		
e) Conflict with the provisions of an adopted habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	1		X		
f) Have a substantial adverse effect on federally protected wetlands as defined in Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, etc.) through direct removal, filling, hydrological interruption, or other means?	1		X		

I. Impact:

See B Impact 1 from Orcutt Area Specific Plan (ES 41)

See B Impact 2 from Orcutt Area Specific Plan (ES 8)

See B Impact 3 from Orcutt Area Specific Plan (ES 11)

See B Impact 4 from Orcutt Area Specific Plan (ES 12)

See B Impact 5 from Orcutt Area Specific Plan (ES 13)

See B Impact 6 from Orcutt Area Specific Plan (ES 16)

II. Mitigation Measures

See B Mitigation 1 from Orcutt Area Specific Plan (ES 41)

See B Mitigation 2 from Orcutt Area Specific Plan (ES 8-11)

See B Mitigation 3 from Orcutt Area Specific Plan (ES 11-12)

See B Mitigation 4 from Orcutt Area Specific Plan (ES 12-13)

See B Mitigation 5 from Orcutt Area Specific Plan (ES 13-16)

See B Mitigation 6 from Orcutt Area Specific Plan (ES 16-17)

III. Significance After Mitigation

See B Mitigation 1 from Orcutt Area Specific Plan (ES 41)

See B Mitigation 2 from Orcutt Area Specific Plan (ES 8)

See B Mitigation 3 from Orcutt Area Specific Plan (ES 11)

See B Mitigation 4 from Orcutt Area Specific Plan (ES 12)

See B Mitigation 5 from Orcutt Area Specific Plan (ES 13)

See B Mitigation 6 from Orcutt Area Specific Plan (ES 10)

IV. Conclusion

Due to development, biological and ecological obstruction will occur unless mitigations are implemented. The consultants design concept as well as the design concept addressed in the Orcutt Area Specific Plan contain similar biological impacts and mitigation measures. As seen in the Biological Resources chart above, segments a through f have been classified as potentially significant unless mitigated. In preserving the water systems and habits surrounding the creeks beds onsite, a recommendation is to avoid the implementation of vehicular transportation systems in these areas (i.e. roadways, bridges).

No further recommendations.

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historic resource? (See CEQA Guidelines 15064.5)	1		X		
b) Cause a substantial adverse change in the significance of an archaeological resource? (See CEQA Guidelines 15064.5)	1		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	1		X		
d) Disturb any human remains, including those interred outside of formal cemeteries?	1		X		

I. Impact

See CR Impact 1 from Orcutt Area Specific Plan (ES 17)

See CR Impact 2 from Orcutt Area Specific Plan (ES 18-19)

See CR Impact 3 from Orcutt Area Specific Plan (ES 19)

See CR Impact 4 from Orcutt Area Specific Plan (ES 19)

II. Mitigation Measures

See CR Mitigation 1 from Orcutt Area Specific Plan (ES 17-18)

See CR Mitigation 2 from Orcutt Area Specific Plan (ES 18-19)

See CR Mitigation 3 from Orcutt Area Specific Plan (ES 19)

See CR Mitigation 4 from Orcutt Area Specific Plan (ES 19-20)

III. Significance After Mitigation

See CR Mitigation 1 from Orcutt Area Specific Plan (ES 17)

See CR Mitigation 2 from Orcutt Area Specific Plan (ES 18-19)

See CR Mitigation 3 from Orcutt Area Specific Plan (ES 19)

See CR Mitigation 4 from Orcutt Area Specific Plan (ES 19)

IV. Conclusion:

Prior to development, there are no historic monuments or structures on the site. The CONSULTANT'S design plan includes development in similar locations as included in the Orcutt Area Specific Plan. Therefore, any impacts or mitigation measures that will be incorporated in the Orcutt Area Specific Plan under the topic of Cultural Resources will be included in the CONSULTANT'S plan. All impacts have been classified as Significant unless mitigated.

There are no further recommendations.

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
6. GEOLOGY AND SOILS. Would the project:					
a) Expose people or structures to potential substantial adverse effects, including risk of loss, injury or death involving:	1		X		
I. Rupture of a known earthquake fault, as delineated in the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault?	1				X
II. Strong seismic ground shaking?	1		X		
III. Seismic-related ground failure, including liquefaction?	1		X		
IV. Landslides or mudflows?	1		X		
b) Result in substantial soil erosion or the loss of topsoil?	1		X		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslides, lateral spreading, subsidence, liquefaction, or collapse?	1		X		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	1		X		

I. Impact

See G Impact 1 from Orcutt Area Specific Plan (ES 41)

See G Impact 2 from Orcutt Area Specific Plan (ES 29)

See G Impact 3 from Orcutt Area Specific Plan (ES 29-30)

See G Impact 4 from Orcutt Area Specific Plan (ES 30)

See G Impact 5 from Orcutt Area Specific Plan (ES 30)

II. Mitigation Measures

See G Mitigation 1 from Orcutt Area Specific Plan (ES 41)

See G Mitigation 2 from Orcutt Area Specific Plan (ES 29)

See G Mitigation 3 from Orcutt Area Specific Plan (ES 29-30)

See G Mitigation 4 from Orcutt Area Specific Plan (ES 30)

See G Mitigation 5 from Orcutt Area Specific Plan (ES 30)

III. Significance After Mitigation

See G Mitigation 1 from Orcutt Area Specific Plan (ES 41)

See G Mitigation 2 from Orcutt Area Specific Plan (ES 29)

See G Mitigation 3 from Orcutt Area Specific Plan (ES 29)

See G Mitigation 4 from Orcutt Area Specific Plan (ES 30)

See G Mitigation 5 from Orcutt Area Specific Plan (ES 30)

IV. Conclusion

The CONSULTANT'S design plan includes development in similar locations as included in the Orcutt Area Specific Plan. Therefore, any impacts or mitigation measures that will be incorporated in the Orcutt Area Specific Plan under the topic of Geology and Soils will be included in the CONSULTANT'S plan. All impacts have been classified as Significant unless mitigated.

There are no further recommendations.

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
7. DRAINAGE AND WATER QUALITY. Would the project:					
a) Violate any water quality standards or waste discharge requirements?	1		X		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. The production rate of pre-existing nearby wells would drop to a level which would not support existing land uses for which permits have been granted)?	1		X		
c) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide additional sources of runoff into surface waters (including, but not limited to, wetlands, riparian areas, ponds, springs, creeks, streams, rivers, lakes, estuaries, tidal areas, bays, ocean, etc.)?	1		X		
d) Substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation onsite or offsite?	1		X		
e) Substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial flooding onsite or offsite?	1		X		
f) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	1				
g) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	1				
h) Will the project introduce typical storm water pollutants into ground or surface waters?	1		X		
i) Will the project alter ground water or surface water quality, temperature, dissolved oxygen, or turbidity?	1		X		

I. Impact:

See D Impact 1 from Orcutt Area Specific Plan (ES 20)

D Impact 2:

Increased runoff on-site would be caused by compacted soil from development as well large surface areas of pavement from commercial and office land uses. Parking lots will be required for usage of commuters whom travel to from the site. Storm drainage systems will need to be large enough to accommodate the water runoff from the pavement. This impact is considered significant unless mitigated impact.

See D Impact 3 from Orcutt Area Specific Plan (ES 23)

See D Impact 4 from Orcutt Area Specific Plan (ES 23-24)

See D Impact 5 from Orcutt Area Specific Plan (ES 25)

See D Impact 6 from Orcutt Area Specific Plan (ES 28)

II. Mitigation Measures

See D Mitigation 1 from Orcutt Area Specific Plan (ES 20-21)

D Mitigation 2:

In order to accommodate drainage runoff from parking lots, additional bioswales and larger, more expansive drainage systems will need to be implemented on and offsite to reduce the possibility of flooding.

See D Mitigation 3 from Orcutt Area Specific Plan (ES 23)

See D Mitigation 4 from Orcutt Area Specific Plan (ES 23-25)

See D Mitigation 5 from Orcutt Area Specific Plan (ES 25-28)

See D Mitigation 6 from Orcutt Area Specific Plan (ES 28-29)

III. Significance After Mitigation

See D Mitigation 1 from Orcutt Area Specific Plan (ES 20)

D Mitigation 2:

Upon implementation of additional bioswales and larger, more expansive drainage systems onsite and offsite; flooding will be less of a risk.

See D Mitigation 3 from Orcutt Area Specific Plan (ES 23)

See D Mitigation 4 from Orcutt Area Specific Plan (ES 23-24)

See D Mitigation 5 from Orcutt Area Specific Plan (ES 25)

See D Mitigation 6 from Orcutt Area Specific Plan (ES 28)

IV. Conclusion:

The CONSULTANT'S design plan calls for the development of commercial and office units. Parking lots will be needed to accommodate vehicular usage by commuters. "D Impact 2" above describes the impact that compacted soil and the usage of pavement for parking lots will have on the drainage patterns that run through the site. "D Mitigation 2" clarifies the mitigation measures necessary for such an impact. Drainage and Water Quality impacts on the site have been classified as significant unless mitigated.

There are no further recommendations.

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
8. LAND USE AND PLANNING. Would the project:					
a) Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?	1		X		
b) Physically divide an established community?	1		X		
c) Conflict with any applicable habitat conservation plan or natural community conservation plans?	1		X		

I. Impact:

See LU Impact 1 from the Orcutt Area Specific Plan (ES 31)

LU Impact 2

In contradiction to the Orcutt Area Specific Plan, the CONSULTANT has included the development of commercial as well as office units within the design plan.

See LU Impact 3 from the Orcutt Area Specific Plan (ES 31-32)

See LU Impact 4 from the Orcutt Area Specific Plan (ES 32)

II. Mitigations Measures:

See LU Mitigation 1 from the Orcutt Area Specific Plan (ES 31)

See LU Mitigation 2 from the Orcutt Area Specific Plan (ES 31)

See LU Mitigation 3 from the Orcutt Area Specific Plan (ES 31-32)

See LU Mitigation 4 from the Orcutt Area Specific Plan (ES 32)

III. Significance After Mitigation:

See LU Mitigation 1 from the Orcutt Area Specific Plan (ES 31)

See LU Mitigation 2 from the Orcutt Area Specific Plan (ES 31)

See LU Mitigation 3 from the Orcutt Area Specific Plan (ES 31-32)

See LU Mitigation 4 from the Orcutt Area Specific Plan (ES 32)

IV. Conclusion:

The CONSULTANT'S design plan calls for the development of commercial and office units. This design concept contradicts that of the Orcutt Area Specific Plan, which calls for only residential development. It is recommended that the City of San Luis Obispo allows the development of commercial and office units in the proposed 231 acre site. All impacts are classified as significant unless mitigated.

There are no further recommendations.

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
9. NOISE. Would the project result in:					
a) Exposure of people to or generation of “unacceptable” noise levels as defined by the San Luis Obispo General Plan Noise Element, or general noise levels in excess of standards established in the Noise Ordinance?	1		X		
b) A substantial temporary, periodic, or permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	1		X		
c) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	1		X		
d) For a project located within an airport land use plan, or within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	1			X	

I. Impact

N Impact 1:

Excessive noise may be admitted from the presence of commercial, business, and residential activity.

N Impact 2:

Excessive noise may be admitted from vehicular traffic going to and leaving the site.

See N impact 3 from Orcutt Area Specific Plan (ES 42)

See N impact 4 from Orcutt Area Specific Plan (ES 33)

See N impact 5 from Orcutt Area Specific Plan (ES 2-3)

II. Mitigation Measures:

N Mitigation 1:

Sound or barrier walls shall be constructed around the exterior of the site in order to control noise levels being projected from commercial, business, and residential activity taking place on site.

N Mitigation 2:

Sound or barrier walls shall be constructed along road systems leaving the site, as well as road systems surrounding the site.

See N Mitigation 3 from Orcutt Area Specific Plan (ES 42)

See N Mitigation 4 from Orcutt Area Specific Plan (ES 33)

See N Mitigation 5 from Orcutt Area Specific Plan (ES 2-3)

III. Significance After Mitigation:

N Mitigation 1:

Reduction of noise generating from the site and protruding into communities surrounding the project site.

N Mitigation 2:

Reduction of noise generating from vehicular traffic along road systems leaving the site, as well as road systems surrounding the site.

See N Mitigation 3 from Orcutt Area Specific Plan (ES 42)

See N Mitigation 4 from Orcutt Area Specific Plan (ES 33)

See N Mitigation 5 from Orcutt Area Specific Plan (ES 2-3)

IV. Conclusion

In contradiction to the Orcutt Area Specific Plan, the CONSULTANT'S design concept will allow for the development of commercial and office units on the project site. Commercial and business activity may produce excessive noise levels that will protrude into communities surrounding the project site. Commercial as well as business activity will also produce increased vehicular traffic within the site as well as along the exterior of the site, which may contribute to excessive noise levels. These two impacts can be viewed in "N Impact 1" and "N Impact 2". The recommendations for the mitigation of these impacts can be seen in "N Mitigation 1" and "N Mitigation 2".

There are no further recommendations.

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
10. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision, or need, of new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:					
a) Fire protection?	1		X		
b) Police protection?	1			X	
c) Schools?	1		X		
d) Parks?	1		X		
e) Roads and other transportation infrastructure?	1		X		
f) Other public facilities?	1		X		

I. Impact:

See PS Impact 1 from the Orcutt Area Specific Plan (ES 42)

See PS Impact 2 from the Orcutt Area Specific Plan (ES 36)

See PS Impact 3 from the Orcutt Area Specific Plan (ES 36)

II. Mitigation Measures:

See PS Mitigation from the Orcutt Area Specific Plan (ES 42)

See PS Mitigation from the Orcutt Area Specific Plan (ES 36)

See PS Mitigation from the Orcutt Area Specific Plan (ES 36-37)

III. Significance After Mitigation:

See PS Mitigation from the Orcutt Area Specific Plan (ES 42)

See PS Mitigation from the Orcutt Area Specific Plan (ES 36)

See PS Mitigation from the Orcutt Area Specific Plan (ES 36-37)

IV. Conclusion:

The CONSULTANT'S design plan includes similar public services to that of the Orcutt Area Specific Plan. In correspondence to the Public Services chart above, all segments are considered significant unless mitigated with exception to police protection which is classified as a less than significant impact.

There are no recommendations.

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
11. TRANSPORTATION/TRAFFIC. Would the project:					
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	1		X		
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads and highways?	1		X		
c) Substantially increase hazards due to design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	1		X		
d) Result in inadequate emergency access?	1		X		
e) Result in inadequate parking capacity onsite or offsite?	1		X		
f) Conflict with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	1		X		
g) Conflict with the with San Luis Obispo County Airport Land Use Plan resulting in substantial safety risks from hazards, noise, or a change in air traffic patterns?	1		X		

I. Impact:**T Impact 1:**

	baseline ADT	% of total surrounding ADT volumes	Additional ADT volumes	total ADT
Orcutt(Broad-Johnson)	17,020	14.20%	5,101	22,121
Broad	36,420	30.39%	10,915	47,335
Tank Farm (Broad-RR)	13,030	10.87%	3,905	16,935
Tank Farm (RR-Orcutt)	8,220	6.86%	2,464	10,684
Orcutt (Tank Farm- Johnson)	8,140	6.79%	2,440	10,580
Johnson(Orcutt-Laurel)	8,310	6.93%	2,491	10,801
Laurel (Orcutt-Johnson)	12,060	10.06%	3,614	15,674
Johnson(Laurel-Bishop)	16,660	13.90%	4,993	21,653
total	119,860	100.00%	35,922	155,782

T Impact 2:**Table 4.11-4. Specific Plan Trip Generation Rates and Estimates**

Use	ITE Land Use Code	Daily	PM Peak Hour		
			In	Out	Total
Trip Rates					
Single-Family Detached Housing	210	9.09	0.57	0.34	0.91
Apartment	220	6.35	0.38	0.21	0.59
High-Turnover Restaurant	932	127.15	6.66	4.26	10.92
Specialty Retail	814	44.32	3.41	4.34	7.75
General Office	710	23.53	1.76	8.59	10.35
Trip Estimates					
Low and Medium Density Residential ¹	540 d.u.	4,906	308	181	489
Medium-High and High Density Residential ²	439 d.u.	2,789	168	91	259
Restaurant	4.0 ksf	509	27	17	44
Neighborhood Commercial	4.0 ksf	177	14	17	31
Office	8.5 ksf	200	15	73	88
Subtotal		8,581	532	379	911
40% High-Turnover Restaurant Reduction		204	11	7	18
20% Strip Commercial Reduction		35	3	3	6
Total		8,342	518	369	887

Notes:

¹ Single-family detached housing rates used.² Apartment rates used.

Sources: Traffic Impact Study Preparation Guidelines, City of San Luis Obispo, June 2000; Trip Generation (7th Edition), Institute of Transportation Engineers, 2003.

II. Mitigation Measures:

T Mitigation 1&2:

Based upon projected traffic volume calculations, the CONSULTANT's design concept will produce considerably more traffic than the traffic that will be produced by the Orcutt Area Specific Plan's design concept. In order to accommodate additional traffic, Orcutt road and Tank Farm Road will need to be expanded to a total of four lanes, two in each direction. The widening of Orcutt Road will require the increased setbacks of homes along the road system.

III. Conclusion:

Based upon the traffic volume projection for the CONSULTANT'S design concept, the increased impact on traffic volume admitted from commercial, residential and business activity will greatly affect the road systems surrounding the project site. It is recommended in "T Mitigation 1&2" that the widening of Orcutt Road as well as Tank Farm Road is vital. Impacts regarding transportation are classified as significant unless mitigated.

There are no further recommendations.

13. EARLIER ANALYSES.

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

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

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

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

14. SOURCE REFERENCES.

- | | |
|----|---------------------------|
| 1. | Orcutt Area Specific Plan |
|----|---------------------------|

APPENDIX B. CASE STUDIES

Case Study

Victoria Gardens

Rancho Cucamonga, CA

The Victoria Gardens development is a prime example of sustainable development in an area which has a continuous demand for growth. It provides a model for responsible management of land and how to develop it with maximum benefits for the community. The 175 acre site is located in an area that was considered to be just another spill over area for urban growth considering its proximity to an already urbanized area. It contains a proposed 1.8 million square feet of retail space, 49,000 square feet of office space, and more than 500 residential units. The Orcutt Area site has similar characteristics to the Victoria Gardens site, such as close proximity to an established urban center, a large amount of acreage for development, a mix of densities and uses, an incorporation of the existing environment, and a unique location allowing the community to support itself.

The project won an award from the Urban Land Institute(ULI) and has been a successful example of a pedestrian friendly development. One of the important design aspects of the development was creating new development while incorporating the existing environment. The ULI describes how the “community grew over time from a simple group of buildings along a farm road to a diverse main street locale. The result is a tapestry of structures, streetscapes, and landscaping that reflects the history of Rancho Cucamonga” (ULI). The current setting of the Orcutt Area has a similar farm road setting off of Tank Farm Rd. and has a unique San Luis Obispo feel to it. Incorporating the existing aesthetic is an important aspect exemplified by Victoria Gardens that should be carried into the Orcutt Area proposal.

Victoria Gardens Site Statistics

Site Size	175 acres
Office Space	49,000 square feet
Retail Space	300,000 square feet
Residential	500+ units

Case Study

Victoria By The Bay

Hercules, California

Victoria By The Bay is a 206 acre, mixed-use development, located in Hercules, California. Prior to the development of Victoria By The Bay, the land had been considered a brown field. An oil and asphalt refinery which had closed in 1997 had left behind this 206 acre property, which had been deemed contaminated. Catellus Development Corporation took the job of developing the property into a successful mixed-use retail and residential development. The name, Victoria By The Bay, comes in part by the location of the site. The project site is considered waterfront property, for it is situated along the San Pablo Bay.

Project Summary

- 206 acre, mixed-use development
- 800 new homes
- 15 acres of parks and open space
- Commercial parks
- Retail stores
- Waterfront access and views of the San Pablo Bay

Development

- New houses
- Apartments
- Retail stores
- Office buildings
- Parks
- Public access to the shoreline bay trail

Comparison to Orcutt Road and Tank Farm Road Project

My reasoning behind choosing Victoria By The Bay as my case study is because of reasons of comparison. The project that my partner and I will be working on this quarter will be a mixed-use development. This mixed-use development will occupy approximately 231 acres of land, and will include: open space (hiking trails, parks), commercial or retail uses (500,000 square feet), and residential uses (500 units). In comparison to the case study project, the size to size ratio is approximately equivalent. My fundamental focus upon reviewing this case study is to absorb information about efficient use of land for retail and residential uses.

APPENDIX C. CONSULTANT CONTRACT

April 15th, 2010

CONSULTANT PROPOSAL AND SERVICES AGREEMENT

For the

City of San Luis Obispo

Spencer Waterman and Chris Cote', hereinafter referred to as CONSULTANT, agrees to provide consultant services to the City of San Luis Obispo, a municipal corporation, hereinafter referred to as CITY, as further described below. This proposal is made as partial fulfillment of the requirements of City and Regional Planning 463 – Senior Project, a course conducted under the auspices of the Department of City and Regional Planning, College of Architecture and Environmental Design, California Polytechnic State University, San Luis Obispo, California.

TERM. The term of the proposed scope of services shall be from the date of CITY approval of this proposal until acceptance or completion of said services but no later than June 10^h, 2010. All work products shall be submitted to CITY representative no later than 5:00 p.m., Thursday, June 10th, 2010. Materials received after that time will not be accepted.

CITY REQUIREMENTS. This proposal is based on and is intended to fulfill the City's requirements, as described in the CRP 463 Course Syllabus, Spring 2010. Said document is hereby incorporated into this proposal by reference.

FEE SCHEDULE. As this proposal is intended to meet academic requirements, no fees are proposed or stated for the services specified in this agreement.

CITY CONSIDERATION. CITY representative, Scott Bruce, agrees to assist CONSULTANT by providing base information and technical support and guidance during the course of this project, pursuant to his role as instructor for said course, to the extent feasible and reasonable.

CONTRACTOR'S OBLIGATIONS. For the consideration noted above, and to fulfill the requirements of CRP 463, CONSULTANT proposes and agrees to: A) provide consultant services as described more particularly below, B) to meet University and Department of City and Regional Planning requirements regarding senior project completion, and C) to complete all required work in a timely, thorough and professional manner, to the approval of the CITY representative.

AMENDMENTS. Amendments to this proposal, once accepted, are strongly discouraged. Any amendment, modification or variation from this proposal shall require prior written approval by the CITY representative and where necessary, by the Department of City and Regional Planning, and then only for compelling reasons that are beyond control of CONSULTANT, or as determined necessary by the CITY representative.

SCOPE OF SERVICES. CONSULTANT hereby proposes and agrees to provide the following services:

Proposed Project: This mixed use development offers an alternative development plan for this site. The Consultant's role is to explore the option of developing a mixed density, mixed use residential and commercial development. The Consultant will provide a recommendation regarding the future development of the 231 acre site. The proposed mixed density, mixed-use residential and commercial development consists of an overall R-2 density under City of San Luis Obispo standards. The development will include 350 double story and 100 single story units. Each unit with an attached garage will provide sufficient space for one vehicle. There will be approximately 500,000 square feet of retail commercial and professional office floor area. Retail commercial will include restaurants, cafés, and other amenities. Parking on the site will provide for an estimated 3,000 people (residential and commercial uses). Approximately 100 acres of the planned area will be set aside for open space. Open space will include: recreational trails for hiking and bicycle riding, sports fields, and leisure parks with playgrounds.

Key Tasks:

Site Assessment

Analysis of site topography and land use

Assessment of site location for parking and road systems

Site location for residential and commercial infrastructure

Site location for open space

Assessment of neighboring communities and land uses

Consultant Contract

Scope and services

Work proposal

Client Meetings

A total of **THREE** client meetings throughout the duration of the project

Meetings will address issues relating to the project in addition to future development plans

Meetings will address progress of work to date

Conceptual Diagrams

Locations of site infrastructure and land uses

Break down of project phasing

Selection of Two Case Studies

Review and presentation of two case studies, which relate to project infrastructure and land uses

Development Program

Includes: land uses, square footages, number and size of dwellings, access ways, and parking

Schematic development plan

Identification of needs, goals and policies

Initial Environmental Study

Review of endangered species located on site – *if any*

Location of water flow and water systems on site

Implementation of green design standards

Offsite Improvement Design

Exterior site fencing improvements (vicinity of 50 yards from site)

Exterior signage improvements (vicinity of 50 yards from site)

Exterior lighting improvements (vicinity of 50 yards from site)

Exterior vegetation improvements (vicinity of 50 yards from site)

Exterior roadway improvements (Tank Farm Rd. and Orcutt Rd. within 50 yards from site)

Report Outline and Graphics Storyboard

Outline of final graphics and project completion timeline

Posters

Data regarding completed project (on site land uses, on site infrastructure, on site road systems)

Date regarding offsite improvement design

Graphics and maps of completed project

Final Report

Final project maps

Final project design

Final project graphics

Final project statistics

PowerPoint Presentation

Overview of design process

Overview of completed project and report

Final Presentation

Includes graphics

Includes PowerPoint presentation

Includes final project statistics

Methods and Resources: To complete this project, the following methods and resources will be used:

City of San Luis Obispo General Plan

Orcutt Area Specific Plan Final EIR

Airport Land Use Plan for San Luis Obispo County Regional Airport

City of San Luis Obispo Zoning Regulations

GIS

Adobe Photoshop

Digital Camera

Site Reconnaissance

Hand Drawings

Microsoft Project

Microsoft Excel

Research on related case studies (mixed-use projects)

Adobe Indesign

Deliverables:

Deliverables	Due Date
(2) 24"x36" Posters	6/3/2010
Draft	5/20/2010
(2) Final Reports (1 bound 1 unbound)	6/10/2010
Draft	5/27/2010
Two Site Sections	4/29/2010
Conceptual Diagram(2)	5/6/2010
Offsite Improvements Design	5/7/2010
Two Case Studies	4/15/2010
Initial Environmental Study	5/13/2010
Draft	4/29/2010
Final Powerpoint	6/2/2010
Consultant Contract	4/15/2010
Draft	4/8/2010
Final Presentation	6/3/2010

Schedule of Services: See attached GANTT chart

Work Program

Work Program			
Task	Subtasks		Due Date
<i>Data Gathering and Analysis</i>			
Site Visit and Analysis			
	Site Analysis Map	Chris and	Thursday, April

	Spencer	15, 2010
Site Pictures	Spencer	Thursday, April 15, 2010
Case Studies		
Case Study of Victoria by the Bay- Hercules, CA	Chris	Thursday, April 15, 2010
Case Study of Victoria Gardens- Rancho Cucamonga, CA	Spencer	Thursday, April 15, 2010
Consultant Contract		
Draft		Thursday, April 08, 2010
<i>Proposed Project</i>	Chris	Thursday, April 08, 2010
<i>Key Tasks</i>	Chris	Thursday, April 08, 2010
<i>Methods and Resources</i>	Chris	Thursday, April 08, 2010
<i>Deliverables</i>	Spencer	Thursday, April 08, 2010
<i>Schedule of Services</i>	Spencer	Thursday, April 08, 2010
<i>Work Program</i>	Spencer	Thursday, April 08, 2010
Final		Thursday, April 15, 2010
<i>Proposed Project</i>	Chris	Thursday, April 15, 2010
<i>Key Tasks</i>	Chris	Thursday, April 15, 2010

<i>Methods and Resources</i>	Chris	Thursday, April 15, 2010
<i>Deliverables</i>	Spencer	Thursday, April 15, 2010
<i>Schedule of Services</i>	Spencer	Thursday, April 15, 2010
<i>Work Program</i>	Spencer	Thursday, April 15, 2010
Design		
Bubble Diagram		
Preliminary Bubble Diagram (2)	Chris and Spencer	Thursday, April 15, 2010
Refined Bubble Diagrams (2)	Chris and Spencer	Thursday, April 22, 2010
Development Program		
Preliminary	Chris and Spencer	Thursday, April 22, 2010
<i>Proposed uses</i>	Chris	
<i>Square footages</i>	Spencer	
<i>Number of parking spaces</i>	Spencer	
<i>Open space</i>	Spencer	
<i>Access points</i>	Chris	
Refined	Chris and Spencer	Thursday, April 29, 2010
<i>Proposed uses</i>	Chris	
<i>Square footages</i>	Spencer	
<i>Number of parking spaces</i>	Spencer	
<i>Open space</i>	Spencer	

<i>Access points</i>	Chris	
Development Plan		
Preliminary	Chris and Spencer	Thursday, April 29, 2010
Final?	Chris and Spencer	Thursday, May 06, 2010
Site Sections		
Site Section AA	Chris	Thursday, April 29, 2010
Site Section BB	Spencer	Thursday, April 29, 2010
Offsite Improvements		
Orcutt and Tankfarm Description	Chris	Thursday, May 06, 2010
Orcutt and Tankfarm Graphics	Spencer	Thursday, May 06, 2010
Document Preparation		
Initial environmental Study		
Rough Draft		Thursday, April 29, 2010
<i>Aesthetics</i>	Chris	
<i>Biological Resources</i>	Chris	
<i>Hazards and Hazardous Materials</i>	Chris	
<i>Hydrology/ Water Quality</i>	Chris	
<i>Land Use / Planning</i>	Chris	
<i>Mineral Resources</i>	Chris	

<i>Public Services</i>	Chris
<i>Utilities/ Service Systems</i>	Chris
<i>Mandatory Findings of Significance</i>	Chris and Spencer
<i>Agriculture Resources</i>	Spencer
<i>Air Quality</i>	Spencer
<i>Cultural Resources</i>	Spencer
<i>Geology/ Soils</i>	Spencer
<i>Noise</i>	Spencer
<i>Population / Housing</i>	Spencer
<i>Recreation</i>	Spencer
<i>Transportation/Traffic</i>	Spencer
Final	Thursday, May 13, 2010
<i>Aesthetics</i>	Chris
<i>Biological Resources</i>	Chris
<i>Hazards and Hazardous Materials</i>	Chris
<i>Hydrology/ Water Quality</i>	Chris
<i>Land Use / Planning</i>	Chris
<i>Mineral Resources</i>	Chris
<i>Public Services</i>	Chris
<i>Utilities/ Service Systems</i>	Chris
<i>Mandatory Findings of Significance</i>	Chris and Spencer
<i>Agriculture Resources</i>	Spencer

<i>Air Quality</i>	Spencer		
<i>Cultural Resources</i>	Spencer		
<i>Geology/ Soils</i>	Spencer		
<i>Noise</i>	Spencer		
<i>Population / Housing</i>	Spencer		
<i>Recreation</i>	Spencer		
<i>Transportation/Traffic</i>	Spencer		
Report			
Rough Outline w/ graphics storyboard	Chris and Spencer	Thursday, May 06, 2010	
<i>Outline</i>	Chris		
<i>Graphics</i>	Spencer		
Draft Table of Contents	Chris and Spencer	Thursday, May 13, 2010	
First Half of Preliminary Draft	Chris and Spencer	Thursday, May 20, 2010	
<i>Introduction</i>	Chris		
<i>Site Analysis</i>	Chris		
<i>Conceptual Development</i>	Spencer		
<i>Initial Environmental Study</i>	Spencer		
Complete Preliminary Draft	Chris and Spencer	Thursday, May 27, 2010	
<i>Introduction</i>	Chris		
<i>Site Analysis</i>	Chris		
<i>Conceptual Development</i>	Spencer		
<i>Initial Environmental Study</i>	Spencer		

	<i>Development Program</i>	Chris and Spencer	
	<i>Recommendation</i>	Chris	
	<i>Bibliography</i>	Spencer	
	Final Report	Chris and Spencer	Thursday, June 10, 2010
Graphics			
	Preliminary Graphics		Thursday, May 13, 2010
	Draft Graphics		Thursday, May 27, 2010
	Final Graphics		Thursday, June 10, 2010
	Final Posters		Thursday, June 10, 2010
Posters			
	Preliminary Poster A	Spencer	Thursday, May 20, 2010
	Preliminary Poster B	Chris	Thursday, May 20, 2010
	Refined Preliminary Poster A	Spencer	Thursday, May 27, 2010
	Refined Preliminary Poster B	Chris	Thursday, May 27, 2010
	Final Posters	Chris and Spencer	Thursday, June 03, 2010
PowerPoint	Final	Chris and Spencer	Thursday, June 03, 2010

CONSULTANT TEAM. CONSULTANT's team shall consist of the following member(s): Chris Cote and Spencer Waterman. CONSULTANT hereby states and agrees that team members will be equally and jointly responsible for completion of all work products, and that final work projects will clearly and accurately identify individual team member's contribution to the total work product to enable the Instructor to assign final class grades.

COMPLETE AGREEMENT. This written agreement, including information incorporated specifically by reference, shall constitute the complete agreement between CONSULTANT and CITY. CONSULTANT understands that failure to meet the requirements and obligations under this agreement will result in failure to pass CRP 463 – Senior Project.

AGREEMENT APPROVED:

CONSULTANT:

(signature of team member 1)

date

(signature of team member 2, if applies)

date

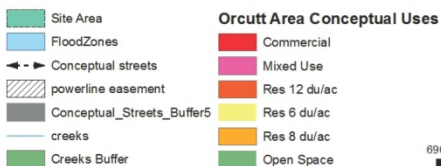
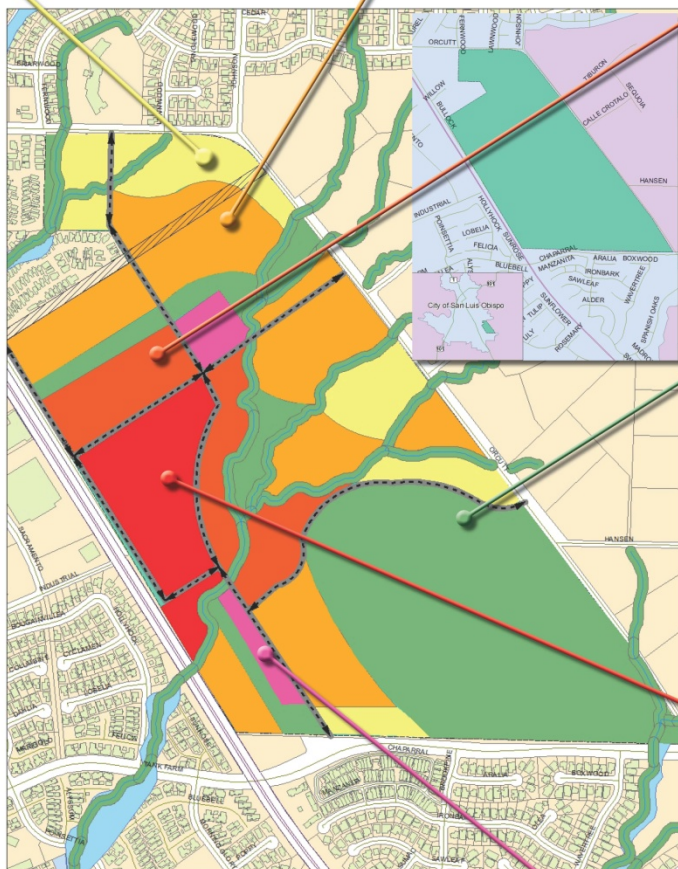
CITY REPRESENTATIVE (Scott Bruce):

6.3 (1) (2)APPENDIX D. POSTER GRAPHICS

ORCUTT AREA MIXED DENSITY MIXED USE CONCEPTUAL DEVELOPMENT

Uses	Acres	Sqft	Units
Res 6 du /ac	13	545,257	75
Res 8 du /ac	38	1,674,833	308
Res 12 du/ac	11	492,671	136
Mixed Use ¹			14
Total	62	2,712,761	518

¹Mixed use is assumed to accommodate 6 du/ac on the second floor.



	Acres	Sqft
Built Area	81	3,532,775
Area for Parks and Open Space	150	6,529,585



Uses	Sqft of floor area ¹	Parking spaces ²	Sqft of parking ³	Total sqft ⁴	Total acres
Commercial		962	418,912	721,268	17
Mixed Use ⁵	39,498	92	40,146	96,746	2
Total	328,006	1,054	459,058	820,014	19

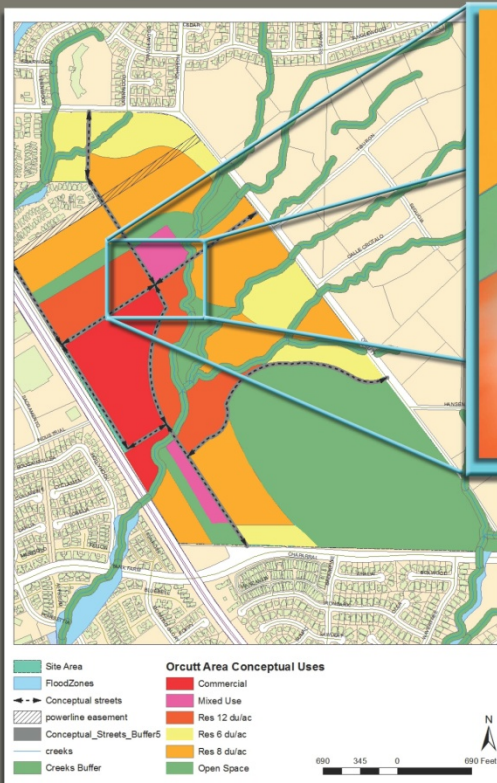
¹ Assumed to be 40% of total sqft of use area
² Estimated based on City standard of 1 parking spot/700 sqft of floor area
³ Based on parking standards of 300 spots per acre converted to sqft
⁴ Sum of sqft of floor area + sqft of parking
⁵ Mixed use parking spaces are assumed to be 30% less than standard amount to be based on the City's conditional approval.



Chris Cote - Spencer Waterman

CRP 463 - Scott Bruce - City & Regional Planning Department - California Polytechnic State University San Luis Obispo - Spring 2010

ORCUTT AREA MIXED DENSITY MIXED USE CHARACTER & ANALYSIS



Comparison Chart: CONSULTANT'S Design Concept to Orcutt Area Specific Plan

Positive Aspects	Negative Aspects
Affordable Housing	Commercial Activity Affecting Nearby Businesses
Open Space and Park Land	Increased Traffic (On-Site & Off-Site)
Office Units for Businesses	Off-Site Widening of Roadways
	High Density Housing

Chris Cote - Spencer Waterman
CRP 463 - Scott Bruce - City & Regional Planning Department - California Polytechnic State University San Luis Obispo - Spring 2010