



Planning Commission
AGENDA

Wednesday, February 14, 2024, 6:00 p.m.

Council Chambers, 990 Palm Street, San Luis Obispo

The Planning Commission holds in-person meetings. Zoom participation will not be supported at this time. Planning Commission meetings can be viewed remotely on Channel 20 and the City's YouTube Channel: <http://youtube.slo.city>

INSTRUCTIONS FOR PUBLIC COMMENT:

Public Comment prior to the meeting (must be received 3 hours in advance of the meeting):

Mail - Delivered by the U.S. Postal Service. Address letters to the City Clerk's Office at 990 Palm Street, San Luis Obispo, California, 93401.

Email - Submit Public Comments via email to advisorybodies@slocity.org. In the body of your email, please include the date of the meeting and the item number (if applicable). Emails *will not* be read aloud during the meeting.

Voicemail - Call (805) 781-7164 and leave a voicemail. Please state and spell your name, the agenda item number you are calling about, and leave your comment. Verbal comments must be limited to 3 minutes. Voicemails *will not* be played during the meeting.

**All correspondence will be archived and distributed to members, however, submissions received after the deadline may not be processed until the following day.*

Public Comment during the meeting:

Meetings are held in-person. To provide public comment during the meeting, you must be present at the meeting location.

Electronic Visual Aid Presentation. To conform with the City's Network Access and Use Policy, Chapter 1.3.8 of the Council Policies & Procedures Manual, members of the public who desire to utilize electronic visual aids to supplement their oral presentation are encouraged to provide display-ready material to the City Clerk by 12:00 p.m. on the day of the meeting. Contact the City Clerk's Office at cityclerk@slocity.org or (805) 781-7114.

1. CALL TO ORDER

Chair Munoz-Morris will call the Regular Meeting of the Planning Commission to order.

2. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

At this time, people may address the Commission about items not on the agenda. Comments are limited to three minutes per person. Items raised at this time are generally referred to staff and, if action by the Commission is necessary, may be scheduled for a future meeting.

3. CONSENT

Matters appearing on the Consent Calendar are expected to be non-controversial and will be acted upon at one time. A member of the public may request the Planning Commission to pull an item for discussion. The public may comment on any and all items on the Consent Agenda within the three-minute time limit.

3.a CONSIDERATION OF MINUTES - JANUARY 24, 2024 PLANNING COMMISSION MINUTES

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Recommendation:

To approve the Planning Commission Minutes of January 24, 2024.

4. PUBLIC HEARINGS

Note: Any court challenge to the action taken on public hearing items on this agenda may be limited to considering only those issues raised at the public hearing or in written correspondence delivered to the City of San Luis Obispo at, or prior to, the public hearing. If you wish to speak, please give your name and address for the record. Please limit your comments to three minutes; consultant and project presentations limited to six minutes.

4.a 4240 AND 4280 EARTHWOOD LN, 165 CESSNA CT (ARCH-0197-2023) REVIEW OF THE MULTI-FAMILY HIGH DENSITY RESIDENTIAL (R-4) COMPONENT IN PHASE 3 OF THE AVILA RANCH DEVELOPMENT PLAN

9

Recommendation:

Adopt the Draft Resolution approving the proposed site design and layout for the R-4 component of the Avila Ranch Project to be developed within Phase 3 of the Avila Ranch Development Plan (ADRP), including a density bonus to increase the unit count of the R-4 component from 125 to 145 units, which includes 59 affordable units, and Addendum #2 to the ARDP Final EIR, and incorporating the recommendations of the Architectural Review Commission, including a fence height exception, sign exception, and a parking exception, based on findings and subject to the Conditions of Approval.

5. **COMMENT AND DISCUSSION**

5.a STAFF UPDATES AND AGENDA FORECAST

Receive a brief update from Deputy Community Development Director Tyler Corey.

6. ADJOURNMENT

The next Regular Meeting of the Planning Commission is scheduled for February 28, 2024 at 6:00 p.m. in the Council Chambers at City Hall, 990 Palm Street, San Luis Obispo.

LISTENING ASSISTIVE DEVICES for the hearing impaired--see the Clerk

The City of San Luis Obispo wishes to make all of its public meetings accessible to the public. Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities. Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to the City Clerk's Office at (805) 781-7114 at least 48 hours before the meeting, if possible. Telecommunications Device for the Deaf (805) 781-7410.

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<https://www.slocity.org/government/mayor-and-city-council/agendas-and-minutes>.



Planning Commission Minutes

January 24, 2024, 6:00 p.m.

Council Chambers, 990 Palm Street, San Luis Obispo

Planning
Commissioners
Present:

Commissioner Dave Houghton, Commissioner Bob Jorgensen,
Commissioner Steve Kahn, Chair Juan Munoz-Morris

Planning
Commissioners
Absent:

Commissioner Lindsay Ringer, Commissioner Eric Tolle, Vice
Chair Justin Cooley

City Staff Present:

Housing Policy & Programs Manager Teresa McClish, Assistant
City Attorney Markie Kersten, Megan Wilbanks, Deputy City Clerk

1. CALL TO ORDER

A Regular Meeting of the San Luis Obispo Planning Commission was called to order on January 24, 2024 at 6:00 p.m. in the Council Chambers at City Hall, 990 Palm Street, San Luis Obispo, by Chair Munoz-Morris.

2. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Public Comment:

None

--End of Public Comment--

3. CONSENT

3.a CONSIDERATION OF MINUTES - DECEMBER 13, 2023 PLANNING COMMISSION MINUTES

Motion By Commissioner Kahn

Second By Commissioner Jorgensen

To approve the Planning Commission Minutes of December 13, 2023.

Ayes (4): Commissioner Houghton, Commissioner Jorgensen, Commissioner Kahn, and Chair Munoz-Morris

Absent (3): Commissioner Ringer, Commissioner Tolle, and Vice Chair Cooley

CARRIED (4 to 0)

4. PUBLIC HEARING

4.a 40 PRADO ROAD (MOD-0578-2023) REVIEW OF REQUEST TO AMEND THE EXISTING CONDITIONAL USE PERMIT TO INCREASE THE NUMBER OF SAFE PARKING SPACES AND MODIFY HOURS OF OPERATION AT 40 PRADO HOMELESS SERVICES CENTER

Homelessness Response Manager Daisy Wiberg and Homelessness Response Administrative Specialist Sarah Cooper presented the staff report and responded to Commission inquiries.

The Applicant, Jack Lahey and Nathan Rubinoff with CAPSLO, provided a brief overview of the project and responded to questions raised.

Chair Munoz-Morris opened the Public Hearing

Public Comment:

None

--End of Public Comment--

Chair Munoz-Morris closed Public Comment

Motion By Commissioner Houghton

Second By Commissioner Kahn

Adopt a Resolution to amend the existing Conditional Use Permit (USE-0413-2014) at 40 Prado Homeless Services Center to increase the capacity of the Safe Parking Program from seven (7) vehicle spaces to twelve (12) vehicle spaces and update the program hours from 4:45 p.m. - 8:30 a.m. to 2:30 p.m. - 8:00 a.m.

"A RESOLUTION OF THE CITY OF SAN LUIS OBISPO PLANNING COMMISSION APPROVING A MODIFICATION TO AN EXISTING CONDITIONAL USE PERMIT TO INCREASE THE NUMBER OF SAFE PARKING SPACES AND MODIFY HOURS OF OPERATION AT 40 PRADO HOMELESS SERVICES CENTER THAT PROVIDES UNHOUSED INDIVIDUALS AND FAMILIES A SAFE PLACE TO TEMPORARILY PARK A VEHICLE OVERNIGHT TO FACILITATE THE TRANSITION TO PERMANENT HOUSING; AS REPRESENTED IN THE STAFF REPORT AND ATTACHMENTS DATED JANUARY 24, 2024 (MOD-0578-2023)"

Ayes (4): Commissioner Houghton, Commissioner Jorgensen, Commissioner Kahn, and Chair Munoz-Morris

Absent (3): Commissioner Ringer, Commissioner Tolle, and Vice Chair Cooley

CARRIED (4 to 0)

5. COMMENT AND DISCUSSION

5.a STAFF UPDATES AND AGENDA FORECAST

Housing Policy & Programs Manager Teresa McClish provided the following update of upcoming projects:

- One item is currently scheduled for the February 14, 2024 meeting: Review of the multi-family High Density Residential (R-4) component in Phase 3 of the Avila Ranch Development project (4240 & 4280 Earthwood Lane and 165 Cessna Court, ARCH-0197-2023).
- Currently, there are no items forecasted for the February 28, 2024 meeting. A cancellation notice will be published one week in advance of the meeting date, if necessary.
- Tentatively scheduled for the March 11, 2024 meeting, is review of the General Plan Annual Report.

6. ADJOURNMENT

The meeting was adjourned at 6:48 p.m. The next Regular Meeting of the Planning Commission is scheduled for February 14, 2024 at 6:00 p.m. in the Council Chambers at City Hall, 990 Palm Street, San Luis Obispo.

APPROVED BY PLANNING COMMISSION: XX/XX/2024

PLANNING COMMISSION AGENDA REPORT

SUBJECT: Review of the multi-family High Density Residential (R-4) component in Phase 3 of the Avila Ranch Development Plan (ADRP), consisting of a density bonus housing development which would increase the density of the R-4 project component from 125 to 145 unit , which includes 59 affordable units, and Addendum #2 to the ARDP Final EIR, and incorporating the recommendations of the Architectural Review Commission, including a fence height exception, sign exception, and a parking exception, based on findings and subject to the Conditions of Approval

PROJECT ADDRESS: 4240 & 4280 Earthwood Lane; 165 Cessna Court

FILE NUMBER: ARCH-0197-2023

BY: John Rickenbach, Contract Planner
Phone Number: (805) 610-1109
Email: JFRickenbach@aol.com

FROM: Tyler Corey, Deputy Director
Phone Number: (805) 781-7169
Email: tcorey@slocity.org

APPLICANTS: Wathen Castanos Homes
and Avila Ranch, LP

REPRESENTATIVE: Oasis Associates

RECOMMENDATION

Adopt the Draft Resolution approving the proposed site design and layout for the R-4 component of the Avila Ranch Project to be developed within Phase 3 of the Avila Ranch Development Plan (ADRP), including a density bonus to increase the unit count of the R-4 component from 125 to 145 units, which includes 59 affordable units, and Addendum #2 to the ARDP Final EIR, and incorporating the recommendations of the Architectural Review Commission, including a fence height exception, sign exception, and a parking exception, based on findings and subject to the Conditions of Approval.

1.0 COMMISSION'S PURVIEW

The Planning Commission's role is to consider approval of the proposed design of the R-4 portion (Phase 3) of the approved Avila Ranch Development Plan, informed by the recommendations of the Architectural Review Commission on design criteria. In arriving at a decision, the Planning Commission should consider the proposal's consistency with the General Plan, Airport Area Specific Plan (AASP), Avila Ranch Development Plan (ADRP), Zoning Regulations, Community Design Guidelines, and other applicable City development standards.

2.0 PROJECT BACKGROUND

In September 2017, the City Council approved the Avila Ranch project, which envisioned phased development of up to 720 homes and 15,000 square feet of neighborhood-serving commercial uses on a 150-acre site on three parcels in the southern portion of the City of

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San Luis Obispo, generally northeast of Buckley Road and Vachell Lane (APNs 053-259-004, -005 and -006). The project as approved was determined to be consistent with the City's General Plan, Airport Area Specific Plan (as amended), and the City's Community Design Guidelines. It was also determined to be consistent with the County's Airport Land Use Plan.

The following entitlements were included as part of original project approval to facilitate development:

- **Resolution 1832 (2017 Series)** certifying the Final Environmental Impact Report for the project, amending both the Airport Area Specific Plan and General Plan, and approving Vesting Tentative Tract Map No. 3089.
- **Resolution 1638 (2017 Series)** rezoning property at 175 Venture Drive (the Project) from Business Park/Specific Plan Area (BP-SP) and Conservation /Open Space/Specific Plan Area (C/OS/SP) to be consistent with the Project's Development Plan and with the General Plan and Airport Area Specific Plan, as amended to enable development of 720 residential units and 15,000 square feet of neighborhood commercial on a 150-acre site. The Project also includes 18 acres of parks and 53 acres of designated open space.
- **Ordinance 1639 (2017 Series)** approving the Development Agreement (DA) between the City and Avila Ranch LLC. The Project was subsequently sold to Wathen Castanos Homes, and with it, the rights and obligations associated with the DA. The DA ensures phased and orderly development of the Project and includes provisions for reimbursement for public infrastructure and improvements beyond project requirements.

In addition, several other subsequent entitlements related to Avila Ranch have already been approved or are currently under City review, including both onsite and offsite improvements related to the originally approved project. These include the recordation of the Phase 1 and Phase 2/3 Final Maps, various public improvements related to Phases 1-3, approval of 297 residential units within the R-2 component of the Development Plan (Phases 1-3), approval of 101 residential units in the R-1 component of the Development Plan (Phase 5), and a variety of resource regulatory permits. A complete list is included on Page P-1.1 of the project plans (Attachment B).

The applicant now requests that the Planning Commission approve the proposed design and layout for the High Density Residential (R-4) component of the project, which is a portion of Phase 3 under the approved Avila Ranch Development Plan (ARDP).

3.0 PROJECT DESCRIPTION SUMMARY

The proposed project includes 145 multi-family residential units in two developments totaling just over 4 acres within the R-4 high-density portion of the 150-acre Avila Ranch plan area. The approved Avila Ranch Development Plan envisions up to 125 dwelling units, but the application is requesting a density bonus to allow an additional 20 dwelling units. The applicability of a density bonus and issues related to the provision of affordable housing are within the purview of the Planning Commission.

General Location:

Site Area: 150 acres for the Avila Ranch project (current application includes 4.05 acres within the R-4-SP zone)

Zoning: R-4-SP within the Airport Area Specific Plan

Surrounding Uses (*outside the Avila Ranch Planning Area*):

West: M-SP (Manufacturing); C-S (Service Commercial) further west across Vachell Lane

South: County jurisdiction; Agriculture zoning



Development within the R-4 district will consist of two separate developments as described in more detail below. The proposed “Anacapa” development includes 85 market-rate units and is located on the east side of Earthwood Lane (Lots 185 and 188). The “Sendero” development would include 60 units to be constructed by an affordable housing developer on the west side of Earthwood Lane (Lot 186). Table 1 summarizes the essential characteristics of the two development sites, while Figure 1 shows their location in the context of the approved Avila Ranch Development Plan. Figure 2 shows an illustrative site plan that encompasses both parts of the development.

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Table 1. Summary of Development Sites

	SENDERO	ANACAPA
	<i>Affordable Housing Development</i>	<i>Market-Rate Development</i>
ADDRESS (assessor assigned)	165 Cessna Court	4240 Earthwood Lane 4280 Earthwood Lane
ASSESSOR'S PARCEL #	053-290-006	053-290-008 053-290-005
TENTATIVE TRACT 3089	Lot 186	Lot 185 Lot 188
PARCEL SIZE	1.81 acres	2.24 acres
ZONING	R-4-SF	R-4-SF
PROPOSED DEVELOPMENT	59 affordable apartment dwelling units, and 1 caretaker's unit, in one building	85 market-rate apartment dwelling units in two buildings.

Market-Rate Housing Development (“Anacapa”). The development on the east side of Earthwood Lane consists of eighty-five (85) market rate unit apartments and includes two separate free-standing three-story buildings. This development would be located on two existing legal lots (Lots 185 and 188), which will be consolidated into a single lot as part of the Tract 3089 Phase 2 and 3 final map.

Affordable Housing Development (“Sendero”). The proposed development on the west side of Earthwood Lane consists of a three-story building with a large central courtyard, and includes fifty-nine (59) affordable unit apartments and one (1) caretaker's unit. This includes forty (40) affordable units previously contemplated through the approved ARDP and Development Agreement, plus an additional twenty (20) units being added through a separate Density Bonus process. The Sendero portion of the project is requesting a 20% density bonus, and therefore must provide at least 10% of the base density (6 dwelling units) to be dedicated to low-income households. The applicant is proposing a 100% affordable housing project (excluding the caretakers unit) on the Sendero development site, with 32 units available to low-income households and 27 units available to moderate-income households, and is therefore providing affordable units far in excess of the minimum requirements to meet the density bonus. The project applicant is not requesting any waivers, concessions, or incentives under State Density Bonus law.

Table 2. Summary of Sendero Affordable Units

Affordable unit type - Sendero	Number of units - Sendero
Low-income units	32
Moderate-income units	27
Caretaker's unit	1
Total Units Sendero	60

4.0 PREVIOUS REVIEW

As described in section 2.0 of this report, the Avila Ranch project was originally approved by the City Council in September 2017. This included a Development Agreement, Development Plan, VTTM 3089, and a certified Final EIR that addressed the entire development, including the R-4 portion of the project. The approved project had been previously reviewed by the Planning Commission, Architectural Review Commission, Parks and Recreation Commission, Bicycle Advisory Committee, and Airport Land Use Commission, all of which informed the City Council's decision. Subsequent specific development plans for each phase of the project were required to receive Architectural Review and Planning Commission approval.

5.0 PROJECT ANALYSIS

The proposed development must be consistent with the requirements of the General Plan, Zoning Regulations, AASP, Development Agreement, and ARDP. Notably, upon its approval in 2017, the project (including the Development Agreement and ARDP) was found to be consistent with the General Plan and AASP, and is directly referenced in the AASP. Therefore, consistency with the Development Agreement (DA) and ARDP are the key considerations with respect to this project, as it implies consistency with the General Plan and AASP for the reason described above, and are accordingly, the focus of the analysis that follows. Therefore, consistency with the Development Agreement (DA) and ARDP are the key considerations with respect to this project, as it implies consistency with the General Plan and AASP, and are accordingly, the focus of the analysis that follows.

The DA and ARDP were intended to work together to provide direction for the project, with the City's Zoning Regulations used to determine development parameters where the ARDP is either silent or open to interpretation. The DA and ARDP were intended to work together to provide direction for the project, with the City's Zoning Regulations used to determine development parameters where the ARDP is silent. The DA in particular is the overarching guidance document, which specifies the required approach to a number of topics, including infrastructure, affordable housing, energy use and others. As such, the DA is useful for determining the intent of the ARDP when provisions of that document require interpretation, especially as the ARDP was put together without the benefit of a detailed project design and did not always anticipate situations that arise through the design review process. For this reason, the analysis that follows is often framed in terms of whether the project application meets the intent of the ARDP, rather than necessarily follows all of the specific provisions described in that document, some of which may no longer be applicable or appropriate based on updated citywide regulations (notably some of the provisions related to energy use).

5.1 Development Agreement

Flexibility

The Development Agreement includes several relevant provisions with respect to project design within the R-4 zone, the most important of which is Section 8.06, which recognizes a need for flexibility during project implementation, and the need to potentially allow for

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minor deviations from the Development Plan if the project is consistent with the intent of the Development Plan. Specifically, Section 8.06 states:

“...Implementation of the project may require minor modifications of the details of the Development Plan and affect the performance of the Parties to this Development Agreement. The anticipated refinements of the Project and the development of the Property may require that appropriate clarifications and refinements are made to this Development Agreement and Entitlements with respect to the details of the performance of the City and the Developer. The Parties desire a certain degree of flexibility with respect to those items covered in general terms under this Development Agreement.”

In short, the DA recognized that in order to make a project implementable, some flexibility in interpreting the intent of certain aspects of the Development Plan might be necessary. The following sections analyze the proposed design of the R-4 portion (Phase 3) for consistency with the Development Agreement.

5.2 Architectural Design Concept

In general, the two R-4 housing developments include many common design features, notably Contemporary/Mid-Century architecture, which is a style anticipated under the Avila Ranch Development Plan, and previously applied within a portion of the approved R-2 development. The following narrative provides an overview of the design concept for the two R-4 developments, highlighting their similarities and differences. Please refer to the [Agenda Report for the Architectural Review Commission meeting of October 2, 2023](#) for additional details.



Figure 2. Illustrative Site Plan

Market-Rate Housing Development (“Anacapa”). Market-rate units will be designed within two buildings (“Building A” and “Building B”) using a modern design theme based on the Bauhaus style of contemporary design, which features clean lines and simple functionality. The floor plans include studios/1 bath, 1-bedroom/1 bath, and 2-bedroom/2 bath units, ranging in size from 401 to 917 square feet (sf). Each unit includes a patio and storage area.

The ground floor of Building A includes 13 dwelling units (one studio; five 1-bedroom; and seven 2-bedroom). This building also includes community areas, such as a lobby, manager’s office, kitchen, lounge, bike parking room, and outdoor patio. The second and third floors of Building A each contain 15 dwelling units (one studio; six 1-bedroom; and eight 2-bedroom). Each of the three floors of Building B has 14 dwelling units (two studios, four 1-bedroom, and eight 2-bedroom). The second and third floors of both buildings also contain a large, covered terrace with views toward the Irish Hills and northwest toward Morro Bay. Table 3 summarizes the characteristics of the market-rate units in the Anacapa development.

Table 3. Summary of Market-Rate Development (Anacapa)

UNIT TYPE	SIZE (SF)	QUANTITY
Building A		
Studio	401	3
1-bedroom	572	17
2-bedrooms	917	23
3-bedrooms		-
<i>Bldg. A Total</i>		43
Building B		
Studio	401	6
1-bedroom	572	12
2-bedrooms	917	24
3-bedrooms		-
<i>Bldg. B Total</i>		42
Total		85 units

Affordable Housing Development (“Sendero”). Similar to the market rate development, the design intent for the affordable housing project (“Sendero”) is to include stylistically similar modern building types. The Sendero side of the development includes a cluster of three-story buildings surrounding an interior courtyard intended to appear as a single structure. Following the Contemporary/Mid-Century architectural style that includes contemporary Bauhaus-style design elements, Sendero has a simple and functional design. The affordable housing project includes utilitarian features such as flat roofs that produce a basic, geometric appearance.

This is a stacked flat development that includes a variety of unit sizes and floor plans, with 1-, 2- and 3-bedroom units ranging in size from 748 to 935 sf. Each unit includes a patio and storage area.

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On the ground floor, Sendero includes four 1-bedroom, seven 2-bedroom and seven 3-bedroom units. The second and third floors each contain four 1-bedroom, seven 2-bedroom and seven 3-bedroom units. A 5,200± sf interior courtyard area includes passive and active areas for both adults and children. A 1,000-sf community room also provides access to the courtyard. Table 4 summarizes the development characteristics of the affordable units in Sendero.

Table 4. Summary of Affordable Housing Development (Sendero)

UNIT TYPE	SIZE (SF)	QUANTITY
Studio		✓
1-bedroom	529	18
2-bedrooms	748	21
3-bedrooms	935	21
	Total	60 units

Architectural Renderings: Anacapa and Sendero Figures 3 and 4 show architectural elevations of the market rate and affordable buildings. Additional renderings and design details are included in the project plans (Attachment B), Sheets A1.0 through A6.0. Also please refer to Sheets AX-1.0 through AX-4.1 for additional details regarding colors and materials, while Sheets L-1.3 through L-1.5 show the proposed landscape design of the project. Additional drawings are included as Attachment G, which the applicant has prepared to respond to ARC recommendations.

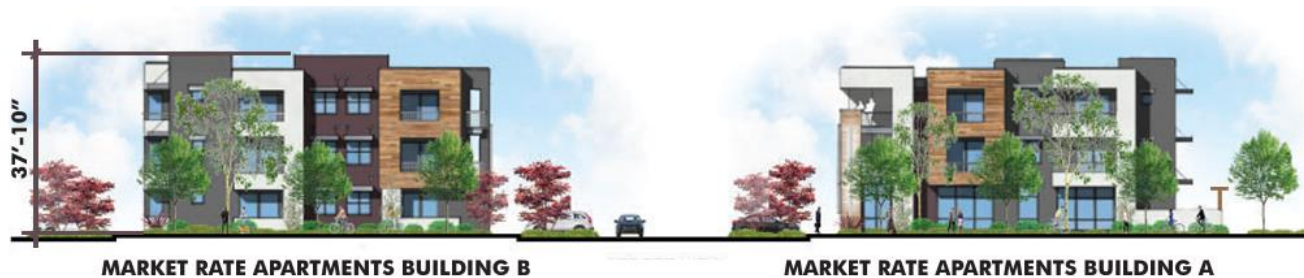


Figure 3. Earthwood Lane looking East, Market-Rate (Anacapa) Development



Figure 4. Earthwood Lane looking West, Affordable (Sendero) Development

5.3 Proposed Fence Height Exception

Municipal Code section 17.70.070 allows a maximum wall/fence height of 6 feet along rear and side setbacks or up to 9 feet when combined with a retaining wall. Exceptions to these requirements can be granted for circumstances relating to topography, and as allowed by the Zoning Regulations and the ARDP. Similar wall/fence height exceptions in Avila Ranch have been previously approved by the Community Development Director and the ARC/Planning Commission for other portions of the project.

A fence height exception is requested along the R-4 north and west tract boundaries adjacent to the Manufacturing, Service Commercial, and Business Park zoned properties to the north and west to allow for a concrete drainage channel. The requested maximum total combined wall/fence height is proposed at 9.1 feet on the north property line and 13.1 feet on the west property line, which includes the depth of drainage channel below grade. The visual part of the fence and wall, when viewed standing at grade, does not exceed 10 feet. See Attachment C (Fence and Wall Height Exception Exhibits) for proposed wall heights and locations with dimensions.

This exception is requested due to the site topography and to provide for drainage between the R-4 site and the adjacent active commercial properties to the north and west. The ARDP originally envisioned a landscaped drainage swale at this location to facilitate drainage from the adjacent property (ARDP Standard 11.2), however, due to the grade change, amount of drainage, and the need for a protective safety barrier between the multi-family property and the active commercial and industrial uses, a natural swale is not feasible.

Through the stormwater management and subdivision improvement plan process through the City's Engineering Department, a landscaped drainage swale was determined to be insufficient to convey the required 100-year storm event capacity. The alternative solution is proposed to incorporate a "catch and convey" drainage channel system. The design includes screening of the channel where possible while providing access for cleaning, repair, and maintenance. The ARC reviewed and discussed the proposed fence height exception and recommends Planning Commission approve the fence and wall combination as proposed.

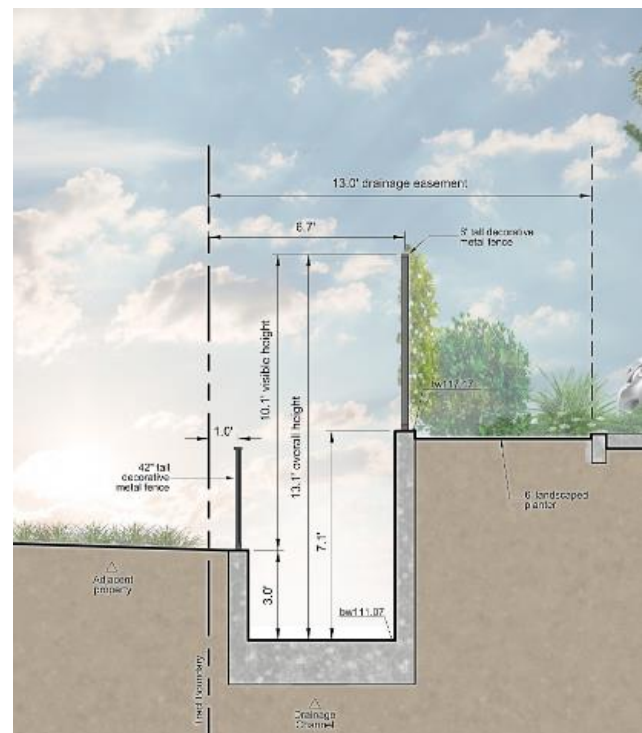


Figure 5. Proposed Wall/Fence Height Exception on North and West Boundaries

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5.4 Proposed Monument Sign Exception

The applicant is proposing two (2) monument signs, one on each side of Earthwood at the entrance to each side of the development. Each sign is proposed at 5-foot 6-inches in height, and 7-foot 6-inches in width, with a sign area of 20 square feet. The monument signs are proposed to be externally illuminated.

The City's Zoning Regulations do not allow monument signs in residential zones unless an exception is approved. The applicant has proposed, and the Architectural Review Commission has recommended, the two monument signs be allowed at the multifamily site in order to help with wayfinding.

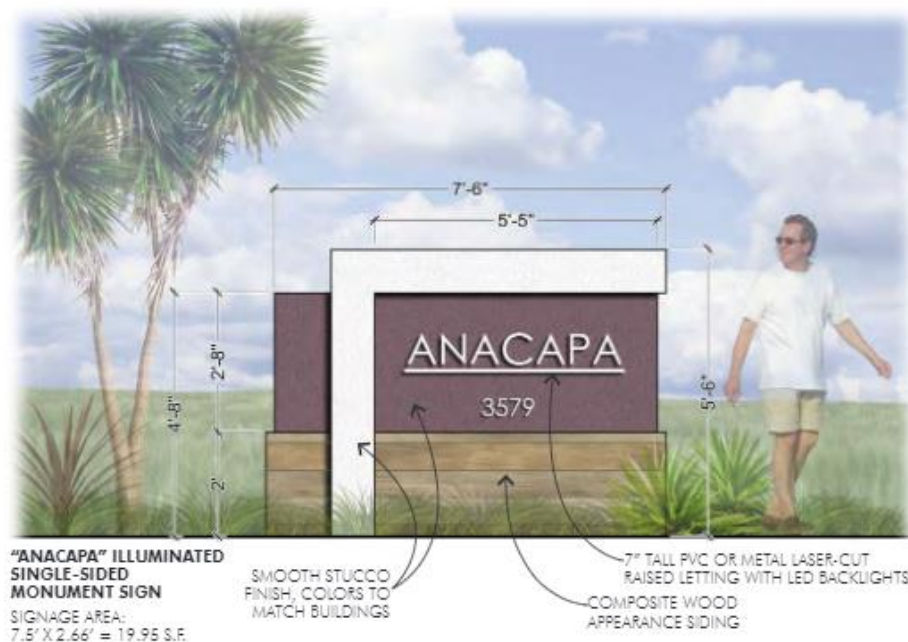


Figure 6. Proposed Wall/Fence Height Exception on North and West Boundaries

5.5 Energy Use

Section 7.07 of the Development Agreement addresses energy requirements for the project, which could potentially affect project design. Specifically, Section 7.07 requires that the project *"shall provide for accelerated compliance with the City's Energy Conservation Goals and its Climate Action Plan by implementing energy conservation measures significantly above City standards and norms."* In order to comply with Section 7.07 of the DA, and meet the intent of the Development Plan, the R-4 project must demonstrate energy conservation in excess of 10% over the 2016 building codes, and it must include sustainability features consistent with 2019 energy codes to the satisfaction of the Community Development Director.

The proposed Section 7.07 of the DA also requires that the project shall provide sustainability features including:

Thus, in order to comply with Section 7.07 of the DA, and meet the intent of the Development Plan, the R-4 project must demonstrate energy conservation in excess of 15% over the 2016 building codes, and it must include sustainability features consistent with 2019 energy codes to the satisfaction of the Community Development Director. The Development Agreement provides the list shown above, but because the 2019 building code did not adopt net zero requirements as discussed below, it is ultimately the Community Development Director's decision to determine whether the proposed energy design is sufficient to meet requirements. (See emphasized text of Section 7.07 above).

project is committed to all-electric units. This is a key commitment that ensures that as the electricity grid continues to be rapidly decarbonized, buildings in the project will achieve operational carbon neutrality. Additionally, the project proposes rooftop solar system sizes beyond what would be minimally required by the California Energy Code. This is important because the additional solar will help offset energy costs associated with increased electricity use.

The applicant has provided a summary of Avila Ranch Energy Guidelines to show how the R-4 multifamily residential complies with the intent of the DA and ARDP (Attachment D). Solar will be provided on the roof of the three multifamily structures, rather than as shade structures in the parking lot. PV systems are designed above code minimums. The project is designed to comply with the 2022 energy code and will implement the citywide Clean Energy Choice Program. The City's Sustainability Manager has reviewed the applicant's energy features and found it to be consistent with the intent of the ARDP and the Development Agreement.

5.6 Affordable Housing Plan and Density Bonus

The City's 2023-2025 Financial Plan identifies Housing and Homelessness as a Major City Goal. The City's Housing Element includes numerous policies and programs that support incentives, such as density bonuses, to provide housing for low, very low and extremely low-income households. The Department of Housing and Urban Development's Housing Accountability Act and Density Bonus Law provide protections for housing development projects that include affordable housing and limit local agencies' ability to deny qualifying projects or condition them in a manner that render them infeasible.

Section 7.05 of the DA addresses the project's affordable and workforce housing requirements. The DA describes the intent of development within each zone, both in terms of housing size and affordability. The DA includes design and development strategies that serve to provide a range of additional affordable housing in excess of what would otherwise be required under the City's standard inclusionary ordinance. The DA includes design and development strategies that serve to provide a range of additional affordable housing in excess of what would otherwise be required under the City's standard inclusionary housing ordinance. These are contractual requirements of the Affordable and Workforce Housing Plan set forth in the DA (Exhibit G of the DA). Table 5 shows what the DA and Development Plan specify for the R-4 zone, and compares those to what is currently proposed with this project:

Table 5. Comparison of Housing Requirements in the DA and ARDP to Proposed			
	DA	ARDP	Proposed
Unit Count			
Density Units	115	-	*
Total (actual) Units	125	120-130	145
Unit Size			
Range of Size	550-1,150 SF	550-1,150 SF	401-935 SF
Average Size	850 SF	-	746 SF
Affordable Units			
Number of Units	24 lower income** 8 low income 8 moderate	-	32 low income 27 moderate 1 caretaker's unit
* See discussion of density bonus calculation for proposed project			
**Lower-income includes acutely-low, extremely-low, very-low, or low income as defined by the State Department of Housing and Community Development.			

Although there are minor differences between the minimum and average size of the housing units proposed within the project than what is described in the DA, the deviations are minor and consistent with Section 8.06 of the DA that provides for flexibility. In addition, the proposed development includes substantially more affordable housing than was anticipated in the DA, with 59 units in the Sendero development specifically targeted as affordable, as compared to a total of 40 units called for in the DA.

The Sendero portion of the project is requesting a 20% density bonus to increase the density of the property from 52 density units to 63 density units. In accordance with Density Bonus Law (Government Code Section 65915(f)(1)), to qualify for a 20% density bonus, the project must provide at least 10% of the base density (6 dwelling units) to be dedicated to low-income households. The project qualifies for a 20% density bonus because the project provides 32 units available to low-income households and 27 units available to moderate-income households, which exceeds the minimum requirements to meet State Density Bonus Law. No waivers, concession, or incentives are proposed as part of the project's density bonus request. State Density Bonus Law requires cities and counties to award a density bonus above a project's maximum allowable residential density in exchange for the applicant's agreement to dedicate the required number of dwelling units to low-income households.

The DA identified Lot 300 of the VTTM (now Lot 186 of Phase 1 Final Map) of the R-4 properties to be dedicated to an affordable housing developer to provide 24 lower-income units (Exhibit G of the DA). In addition, the DA required 8 low-income two-bedroom/one-bath units and 8 moderate income two-bedroom/one-bath units as part of the market rate development of Lot 301 of the VTTM (now Lots 185 & 188 of Phase 1 Final Map). A total of 40 deed restricted affordable rental units are required by the DA to be developed in Phase 3.

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On January 23, 2024, the City Council reviewed the [Avila Ranch Phase 2/3 Final Map](#) and approved a [Phase 3 Affordable Housing Agreement](#) which outlines the location of the affordable units and required timing for construction. This agreement is recorded in order to put notice on the property title and to identify specific requirements related to implementation of affordable housing. With the Phase 3 agreement, the City Council authorized all 40 low- and moderate-income rental units required by the DA in Phase 3 to be located on Lot 186 to be developed by the affordable housing developer. The City Council found the proposal to be in substantial conformance with the Avila Ranch Affordable Housing Plan (DA Exhibit G). In addition to the 40 units required by the DA, the applicants are proposing a density bonus to construct an additional 19 moderate income deed restricted units and one caretaker's unit on Lot 186. With the density bonus, a total of 59 units would be developed on Lot 186, and the site would be 100% affordable, excluding the caretakers unit.

In the event the affordable housing developer fails to construct the affordable units on Lot 186, the obligation to provide the affordable units remains the responsibility of Avila Ranch to complete, as required by the Avila Ranch Development Agreement. Timing requirements in both the Phase 1 and the Phase 3 Affordable Housing Agreements ensure that the for-rent affordable units will be constructed early in the project and not left to the last phase. The units on the affordable housing site fulfill a large portion of the project's inclusionary housing requirement, and therefore, completion of these units is required to fulfill Avila Ranch's affordable housing obligations. The Phase 3 Affordable Housing Agreement (Sections 5.4 and 5.5) includes a timing milestone that requires building construction to commence on the affordable site prior to issuance of a building permit for Avila Ranch's 500th unit, and construction of the affordable for-rent units to be substantially complete prior to the issuance of a building permit for Avila Ranch's 550th unit. These timing requirements were developed to give the affordable housing developer enough time to acquire financing and permits for the project and to create measurable milestones to ensure the affordable development moves forward in a timely manner.

5.7 ARDP, Zoning, and Design Guidelines

The ARDP was approved by the City Council as one of the key project entitlements in 2017. In general, it provides the blueprint for future development in the Avila Ranch planning area and provides the standards and guidelines for such development pursuant to that portion of the Airport Area Specific Plan, of which Avila Ranch is a part. The ARDP also works in conjunction with the Development Agreement, and in some cases, the City's Zoning Regulations, for project aspects that are not otherwise addressed in the ARDP. The ARDP is available at the following link from the City's website: <https://www.slocity.org/home/showpublisheddocument/15869/636323578303470000>.

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To accommodate the proposed project as designed, the applicant has requested a change in the ARDP R-4 standard minimum front setback from 15 feet to 10 feet, which is consistent with recently updated citywide Zoning Ordinance setback standards for the Medium-High (R-3) and High (R-4) density residential zones. R-4 setback standards included in the ARDP is shown in Attachment E. Please refer to Attachment F for a discussion of the project's consistency with City policies, including those within the ARDP.

Notably, some flexibility was built into the ARDP through the provisions of the Development Agreement, as previously discussed. This is important, because it allows for some deviation from Development Plan standards in project design, if such deviations are determined to be consistent with the intent of both the Development Agreement and ARDP as applicable.

Although the ARDP addresses a wide range of issues, the most important portion of the document that relates to housing and site design is the Design Framework section ([Avila Ranch Development Plan, page 37](#)). This section includes numerous standards and guidelines that complement the City's R-4 Zoning requirements, and in some cases provide further direction or refinement as it relates to parameters such as building height, setbacks, and minimum lot sizes. Table 6 summarizes the key proposed project components within the R-4 zoned portion of the Avila Ranch project area, compared to the regulations as set forth in both the Avila Ranch Development Plan and the City's Zoning regulations:

Table 6. Comparison of Proposed Development to City Regulations

Site Details	Proposed	Allowed/Required*
Setbacks	Variable; up to	15 feet per ARDP, 10 feet per
Front	10 feet	Municipal Code
Side	10 feet	10 feet
Rear	0 feet (at lot line)	0 feet (at lot line)
Street Corner Lot	15 feet	15 feet
Maximum Height of Structures	33-38 feet, with 38' at architectural projections of buildings (now revised to 37'10" in response to ARC)	35 feet (in R-4 zone per SLO Municipal Code); AASP & ARDP do not establish R-4 building heights
Max Lot Coverage	Sendero: 25% Anacapa: 28%	No R-4 standard in ARDP (City standard for R-4 is 60%)
Minimum Lot Area	Sendero: 1.81 ac, 60 units Anacapa: 2.24 ac, 85 units	Lot sizes established in Tract Map and ARDP
Vehicle and Bicycle Parking		
Number of Vehicle Spaces	<u>Sendero:</u> 81 vehicle (13 accessible); 5 motorcycle	<u>Sendero:</u> 81 vehicle (13 accessible); 5 motorcycle
EV Spaces	41 EV- capable spaces <u>Anacapa:</u> 114 vehicle (10 accessible); 6 motorcycle	41 EV- capable spaces <u>Anacapa:</u> 116 vehicle (10 accessible); 6 motorcycle

Table 6. Comparison of Proposed Development to City Regulations

Site Details	Proposed	Allowed/Required*
	57 EV-capable spaces	57 EV-capable spaces
Number of Bicycle Long-Term Short-Term	<u>Sendero:</u> 84 12 + 9 e-bike spaces	<u>Sendero:</u> 105
Long-Term Short-Term	<u>Anacapa:</u> 180 20 + 9 e-bike spaces (209 total with alternative compliance for replacing 2 parking spaces with 10 bike spaces as allowed by 17.72.050(F)(2))	<u>Anacapa:</u> 180 17
Residential Density	Per ARDP; 125 units plus 20 additional density bonus	Per ARDP; 125 units
Environmental Status	Actions covered by certified 2017 Avila Ranch Final EIR	

* 2019 Zoning Regulations; Airport Area Specific Plan; Avila Ranch Development Plan

For further discussion on how the project elements shown above in Table 6 are consistent with the intent of the ARDP, Community Design Guidelines (CDG), and Zoning Regulations, see Attachment F (Development Plan and Community Design Guidelines Consistency).

5.8 Architectural Review Commission

Project architecture design was previously reviewed by the ARC on October 2, 2023, and found to be consistent with the intent of the ARDP. The ARC recommended approval to the Planning Commission, with the following direction:

- The proposed monument signs should be externally lit.
 - The applicant is in agreement with the ARC recommendation. Staff has included Condition of Approval #5 in the attached resolution, which requires monument signs on the R-4 site to be externally illuminated (not internally lit).*
- Slightly reduce the height of the proposed roof projections to less than 38 feet, and to make the tallest arched roof projections more rectilinear in design.
 - The applicant has provided revised elevations in response to ARC's recommendations. The height has been reduced to below 38 feet (37 feet and 10 inches) and the roof projections have been redesigned with a rectilinear shape. See Attachment G for revised elevations.*
- Include enhancements to the parking lot paving to provide visual cues for wayfinding and to provide visual interest, including additional decorative pavement between the two buildings on the Anacapa site.

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- *The applicant has provided a revised exhibit (Attachment G) to show areas of decorative stamped concrete at each of the four (4) driveway entrances, and ADA striping through the parking lots to provide pedestrian connections between the buildings and to bicycle storage areas.*

The applicant team has prepared revised exhibits to address ARC's directional items, which are included in Attachment G. The ARC's recommendations are also discussed as appropriate in the Development Plan and Community Design Guidelines Consistency table, provided as Attachment F to this report.

6.0 ENVIRONMENTAL REVIEW

The Avila Ranch project and associated [Final Environmental Impact Report \(FEIR\)](#) were respectively approved and certified by the City Council on September 19, 2017, pursuant to Resolution No. 10832 (2017 Series). On January 23, 2024, the Council approved a [FEIR Addendum](#) to modify the timing of Mitigation Measure TRANS-11, which requires bicycle bridges on Buckley Road. The updated mitigation requires the bicycle bridge to be installed concurrently with installation of the adjacent bicycle lanes on Buckley Road.

In order to evaluate the impacts of the proposed density bonus units, a transportation analysis has been prepared to analyze the trip generation of the additional 20 affordable units on the Sendero site. The transportation analysis (Attachment G) finds that the addition of 20 affordable housing units would not result in new impacts to Vehicle Miles Traveled (VMT) and would not result in additional transportation impacts. The mitigation measures incorporated with the original 2017 FEIR and the 2024 FEIR Addendum are sufficient to mitigate the impacts of the project as proposed. Based on this updated analysis and the project documentation described above, the project is in substantial conformance with the Final EIR, FEIR Addendum, and prior environmental determination. In accordance with Section 15164 of the State CEQA Guidelines, the City of San Luis Obispo has determined that an Addendum #2 to the certified Final EIR is necessary to document changes or additions that have occurred since the Final EIR was originally certified, including the addition of an additional 20 density bonus units on the affordable housing site (Addendum #2, Attachment H). As described in Addendum #2, the proposed increase in development potential from 720 to 740 dwelling units represents a 2.8% overall increase in the total number of residences under the Avila Ranch Development Plan and would not create any new ground disturbance in any area within the ARDP that was not already evaluated in the Final EIR. The density bonus would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

A transportation analysis has been prepared to analyze the trip generation of the additional 20 affordable units on the Sendero site. The transportation analysis (Attachment I) finds that the addition of 20 affordable housing units would not result in new impacts to Vehicle Miles Traveled (VMT) and would not result in additional transportation impacts. The mitigation measures incorporated with the original 2017 FEIR are sufficient to mitigate the impacts of the project as proposed. Based on this updated analysis and the project documentation described above, the project is in substantial

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conformance with prior environmental determination. The FEIR and the two (2) FEIR Addendums constitute the complete environmental determination for the project, which included the Development Agreement, Development Plan, and approved VTTM 3089. The proposed R-4 design complies with previously approved project documentation as described above.

The City received agenda correspondence on January 22, 2024, from Mitchell M. Tsai Law Firm, specifically Stephanie Papayanis, which included comments on the FEIR Addendum, Final Map acceptance by City Council, and the current application ARCH-0197-2023 related to the density bonus request. Section IV of the letter suggests that the density bonus request must be denied because it will have specific adverse environmental impacts. However, the local agency does not have discretion to deny a request for a density bonus if the project satisfies the requirements set forth in Government Code Section 65915, as this project does. By contrast, the local agency may deny a requested incentive, concession, or waiver of development standards (different than a request for a density bonus itself) if the agency finds the request would result in a specific adverse impact as defined by the Density Bonus Law. Here, the applicant is *not* requesting an incentive, concession, or waiver of development standards to accommodate development at the increased density afforded by the bonus, and therefore, Ms. Papayanis' argument is misplaced.

Ms. Papayanis further commented that additional environmental review is required for this project. A Statement of Overriding Considerations has been adopted by the City Council with the Final EIR in 2017. A second Addendum to the Final EIR (Addendum #2) has been prepared to address updated information related to the proposed density bonus for an additional 20 units on the R-4 zoned affordable housing parcel. No Supplemental Environmental Impact Report is required pursuant to Public Resources Code §21166 and State CEQA Guidelines Section 15162 because: 1) the project does not include or require any revisions to the certified FEIR; 2) no substantial changes would occur with respect to the circumstances under which the project is being undertaken, and no revisions to the FEIR are required; and 3) no new information of substantial importance is available that was not already known at the time the FEIR was certified.

7.0 OTHER DEPARTMENT COMMENTS

The project has been reviewed by various City departments and divisions including Planning, Housing, Engineering, Transportation, Building, Utilities, Sustainability Division, and Fire. While a number of code requirements will apply to the project review at the building permit stage, minimal comments were provided for project-specific conditions of approval since the project is consistent with the previously approved ARDP and tract map which has included prior review for tract conditions and public improvements which are not in the scope of this project review. Conditions of approval are included in the resolution (Attachment A).

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8.0 ALTERNATIVES

1. Continue the project. An action continuing the application should include direction to the applicant and staff on pertinent issues.
2. Deny the project. Deny the proposed R-4 design by finding the project inconsistent with the General Plan, AASP, previously approved Avila Ranch Development Agreement, and/or the intent of the Development Plan when considered in the context of the Development Agreement and City Zoning regulations.

9.0 ATTACHMENTS

- A - Draft PC Resolution approving the project
- B - Avila Ranch Phase 3 R-4 Project Plans
- C - Avila Ranch Fence and Wall Height Exception Exhibits
- D - Avila Ranch Energy Guidelines for Phase 3 R-4 Multifamily Residential
- E - ADRP R-4 Development Standards
- F - Development Plan and Community Design Guidelines Consistency
- G - Project Design Revisions to Address ARC Comments
- H - Avila Ranch Final EIR Addendum #2
- I - Transportation Analysis for proposed Density Bonus Units
- J - [Public Comment Letter – 1/22/2024, Mitchell M. Tsai Law Firm](#)

RESOLUTION NO. PC-XXXX-2024

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN LUIS OBISPO APPROVING SITE DESIGN AND LAYOUT FOR 145 RESIDENTIAL UNITS WITH A DENSITY BONUS, INCLUDING A TOTAL OF 59 AFFORDABLE UNITS WITHIN THE R-4 COMPONENT OF THE AVILA RANCH PROJECT TO BE DEVELOPED WITHIN PHASE 3 OF THE DEVELOPMENT PLAN, INCLUDING A FENCE HEIGHT EXCEPTION, SIGN EXCEPTION, PARKING EXCEPTION, AND FINDING THE PROJECT CONSISTENT WITH THE AVILA RANCH DEVELOPMENT PLAN AND AIRPORT AREA SPECIFIC PLAN, AND CERTIFIED 2017 FINAL ENVIRONMENTAL IMPACT REPORT FOR AVILA RANCH AND TWO FEIR ADDENDUMS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA); AS REPRESENTED IN THE AGENDA REPORT AND ATTACHMENTS DATED FEBRUARY 14, 2024, FOR THE PROJECT LOCATED AT 4240 AND 4280 EARTHWOOD LANE AND 165 CESSNA COURT (ARCH-0197-2023)

WHEREAS, this Resolution is adopted under the authority of Government Code §§ 65864 *et seq.* and San Luis Obispo Municipal Code Chapter 17.128; and

WHEREAS, the City Council of the City of San Luis Obispo approved the Avila Ranch Project on September 19, 2017, including a General Plan Amendment, Specific Plan Amendment, Rezone, Development Agreement, Development Plan, Vesting Tentative Tract Map No. 3089 and certified Final Environmental Impact Report (FEIR) under the California Environmental Quality Act (CEQA) on September 19, 2017; and

WHEREAS, the Architectural Review Commission of the City of San Luis Obispo meeting was conducted to consider the design of the R-4 portion of the Avila Ranch project on October 2, 2023, and made recommendations to the Planning Commission; and

WHEREAS, the City Council of the City of San Luis Obispo approved the Phase 2/3 Final Map, a draft Phase 3 Affordable Housing Agreement, and a FEIR Addendum on January 23, 2024; and

WHEREAS, the Planning Commission of the City of San Luis Obispo meeting was conducted to consider approval of the design of the R-4 portion of the Avila Ranch project on February 14, 2024; and

WHEREAS, notices of said public hearing were made at the time and in the manner required by law; and

WHEREAS, the Planning Commission has duly considered all evidence, including the testimony of the applicant, interested parties, and the evaluation and recommendations by staff, presented at said hearing.

BE IT RESOLVED, by the Planning Commission of the City of San Luis Obispo as follows:

SECTION 1: Findings. Based on the recitals above and the evidence contained in the record, the Planning Commission hereby finds that:

1. The proposed action is consistent with applicable City planning regulations, including the General Plan, Airport Area Specific Plan, Zoning Regulations, and Community Design Guidelines; and
2. The proposed action is consistent with previously approved entitlements associated with the Avila Ranch project, including the Development Agreement, Development Plan, and Vesting Tentative Tract Map No. 3089; and
3. The project is consistent with Housing Element Policies 6.1 and 7.4 because the project supports the development of more housing in accordance with the assigned Regional Housing Needs Allocation and establishes a new neighborhood, with pedestrian and bicycle linkages that provide direct, convenient, and safe access to adjacent neighborhoods consistent with the Avila Ranch Development Plan; and
4. The project will not adversely affect the health, safety or welfare of persons living or working in the surrounding area; and
5. The proposed building setbacks and heights are consistent with the intent of ARDP Standards 1.2 and 1.6, and related guidelines (Building Height and Setback relationship) as well as ARDP Standard 7.3.5 (relationship between building height and setbacks). The proposed front setback is consistent with the recently updated Citywide Zoning Ordinance setback standards for the High-density Residential R-4 zone. The Avila Ranch Development Agreement, Section 8.06, recognizes a need for flexibility during project implementation, and the need to potentially allow for minor deviations from the Development Plan if the project is consistent with the intent of the Development Plan. The proposed project design, including project setbacks and building height, are consistent with the intent of the ARDP and Citywide Zoning Ordinance where applicable, and are necessary to implement the density of the project as identified in the ARDP and allowed by State Density Bonus and to comply with the Design Framework as identified in the ARDP; and
6. The sign exception is warranted to facilitate identification of the two multi-family developments, which will promote safety, especially for visitors unfamiliar with the developments. The monument sign design is appropriate for the location, the exception is consistent with the intent and purpose of the sign regulations, and the exception will not result in: visual clutter; excessively sized signage in comparison to the building or surroundings; signage that is inconsistent with the character of the surroundings; or approval of signs that are prohibited by the Sign Ordinance. The monument sign designs were supported by the Architectural Review Commission (ARC) with modifications that have since been made by the project applicant; and
7. The fence/wall height exception is warranted as it is necessary due to circumstances relating to drainage, topography and safety, and it allows for the development to be built at the density specified under the Avila Ranch Development Plan. Landscape screening adjacent to the fence will allow for adequate privacy of residential uses and provide a visual buffer to adjacent non-residential uses; and

8. The parking exception to allow up to 50% of the onsite parking to be designed as compact spaces may be approved by the Community Development Director, Architectural Review Commission, or Planning Commission as identified in the Engineering Standards, when proposed in residential apartment projects involving 10 or more units, and when justified by unusual site circumstances such as using unusable spaces or development on a constrained site.

Density Bonus Findings

9. The proposed project qualifies for a 20% density bonus by providing at least 6 two-bedroom units (10% of the base density) as dedicated housing for low-income households. The project will provide quality affordable housing, consistent with the intent of Chapter 17.140 of the Zoning Regulations, including 32 units available to low-income households and 27 units available to moderate-income households. The requested 20% density bonus is necessary to facilitate the production of affordable housing units associated with the development project, consistent with the intent of Housing Element Programs 2.17, 6.10, and 6.19.

SECTION 2: Environmental Determination. Environmental Review. The project is consistent with the certified Final Environmental Impact Report (FEIR) for The Avila Ranch Project and the two 2024 FEIR Addendums, pursuant to CEQA Guidelines Section 15182(c) (Residential Projects Implementing Specific Plans). On September 17, 2017, the City Council certified the FEIR for the Avila Ranch Development Plan (ARDP) and approved the ARDP through Council Resolutions 1638 and 1832 (2017 Series). On January 23, 2024, the City Council approved a FEIR Addendum to modify the timing of Mitigation Measure TRANS-11 to require the south bicycle bridge to be installed concurrently with the adjacent bicycle lanes on Buckley Road. All mitigation measures adopted as part of the ARDP Certified FEIR that are applicable to the proposed project are carried forward and applied to the proposed project to effectively mitigate the impacts that were previously identified. A second Addendum to the Final EIR (Addendum #2) has been prepared to address updated information related to the proposed density bonus for an additional 20 units on the R-4 zoned affordable housing parcel. No Supplemental Environmental Impact Report is required pursuant to Public Resources Code §21166 and State CEQA Guidelines Section 15162 because: 1) the project does not include or require any revisions to the certified FEIR; 2) no substantial changes would occur with respect to the circumstances under which the project is being undertaken, and no revisions to the FEIR are required; and 3) no new information of substantial importance is available that was not already known at the time the FEIR was certified.

SECTION 3. Action. The project conditions of approval do not include mandatory code requirements. Code compliance will be verified during the plan check process, which may include additional requirements applicable to the project. The Planning Commission hereby grants final approval to the project with incorporation of the following conditions, in addition to the applicable conditions that were part of the original approval of the Avila Ranch project in 2017:

Planning Division

1. Final project design and construction drawings submitted for a building permit shall be in substantial compliance with the project plans approved by the Planning Commission (ARCH-0197-2023). A separate, full-size sheet shall be included in working drawings submitted for a building permit that lists all conditions and code requirements of project approval listed as sheet number 2. Reference shall be made in the margin of listed items as to where in plans requirements

are addressed and include all conditions, mitigation measures, and development agreement provisions as noted in Condition #2. Any change to approved design, colors, materials, landscaping, or other conditions of approval must be approved by the Director or Planning Commission, as deemed appropriate.

2. The project shall comply and demonstrate full conformance with all mitigation measures and conditions applicable to the project site, as established under previous development plan approvals from the September 19, 2017, Avila Ranch project approval (City Council Resolution No. 1832 (2017 Series) and 1638 (2017 Series) and Ordinance No 1639 (2017 Series). This includes all applicable requirements that relate to Phases 1 through 3 of the approved Avila Ranch Development Plan.
3. Plans submitted for construction permits shall include elevation and detail drawings of all walls and fences. With the exception of fence and wall heights included in the fence height exception approved by the Planning Commission, all other fences, walls, and hedges will comply with the development standards described in the Zoning Regulations (§17.70.070 –Fences, Walls, and Hedges).
4. The location of any required backflow preventer and double-check assembly shall be shown on all site landscaping plans and pertinent building plans. Construction plans shall also include a scaled diagram of the equipment proposed. Any back-flow preventers and double-check assemblies shall be located in the street yard shall be screened using a combination of paint color, and landscaping, and, if deemed appropriate by the Community Development Director, a low wall.
5. Monument signs on the R-4 site shall be externally illuminated (not internally lit). Directory signage and addresses shall be provided onsite for wayfinding throughout the multifamily site.
6. The height of the roof projections of the multi-family buildings shall be reduced to less than 38-feet. The tallest elements shall be modified to be more rectilinear (not arched), as recommended by ARC at their October 2, 2023 review.
7. Enhancements to the parking lot paving shall be incorporated to provide visual cues for wayfinding and to provide visual interest. Decorative pavement shall be included at crossing areas connecting to bicycle barns, trash enclosures, and other pathways onsite, as well as at the driveway entrances and exits. Additional decorative pavement shall be added between the two buildings on the Anacapa site to help with traffic calming in this area.
8. Landscape screening shall be provided along the northern and western property lines at the edge of the parking lot to provide visual screening between the residential site and the adjacent industrial and commercial uses. Shade trees shall be incorporated to the greatest extent feasible. Irrigated vines shall be planted along the property line fence on the subject site. Landscape planters shall be provided with a minimum width and planting density as shown project plans approved by the Planning Commission (ARCH-0197-2023) and shall include tree wells and landscape fingers in the parking areas.
9. Plans submitted for building permits shall include a photometric plan, demonstrating compliance with maximum light intensity standards not to exceed a maintained value of 10 foot-candles. The locations of all site and building mounted lighting, including bollard style landscaping or path

lighting, shall be included in plans submitted for a building permit. All wall-mounted lighting fixtures shall be clearly called out on building elevations included as part of construction drawings for building permits. All wall-mounted lighting shall complement building architecture. The lighting schedule for the building shall include a graphic representation of the proposed lighting fixtures and cut-sheets on the submitted building plans. The selected fixture(s) shall be shielded to ensure that light is directed downward consistent with the requirements of the City's Night Sky Preservation standards contained in Chapter § 17.70.100 of the Zoning Regulations.

10. Mechanical and electrical equipment shall be located internally to the buildings, or adequately screened if located on the exterior of the building. Air conditioning units shall be screened, and shall not be visible on exterior patios or balconies when viewed from the ground. With submittal of working drawings, the applicant shall include sectional views of the buildings, which clearly show the sizes of any proposed condensers and other mechanical equipment. If any condensers, transformers, or other mechanical equipment are to be ground mounted or placed on the roof, plans submitted for a building permit shall confirm that these features will be adequately screened. A line-of-sight diagram may be required to confirm that proposed screening will be adequate. This condition applies to initial construction and later improvements.
11. A final landscaping plan, including irrigation details and plans, shall be submitted to the Community Development Department along with working drawings. The legend for the landscaping plan shall include the sizes and species of all groundcovers, shrubs, and trees with corresponding symbols for each plant material showing their specific locations on plans. Landscaping plans shall include the following information, at a minimum:
 - a. The species, diameter at breast height, location, and condition of all existing trees;
 - b. Identification of trees that will be retained, removed, or relocated;
 - c. Location and size of plant and tree species proposed to be planted;
 - d. The location of proposed utilities, driveways, street tree locations, and the size and species of proposed street trees; and
 - e. A reclaimed water irrigation plan.
12. Expiration of Entitlement. Discretionary approvals shall be subject to the timeframes for expiration as identified in the Development Agreement, Section 8.04.
13. Prior to occupancy, an overflight notification shall be recorded and appear with the property deed. The applicant shall also record a covenant with the City to ensure that disclosure is provided to all buyers and lessees at the subject property. Notice form and content shall be to the satisfaction of the Community Development Director and include the following language:

NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as the airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

Housing Division

14. The project includes a request for a 20% Density Bonus for the portion of the project known as Sendero (Lot 186), to increase the density of the site from 52 density units to 63 density units based on bedroom counts (an increase of 20 multifamily units). The applicant is proposing a 100% affordable housing project (excluding the manager's unit) and shall provide for a minimum of 32 low-income and 27 moderate-income affordable housing units within the Sendero site as proposed by the project applicant to qualify for the 20% density bonus, in compliance with Density Bonus Law Section 65915(f)(1). The affordable units on the Sendero site shall fulfill the R-4 high-density affordable and inclusionary housing component required by the Avila Ranch Development Agreement, which identified a minimum of 40 affordable housing units in the High Density Residential (R-4) zone of Avila Ranch (identified as Lots 185, 186, and 188 of the Phase 1 Final Map), including 24 units as lower-income, 8 two-bedroom/one-bath units as low-income, and 8 two-bedroom/one-bath units as moderate income. A total of 59 affordable housing units shall be constructed on the Sendero site for compliance with the Avila Ranch Development Agreement and the density bonus.
15. Prior to the issuance of building permits, the City and the project owners of the Sendero site shall enter into an Affordable Housing Agreement, to be recorded in the office of the County Recorder. The agreement shall specify mechanisms or procedures to assure the continued affordability and availability of 100% of the 60 residential units on the Sendero site (excluding the manager's unit) as affordable to the following household income levels: 8 two-bedroom/one-bath low-income, 8 two-bedroom/one-bath moderate income households, 24 lower-income (as required in the Avila Ranch Development Agreement), an additional 19 moderate-income units as identified with the applicant's density bonus proposal, and one manager's unit. The specific affordability levels of the 19 moderate-income units and 24 lower-income units will be contingent upon application requirements for the California Tax Credit Allocation Committee (TCAC) which have specific thresholds pertaining to income levels for qualifying projects, subject to the satisfaction of the Community Development Director. The agreement shall also set forth those items required by Municipal Code Section 17.140.030(B). The agreement shall run with the land and shall be binding upon all heirs, successors or assigns of the project or property owner, and shall ensure affordability for a period of not less than fifty-five (55) years, or as otherwise required by State law.
16. The affordable housing units shall be constructed in proportion to and concurrently with the construction of the market rate units in the Avila Ranch Development Plan, as described in Section 5 of the Avila Ranch Phase 3 Affordable Housing Agreement. In the event the affordable housing developer fails to construct the 59 inclusionary affordable units on Lot 186 (Sendero), the obligation to provide the affordable units remains the responsibility of Avila Ranch to complete, as required by the Avila Ranch Development Agreement and subject to the satisfaction of the Community Development Director.

Engineering Division

17. Prior to building permit issuance, a lot merger, lot line adjustment, or subdivision will be required to eliminate the existing underlying property lines for Lots 185 and 188 as shown on the Avila Ranch Phase 1 subdivision map (Tract 3089-1; Recorded Document No. 2021083388).

18. The building plan submittal shall show and note all existing property corner monumentation, exterior property line dimensions, and bearings for reference. The plans shall show the neighboring private property improvements and improvements with the adjoining public rights-of-way for reference.
19. The plans and supporting documents shall show and label all existing and proposed easements. Existing easements shall be honored, relocated, or otherwise extinguished. Unplottable easements related to installed infrastructure shall be resolved to the satisfaction of the City prior to building permit issuance.
20. The building and improvement plans shall include a complete site utility plan. The plans shall show and note all existing and proposed utilities, abandonments, relocations, and new work.
21. The parking areas shall show and note compliance with the City's Parking and Driveway Standards and California Building Code.
22. The building plan submittal shall include a complete grading and drainage plan and any required reports. The drainage plan and reports shall evaluate any run-on from the adjoining parcels, street network, and drainage channel. The plans and reports shall show and note compliance with the City Engineering Standard, Drainage Design Manual (DDM), Floodplain Management Regulations, and Post-Construction Stormwater Requirements (PCRs).
23. The building plan submittal shall include a Stormwater Control Plan documenting compliance with post-construction requirements pursuant to Regional Water Quality Control Board Resolution R3-2013-0032. All stormwater control measures (SCMs) for onsite runoff shall be located on private property. SCMs for any offsite improvements approved for location within the public right-of-way shall be maintained by the property owner. A separate encroachment agreement will be required in a format provided by the City.
24. The building plan submittal shall include a stormwater operations and maintenance manual (O&M Manual) for all SCMs. The O&M Manual shall, at a minimum, describe the project and drainage systems, include inspection frequency requirements, submittal instructions, and exhibits as needed to illustrate each of the project's Drainage Management Areas (DMAs) and SCMs. Each SCM shall be assigned a unique number identification, and inspection forms shall be included for each SCM.
25. An engineered drainage channel shall be provided along the north and west property lines as shown on the project plans presented to Planning Commission. The engineered drainage channel shall be installed in-lieu of the landscaped drainage swale identified in the ARDP Section 11.0. Standard 11.2.
26. The building plan submittal shall include a site electrical plan prepared by an electrical engineer. The required PG&E and tele-com wire utility plans shall be approved by the City. The required PG&E application and memo shall be approved by the City prior to final design and development of the PG&E handout package.

Transportation Division

27. Prior to issuance of each building permit, the applicant shall pay applicable Citywide and Los Osos Valley Road (LOVR) Sub-Area transportation impact fees.
28. Prior to issuance of first building permits for Phase 3 development, the applicant shall pay its fair share transportation mitigation fees for the following cumulative transportation impacts as identified in the project EIR and Development Agreement:
 - a. Buckley Road & State Route 227 intersection improvements
 - b. Buckley Road & Vachell Lane intersection improvements
 - c. Buckley Road Corridor Improvements (at Devenport)

Fair share fee amounts are to be calculated to the satisfaction of the City Transportation Manager and San Luis Obispo County (for Buckley/Highway 227 intersection).

29. Bicycle parking shall be provided in compliance with the design guidelines per the [City's Active Transportation Plan](#) and to the satisfaction of the City Transportation Manager. Indoor storage rooms shall have adequate access and security control, be located in areas with proper lighting, provide no more than 50% of bicycle parking via vertical hanging racks, provide sufficient area for some larger bicycles (cargo bikes, recumbent bikes, etc.), and provide some form of access to electrical charging for e-bikes. During building plan review, modifications to the mix of long-term vs. short-term bicycle parking stalls may be approved by the Transportation Manager to (a) accommodate sufficient number of larger cargo/recumbent bikes, and (b) minimize the number of vertical or stacked racks that require physically lifting a bicycle to park. Any modifications to mix of short-term vs. long-term bicycle parking shall retain the total number of required bicycle parking stalls consistent with City Zoning Regulations.
30. Bicycle connectivity shall be provided between the Anacapa site and the Memphis Belle/Piper Ln. knuckle to improve access for active transportation (bicycle and pedestrian) users between the apartments and the nearby park. Design of this connection shall be approved to the satisfaction of the Transportation Manager.

Utilities Department

31. The proposed utility infrastructure shall comply with the latest engineering design standards in effect during the time a building permit is obtained and shall have reasonable alignments and clearances needed for maintenance.
32. Building permit submittal shall include a site utility plan showing the size of existing and proposed sewer services for the project, and existing and proposed water services and water meters for the project, including both potable and recycled water. Privately owned sub-meters may be provided for residential apartments upon approval of the Utilities Director or their designee. Any private hydrants shall be equipped with a reduced pressure detector assembly, subject to the approval of the Utilities Director.

33. Building permit submittal shall demonstrate compliance with fire flow and fire sprinkler requirements for all floors of the proposed project. Design plans shall be supported by engineering calculations to be submitted with the building permit.
34. The existing well to be retained shall not be used for any domestic services. This note shall be included on the plans submitted for a building permit.
35. Upon submittal of a building permit, plans shall include an interim temporary connection for potable irrigation to be used to establish landscaping until completion of construction and installation of the recycled water meter.
36. The irrigation system shall be designed and operated as described consistent with recycled water standards in the City's Procedures for Recycled Water Use, including the requirement that sites utilizing recycled water shall provide backflow protection on all potable service connections. An Application for Recycled Water Service and three sets of irrigation plans conforming to the City's Procedures shall be submitted to the Building Department for review during the City's building permit review process.
37. The building permit submittal shall include a final landscape design plan and irrigation plan that includes all the criteria required in the City Engineering Standards Uniform Design Criteria for Landscaping and Irrigation. Landscape and irrigation plans shall note that all recycled water irrigation tubing shall be solid purple upon installation and for the life of the project.
38. Plans submitted for a building permit shall show adjacent single-family residential lots, and where adjacent to single-family residential lots in order to ensure adequate separation and to prevent or substantially minimize the potential for a future cross-connection between potable water irrigation systems and recycled water irrigation systems, shall show the following subject to the approval of the Utilities Director: 1) a five-foot horizontal clearance or a physical barrier such as a sidewalk or fence between the project property line and project irrigated landscape areas, or 2) installation of a backflow device on the adjacent single-family residential lot(s). A reduced pressure backflow device may be required, subject to the review of the plans by the Utilities Department Engineer. If a backflow device is installed, the applicant or designated property manager or Home Owner's Association (HOA) shall coordinate the installation of the device with the single-family residential lot owner and shall be responsible for the installation and future testing and maintenance of the device.
39. The project's estimated total water use (ETWU) to support new ornamental landscaping shall not exceed the project's maximum applied water allowance (MAWA). Upon submittal of a building permit, information shall be provided for review and approval by the Utilities Department that supports the required project landscaping water demand. The building permit submittal shall include a completed Maximum Applied Water Allowance (MAWA) form based on the final landscape design plan and a hydrozone table with a summary of Estimated Total Water Use (ETWU) and the corresponding irrigation window.
40. The building permit submittal shall include solid waste services that follow the City's Development Standards for Solid Waste. The building permit submittal shall include a plan for the disposal, storage, and collection of solid waste, organic waste, and recyclable materials. Driveways and access routes to all discarded materials containers shall be designed to accommodate the size and weight of the collection trucks and shall comply with the access

requirements and conditions of the San Luis Garbage Company. Bin enclosure(s) shall conform to the requirements by the San Luis Garbage Company and discarded materials containers shall be sized to provide a reasonable level of service. Building permit submittal shall include a letter of service from San Luis Garbage Company pasted on the plans.

Additional Code Compliance Measures (Utilities)

41. Use of the existing well shall comply with Municipal Code Section 13.04.240 (Privately owned water wells), the Sustainable Groundwater Management Act (SGMA), and the San Luis Obispo Valley Basin Groundwater Sustainability Plan (October 2021). A well meter shall be installed at the private owner's expense at all properties where the private well water is used for any of the following:

- a. Nonresidential purposes in any quantity;
- b. Irrigation of greater than one-half acre of landscaping;
- c. Two acre-feet of usage annually.

The water meter shall be public and property owners shall enter into a private well metering agreement with the city for meter reading.

42. Upon completion of the installation of the landscape and irrigation system and prior to the issuance of the certificate of occupancy, the applicant shall submit a certificate of completion, an irrigation schedule that assists in the water management of the project and utilizes the minimum amount of water required to maintain plant health, and a regular maintenance schedule to the City Utilities Department, consistent with Municipal Code Section 17.70.220.D.

Sustainability Division

- 43. Roof mounted solar shall be provided for compliance with ARDP Section 3.0. Standard 3.8. for renewable energy requirements in lieu of installing solar canopies in the common parking lots.
- 44. The project shall comply with the Avila Ranch Energy Guidelines and Sustainability Measures memorandum for Phase 3, submitted by Wathen Castanos on October 19, 2023.

Indemnification

45. The applicant shall defend, indemnify, and hold harmless the City and/or its agents, officers and employees from any claim, action or proceeding against the City and/or its agents, officers or employees to attack, set aside, void or annul, the approval by the City of this project, and all actions relating thereto, including but not limited to environmental review ("Indemnified Claims"). The City shall promptly notify the applicant of any Indemnified Claim upon being presented with the Indemnified Claim and the City shall fully cooperate in the defense against an Indemnified Claim.

On motion by Commissioner _____, seconded by Commissioner _____, and on the following roll call vote:

AYES:

NOES:

REFRAIN:

ABSENT:

The foregoing resolution was passed and adopted this 14th day of February 2024.

Tyler Corey, Secretary
Planning Commission

Architectural Development Review



AVILA RANCH

PHASE 3 APARTMENTS

Applicants:

ANACAPA

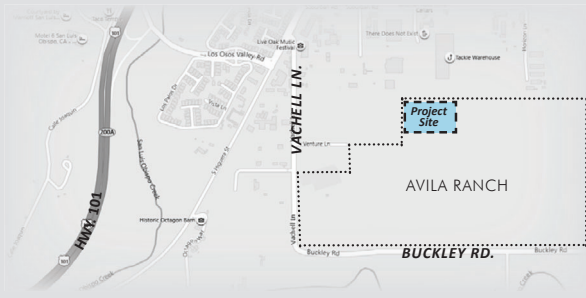
Wathen Castanos Homes

735 Tank Farm Road Ste 100
San Luis Obispo, CA 93401

SENDERO

C&C Development

14211 Yorba Street Ste 200
Tustin, CA 92780



**WATHEN
CASTANOS
HOMES**

C&C Development

**AVILA
RANCH**

TRACT 3089 - PHASE 3

ANACAPA
MARKET-RATE
MULTI-FAMILY APARTMENTS
4240 EARTHWOOD LANE
4280 EARTHWOOD LANE
SAN LUIS OBISPO, CA

SENDERO
AFFORDABLE MULTI-FAMILY
DEVELOPMENT
165 CESSNA COURT
SAN LUIS OBISPO, CA

SHEET INDEX

T1.0	Title Sheet
P1.0 - P1.8	Project Description
SP1.0	Illustrative Site Plan
AS1.0 - AS1.1	Streetscape Elevations (A3)
L1.0	Overall Landscape Plan

ANACAPA MARKET RATE DEVELOPMENT

SP1.1	Site Plan R-4 with Statistics (A15)
L1.1	R-4 Landscape Plan - Enlarged
L1.2	R-4 Landscape Paseo in Context - Enlarged
AS2.0 - AS2.3	R-4 Perspective Renderings (A17-19)
A1.0	R-4 Building A Elevations (A25)
A2.0- A2.3	R-4 Building A Floor Plans and Roof Plan (A21-A24)
A3.0	R-4 Building B Elevations (A30)
A4.0- A4.3	R-4 Building B Floor Plans and Roof Plan (A26-A29)
A5.0	R-4 Unit Plans (A20)
A6.0	R-4 Site Section (A16)
C1.0	R-4 Civil Grading Plan
C1.1	R-4 Civil Utility Plan

SENDERO AFFORDABLE HOUSING DEVELOPMENT

SP1.2	Site Plan R-4A with Statistics (A4)
L1.3	R-4A Landscape Plan - Enlarged
L1.4	R-4A Courtyard Landscape Plan - Enlarged
AS3.0 - AS3.2	R-4A Perspective Renderings (A6-A7)
AA1.0- AA1.1	R-4A Building Elevations (A13-A14)
AA2.0- AA2.3	R-4A Building Floor Plans and Roof Plan (A9-A12)
AA3.0	R-4A Unit Plans (A8)
AA4.0	R-4A Site Section (A5)
C1.2	R-4A Civil Grading Plan
C1.3	R-4A Civil Utility Plan

ADDITIONAL SITE INFORMATION

AX1.0	Color and Materials (A28)
L1.5	Proposed Plant Material
AX2.0	Project Monument Signage
AX3.0	Trash Enclosure (A32)
AX4.0	R-4 Bike Parking (A34)
AX4.1	R-4A Bike Parking Details (A33)

PROJECT TEAM



ARCHITECT:
MURRAY DUNCAN, NCARB
150 CASTILLIAN DR. STE. 201
SANTA BARBARA, CA 93117
805-562-1270



PROJECT PLANNER:
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3427 MIGUELITO CT.
SAN LUIS OBISPO, CA 93401
805-541-4509



LANDSCAPE ARCHITECT:
MICHAEL CRIPE, ASLA

CIVIL ENGINEER:
TRAVIS KOTCH, PE
1160 MARSH ST #150,
SAN LUIS OBISPO, CA 93401
805-544-0707

ARCHITECTURAL &
DEVELOPMENT REVIEW

TITLE SHEET

26 April 2023
Rev. 28 June 2023

T-1.0

**SUPPLEMENT TO THE
ARCHITECTURAL DEVELOPMENT REVIEW APPLICATION**

for the

R-4 HIGH DENSITY RESIDENTIAL COMPONENT of

AVILA RANCH

26 April 2023, rev. 28 June 2023

I. PROJECT HISTORICAL OVERVIEW

Avila Ranch ("Avila Ranch"), approved and fully entitled in 2017 (as detailed below), implements the City's vision for the Avila Ranch site as guided by the 2014 Land Use and Circulation Elements of the General Plan ("LUCE"). The LUCE specifically identifies the Avila Ranch site as a Special Focus Area that included planning and environmental design and analysis of the designation of an appropriate land use mix, the need for a variety of housing types and levels of affordability, provision of open space, parks and trails, restoration of Tank Farm Creek, protection and mitigation of impacts to agricultural resources, a circulation network and linkages to the surrounding community, and incorporation of utility and infrastructure.

The Avila Ranch site encompassed three (3) original parcels (APN 053-259-008, 011, and 012) totaling 150-acres. It is located at the northeast corner of Buckley Road and Vachell Lane. Tank Farm Creek, a tributary to San Luis Obispo Creek, diagonally bisects Avila Ranch from northeast to southwest and conveys storm water from the Chevron Tank Farm and adjacent properties to San Luis Creek. Prior to its annexation to the City in 2008, the Avila Ranch site was zoned by the County of San Luis Obispo ("County") for Business Park and Conservation/Open Space ("COS") uses. The City's 2005 AASP also designated the site for Business Park uses and the Avila Ranch site remained zoned Business Park and COS since its annexation. However, the City's 2014 Land Use Element of the General Plan rejected past Business Park land use designations in favor of new housing and designated the Avila Ranch site as a Special Focus Area (SP-4) for provision of residential units and small-scale neighborhood commercial uses, with associated policies and performance standards that would guide future development.

The following represents the entitlements received for Avila Ranch to date (collectively "Entitlements").

- **Resolution No. 10832 (2017 Series)** certifying the Final Environmental Impact Report ("EIR") for Avila Ranch, approving the Avila Ranch Development Plan ("Development Plan"), amending both the Airport Area Specific Plan and General Plan, and approving Vesting Tentative Tract Map No. 3089 ("Tentative Map").
- **Resolution No. 1638 (2017 Series)** rezoning property at 175 Venture Drive (Avila Ranch) from Business Park/Specific Plan Area (BP-SP) and Conservation /Open Space/Specific Plan Area (C/OS/SP) to be consistent with Avila Ranch's Development Plan and with the General Plan and Airport Area Specific Plan, as amended to enable development of 720 residential units and 15,000 square feet of neighborhood commercial on a 150-acres site. Avila Ranch also includes 18-acres of parks and 53-acres of designated open space.
- **Ordinance No. 1639 (2017 Series)** (amended by Ordinance No. 1662 (2019 Series) approving the Development Agreement ("Development Agreement") between the City and Avila Ranch LLC. Avila Ranch has subsequently been sold to Avila Ranch Developers, Inc., operating under the marketing name of Wathen Castanos Homes. The Development Agreement represents a negotiated agreement between the parties establishing the rules for developing Avila Ranch, including, but not limited to, duration of development, land uses (including density and intensity of uses), phasing, affordable housing requirements, fee credits and

reimbursements, and public improvements. In the event of conflict, the terms of the Development Agreement prevail.

- **Resolution No. PC-1046-2021** approving the site design and layout for 297 residential units with the R-2 component of Avila Ranch to be developed within Phases 1 – 3 of the Development Plan, including a fence height exception adjacent to an industrial area and finding the Avila Ranch is exempt from further environmental review under the California Environmental Quality Act ("CEQA").
- **Resolution No. PC-1065-2022** approving site design and layout for 101 residential units within the R-1 component of Avila Ranch to be developed within Phase 5 of the Development Plan, and finding the project is exempt from further environmental review under CEQA.
- **Resolution No. PC-1065-2022** approving site design and layout for 101 residential units within the R-1 component of Avila Ranch to be developed within Phase 5 of the Development Plan, and finding Avila Ranch is exempt from further environmental review under CEQA.

A. Applicant's Request

This application includes information for the Architectural Review Commission's and Planning Commission's review and approval of the architectural elements ("Design Framework") of the High-Density Residential (R-4) component of the Avila Ranch ("R-4 District"). The R-4 District consists of three (3) R-4 zoned parcels created as part of recorded Tract Map 3089 Phase I. The development of the properties (Lots 185, 186 and 188) is designated as Phase 3 of Avila Ranch. The R-4 District will consist of two separate developments: Anacapa and Sendero (individually "development", collectively "developments"). The two (2) proposed developments have unique site constraints and opportunities. The development on the west side of Earthwood Lane, Sendero, owned by C & C Development, consists of forty (40) affordable unit apartments, approved through the Entitlement, with an additional twenty (20) units being added through a separate Bonus Density process and approval for a total of sixty (60) affordable units ("Sendero") in a three-story building with a large courtyard. The development on the east side of Earthwood Lane, Anacapa, owned by Wathen Castanos Homes, consists of eighty-five (85) market rate unit apartments ("Anacapa") include two separate free-standing three-story buildings.

Table 1. Property Specifics

	SENDERO	ANACAPA
	<i>Affordable Housing Development</i>	<i>Market-Rate Development</i>
ADDRESS (assessor assigned)	165 Cessna Court	4240 Earthwood Lane 4280 Earthwood Lane
ASSESSOR'S PARCEL #	053-290-006	053-290-008 053-290-005
TENTATIVE TRACT 3089	Lot 186	Lot 185 Lot 188
PARCEL SIZE	1.81 acres	2.24 acres
ZONING	R-4-SF	R-4-SF
PROPOSED DEVELOPMENT	60 affordable apartment dwelling units.	85 market-rate apartment dwelling units in two buildings.



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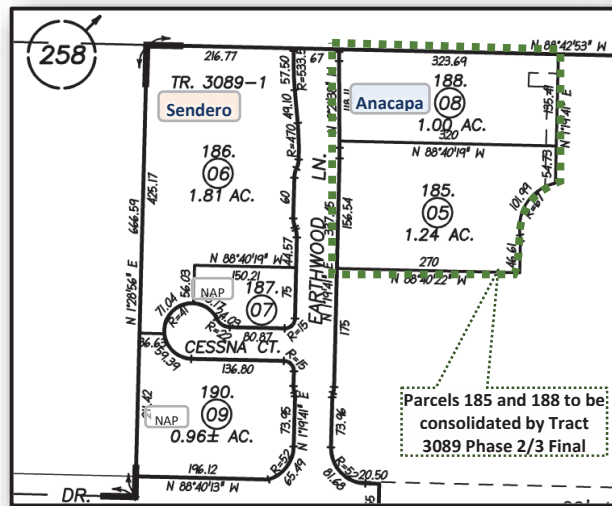
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While the two developments (Anacapa and Sendero) are being designed, constructed, and operated by two separate entities – Wathen Castanos Homes and C & C Development, respectively, the goal is to present these developments together and provide a comprehensive architectural approach to the highest density units in Avila Ranch, as guided by the Entitlements.

The Anacapa market-rate development is located on two existing legal lots (Lots 185 and 188). Anacapa will function as one site and does not require separate lots for each of the buildings, therefore these lots will be consolidated into a single parcel as part of the Tract 3089 Phase 2 and 3 final map. The final map has been submitted to the City and is currently in map check review (See FMAP-0562-2022). The Development Review plans reflect the single lot configuration.

Figure 1. Existing Parcel Configuration



B. Subsequent Permits

In addition to the above described Entitlements, the following plans have been reviewed, approved, and/or permitted to date.

- Conformance Determination by the County of San Luis Obispo Airport Land Use Plan, Airport Land Use Commission,
- General Plan Parks & Recreation Element Consistency Determination, Parks & Recreation Commission for the proposed seven (7) parks totaling 18-acres, 04 January 2017.

Issued Permits:

- Avila Ranch Offsite Improvements - COA 114 - FMAP-1622-2018 - Tank Farm/South Higuera
- Avila Ranch - Tract 3089 - Phase 1 Mass Grading Plans - FMAP-1844-2018 - Onsite early grading and walls.
- Sidewalk on Higuera between Los Osos Valley Road and Vachell Lane - FMAP-1537-2018 - Partial improvements along Vachell Lane regarding drainage management.
- Higuera Street to South Street Right-turn Extension - FMAP-1538-2018
- Avila Ranch Phase I Tract 3089 Improvement Plans - FMAP-1563-2018
- Miscellaneous Permits: These permits authorize work within the regulatory jurisdiction of each entity.
 - Lake & Streambed Alteration Agreement - CA Department of Fish & Wildlife
 - Waste Discharge Permit 34018WQ35 - Regional Water Quality Control Board
- Phase 2-6 Tract Grading FMAP-0808-2021
- Various building permits for construction of R-2 residential dwellings.

Pending Permits (in process)

- Phase 4-6 Improvement Plans FMAP-0382-2022
- Phase 2-3 Improvement Plans FMAP-0488-2022
- Currently processing phase 2-6 jurisdictional permits including:
 - Conditional Letter of Map Revision (FEMA)
 - Lake and Streambed Alteration Agreement (CDFWS)
 - Waste Discharge Permit 34022wq09 (RWQCB)

II. ARCHITECTURAL DEVELOPMENT REVIEW SUBMITTAL

A. Avila Ranch Development Plan

The Development Plan, dated May 2017, was prepared in collaboration with the applicant's design and environmental team, City staff, and City decision-makers. Subject to the terms of the Development Agreement, the Development Plan provides the program for development of the site in conformance with the General Plan's objectives, policies, and standards. The actual enabling framework for implementation of this development program is contained in the Airport Area Specific Plan as amended.

The focus of this application is the Design Framework. This section of the Development Plan includes design standards and guidelines specific to Avila Ranch and are meant to work in conjunction with the adopted goals, policies, standards, and guidelines found in the Airport Area Specific Plan, the City's Community Design Guidelines, the City's Zoning Regulations (Chapter 17 of the Municipal Code) and related documents. The purpose of these guidelines is to establish the expected level of design quality within the area while still maintaining project flexibility and innovation. The objective of this framework is not to dictate a specific design but to establish design expectations that can be implemented as various Avila Ranch components are proposed for implementation. The Design Framework is intended to provide guidance on the integration of the site-specific features such as building architecture, with area-wide elements such as streetscape, recreation and open spaces resources, and architecture into the overall Avila Ranch design. The design regulations provide conceptual guidance as individual projects are brought

**WATHEN
CASTANOS
HOMES**

C&C Development

**AVILA
RANCH**
TRACT 3089 - PHASE 3

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forward for implementation and are reviewed by the City staff and Architectural Review Commission (ARC) in accordance with City regulations.

Standards define actions or requirements that must be fulfilled in the development of Avila Ranch, while *Guidelines* refer to methods or approaches that may be used to achieve a stated goal but allow for flexibility and interpretation given specific conditions.

The Design Framework section of the Development Plan (approved September 19, 2017) includes the following design components and related narratives, including a table that identifies the standard minimums for the high-density residential lot and building standards (e.g., lot dimensions and setbacks).

The site planning and organization sections, listed below, note standards and/or guidelines specific to the R-4 zone, that also informed the design of these high-density residential developments. As with the previously approved Avila Ranch R-1 and R-2 products, there was an acknowledgment that flexibility was built into the Development Plan through the provisions of the Development Agreement. This is underscored here, as it allows for some deviation from the Development Plan standards in project design, if such deviations are determined to be consistent with the intent of both the Development Agreement and Development Plan, as applicable.

- ✚ Building Orientation & Setbacks
 - 1.8 references parking to be used as a buffer to adequately set back buildings from the northern property line. See also MM NO 3a.
 - 1.11 references noise compatibility with adjoining uses and sleeping/living areas and balcony exposures. See also MM NO 3a.
- ✚ Pedestrian Activity Areas
- ✚ Parking
- ✚ Outdoor Use Areas
- ✚ Screening
- ✚ Preservation of Views and Scenic Resources
- ✚ Architecture, as related to character, scale, and massing, building heights, façade treatment, materials, and colors.
 - 7.1.4 references that the buildings be designed uniformly with one of the allowed residential architectural styles.
 - 7.1.10 references the design of porches, entries, or walkways that front onto the street.
- ✚ Landscape Architecture
 - 8.1.10 references the inclusion of dense vegetation along the western property line with the R-2 units.
- ✚ Buildings, Signs, & Lighting
- ✚ Drainage
 - 11.2 references a drainage swale along the northern property lines to facilitate drainage from adjacent properties to the north.
- ✚ Energy Conservation
 - 13.2.f. references on-site energy production.

B. Mitigation Measures and Conditions of Approval

Avila Ranch was approved under a certified EIR which described potential impacts to the physical environment and related mitigation measures. While the majority of measures relate to the physical environment (e.g., transportation improvements, biological considerations, public

services, etc.), there are measures that specifically address design aspects that are under the purview of the Architectural Review Commission (ARC) and the Planning Commission (PC).

Avila Ranch's Tentative Map was approved with a set of conditions of approval ("Conditions") that were created by all City departments, reviewed by the various City advisory bodies, and ultimately approved by the City Council. Development of Avila Ranch should be consistent with these Conditions, which will allow for a detailed review of the proposed R-4 development plans to assure compliance with the applicable plans, policies, and standards. Again, while the majority of the Conditions relate to major transportation and other improvements, there are conditions that specifically address design components that are under the purview of the ARC and PC. Those specific mitigation measures and Conditions are noted in the table below.

Table 2. Mitigation Measure and Conditions of Approval Conformance

MITIGATION MEASURE or CONDITION OF APPROVAL	CONFORMANCE COMMENT
32. <u>Private street lighting</u> may be provided along the private streets/alleys/parking areas, pocket parks, and linear parks per City Engineering Standards and/or as approved in conjunction with the final ARC approvals.	Private lighting is depicted on sheets L-1.1 and L-1.3. Shared driveway lighting consists of wall light fixtures, as shown on building elevations (See Architectural Sheets)
43. <u>Retaining wall and/or retaining wall/fence combinations along property lines</u> shall be approved to the satisfaction of the Planning Division and shall conform with the zoning regulations for allowed combined heights or shall be approved through the ARC, Specific Plan, or separate Fence Height exception process.	The Phase 3/R-4 wall/fence height exception will be processed as a standalone application.
44. <u>The ARC plans and public improvement plans</u> shall show the location of the proposed mail receptacles or mailbox units (MBU's) to the satisfaction of the Postmaster and the City Engineer. The subdivider shall provide a mailbox unit or multiple units to serve all dwelling units within this development as required by the Postmaster. MBU's shall not be located within the public right-of-way or public sidewalk area unless specifically approved by the City Engineer. Contact the Postmaster at 543-2605 to establish any recommendations regarding the number, size, location, and placement for any MBU's to serve the several neighborhoods and occupancies.	Mailboxes are located for the R-4 (@ the southeast corner of Building B) and R-4A multi-family units (in the breezeway near the northwest corner of the building).
45. <u>Porous concrete, pavers, or other surface treatments</u> as approved by the City Engineer shall be used for <u>private parking areas, V-gutters, private curb and gutter</u> , etc. to the extent feasible within the over-all drainage design for water quality treatment/retention in accordance with the specific plan and General Plan.	Based upon the engineering analysis, the design includes the infiltration of all the stormwater volume in a spread-out manner in underground storage chambers, such that decentralization of infiltration is not necessary.
MM NO-3a. R-1 and R-2 residential units planned in the area of the Avila Ranch site within 300 feet of Buckley Road	EIR Appendix O – <i>Sound Level Assessment for Avila Ranch</i> , 45dB.com



TRACT 3089 - PHASE 3

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and R-4 units in the northwest corner of the Avila Ranch site shall include noise mitigation for any potential indoor space and outdoor activity areas that are confirmed to be above 60 dBA as indicated in Avila Ranch's Sound Level Assessment. The following shall be implemented for residential units with noise levels exceeding 60 dBA:

- Outdoor Activity Area Noise Mitigation. Where exterior sound levels exceed CNEL = 60 dBA, noise reduction measures shall be implemented, including but not limited to:
- Exterior living spaces of residential units such as yards and patios shall be oriented away from Avila Ranch boundaries that are adjacent to noise-producing uses that exceed exterior noise levels of CNEL = 60 dBA, such as roadways and industrial/commercial activities.
- Construction of additional sound barriers/berms with noise-reducing features for affected residences.
- Exterior Glazing. Exterior window glazing for residential units exposed to potential noise above Ldn-60 dBA shall achieve a minimum Outdoor-Indoor Transmission Class (OITC) 24 / Sound Transmission Class (STC) 30. Glazing systems with dissimilar thickness panes shall be used.
- Exterior Doors Facing Noise Source. According to Section 1207.7 of the California Building Code, residential unit entry doors from interior spaces shall have a combined STC 28 rating for any door and frame assemblies. Any balcony and ground floor entry doors located at bedrooms shall have an STC 30 rating. Balconies shall be oriented away from the northwest property line.
- Exterior Walls. Construction of exterior walls shall consist of a stucco or engineered building skin system over sheathing, with 4-inch to 6-inch-deep metal or wood studs, fiberglass batt insulation in the stud cavity, and one or two layers of 5/8-inch gypsum board on the interior face of the wall. If possible, electrical outlets shall not be installed in exterior walls exposed to noise. If not possible, outlet box pads shall be applied to all electrical boxes and sealed with non-hardening acoustical sealant.
- Supplemental Ventilation. According to the California Building Code, supplemental ventilation adhering to OITC/STC recommendations shall be provided for residential units with habitable spaces facing noise levels exceeding Ldn-60 dBA, so that the opening of windows is not necessary to meet ventilation requirements. Supplemental ventilation can also be provided by passive or by fan-powered, ducted air inlets that extend from the building's rooftop into the units. If installed, ducted air inlets shall be acoustically lined through the top-most 6 feet in length and incorporate one or more 90-degree bends between openings, so as not to compromise the noise insulating performance of the residential unit's exterior envelope.
- Sound Walls. Sound walls shall be built on the north and east property lines of Avila Ranch in Phase 3 that adjoin Suburban Road. The barrier shall consist of mortared masonry. Further, proposed carports with solar canopies

included an analysis of surrounding noise levels from all sources that would have potential impacts on noise sensitive uses. For the multi-family aspect of Avila Ranch, the analysis focused on the commercial activities along the Avila Ranch's northwest property line bordered by industrial uses.

Existing sound levels equaled 51 – 53 dBA, while project noise levels (year 2035) would increase to 54 dBA.

All new multi-family housing must comply with the CA Building Code, which specifies the maximum level of interior noise. The City's Noise Element specifies a maximum allowable interior noise level of 45 dBA Ldn for multi-family projects.

All units that may be impacted by projected noise levels of 60 dBA or greater will be acoustically constructed utilizing Sound Transmission Class (STC) rated materials (e.g., sealing & weatherproofing, window, doors, walls, ceilings, flooring, ventilations, etc.), as noted in the mitigation measure.

The mitigation measure references sound walls and suggests carports with solar canopies be placed along the northern and western perimeter of the R-4 units. Based upon the existing and proposed noise levels and including the building construction noise level reduction measures in the CA Building & Green Code(s), Avila Ranch will be able to achieve the requisite interior noise threshold levels, accordingly. Therefore, sound walls and carports are not necessary to implement noise level reductions.

shall be installed around the western and northern perimeter of the R-4 units, and these units shall be setback a minimum of 100 feet from the property line.

- Landscaping. Landscaping along the north and east Avila Ranch boundaries that adjoin Suburban Road shall include a line of closely space trees and shrubs with sufficient vegetative density to help reduce sound transmission.

1. Noise & Acoustical Considerations

Based upon the acoustical analysis (Avila Ranch FEIR – Appendix O – Sound Level Assessment for Avila Ranch, 45dB.com, 2017), existing noise levels at the northwest property lines of both developments, adjacent to the Industrial zoned properties, range from 51- 53 dBA, with projected noise levels for the year 2035 expected to be 54 dBA. In compliance with the Development Plan, the R-4 District buildings are setback eighty-five (85) feet from the northern property line. While there are bedrooms and balconies on the north side of the buildings, the existing and anticipated noise levels are below the noise ordinance threshold levels. It is noteworthy that the noise measurements in the EIR were taken at the northern property line of Avila Ranch, now the northern property lines of Lots 186 and 188. Based upon noise transmission, each time a distance is doubled, intensity is decreased by a factor of four, therefore, each time intensity is cut in half, the sound level decreases 3 dB and that the doubling of distance reduces the sound level by 6 dB.

Given the existing and anticipated noise levels and the distance from the northern property line, there is no apparent need for implementation of noise level reduction methodologies in either the Anacapa or Sendora structures to mitigate exterior noise. This means the parking lot solar canopies are not required as unmitigated noise levels are in compliance with the City requirements. No solar canopies are being proposed, as Anacapa and Sendora, in the context of the entirety of Avila Ranch, will comply with the City's Clean Energy Programs for New Buildings and Energy Reach Code (i.e., the minimum requirements of the CA State Energy Code Title 24, Part 6). The applicant has and will continue to coordinate with the Sustainability Manager, Chris Read to ensure that the construction documents for the Phase 3, R-4 District comply with the goals, objectives, and code requirements for energy efficiency. It is noteworthy that Avila Ranch is committed to being "all electric" prior to promulgation of the City's Clean Energy Program.

Finally, Anacapa and Sendero will comply with the CA Building Code, the CA Green Building Code, and the City's requirement for interior noise levels, via utilization of a robust package of building related sound transmission class (STC) rated materials.

C. The R-4 District – Architecture & Landscape Architecture Narratives

To accompany the graphics in this submittal, the following narrative provides an overview of the design from an architectural and landscape architectural perspective for the Anacapa and Sendero developments. The Development Plan prescribes a Contemporary Mid-Century Architectural Style in the R-4 District. As detailed below in subsections 1 (Anacapa) and 2 (Sendero) This style is being applied to both the market rate and affordable buildings, as a unifying single design style.

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1. Architectural Design Concept – ANACAPA (Market Rate Multi-Family)

The proposed modern design theme of Anacapa pulls from the Ethos of Walter Gropius' Bauhaus School of International Contemporary Design¹. The use of carefully placed repetitive building elements allows for a unifying yet interesting theme that is well articulated and rhythmic as represented in both the vertical and horizontal building massing, the variation of wall planes, and roof heights. Each building has many distinctive architectural elements that add visual interest, unity, and human scale with a variety of projecting and recessed patios, balconies, and community verandas.

The careful placement and design of the many unit floor plan types allows for multiple building modules that offers a nice variety of building details and helps break up the building massing, while providing for individual unit identity and simultaneously allowing for an "Edgy Modern Architectural Theme", that blends the two (2) developments together and presents itself as a cohesive multi-family apartment neighborhood.

The floor plans have been specifically designed to provide for a diversity of potential future renters. This all-flats development contains studios/1 bath, 1-bedroom/1 bath, and 2-bedroom/2 bath units ranging in size from 401 square feet (SF) to 572 SF, and 917 SF, respectively. Patios and storage areas for each unit type range in size from 92 SF to 69 SF, and 71 SF, respectively.

The ground floor of Building A includes 13 dwelling units: one (1) studio; five (5) 1-bedroom; and seven (7) 2-bedroom units. Community areas are also included in this building: a lobby, manager's office, kitchen, lounge, bike parking room, and outdoor patio. The second and third floors of Building A each contain 15 dwelling units: one (1) studio; six (6) 1-bedroom; and eight (8) 2-bedroom units.)

Each of the three floors of Building B has 14 dwelling units: two (2) studios, four (4) one-bedroom, and eight (8) two-bedroom units.

The second and third floors of both buildings also contain a large, covered terrace with fantastic 180-degree views toward the Irish Hills and the Seven Sisters. See Table 1. below for unit counts.

Table 3. Market Rate Multi-Family Units

UNIT TYPE	SIZE (SF)	QUANTITY
Building A		
Studio	401	3
1-bedroom	572	17
2-bedrooms	917	23
3-bedrooms		-
Bldg. A Total		43
Building B		
Studio	401	6
1-bedroom	572	12
2-bedrooms	917	24
3-bedrooms		-
Bldg. B Total		42
Total		85 units

¹ The Bauhaus was founded in the city of Weimar by German architect Walter Gropius (1883–1969). Its core objective was a radical concept: to reimagine the material world to reflect the unity of all the arts. The Proclamation of the Bauhaus (1919) described a utopian craft guild combining architecture, sculpture, and painting into a single creative expression.

2. ANACAPA Parking –

Vehicle, motorcycle, and bicycle parking are integral components of this development and have been designed concurrently with the evolution of the building and site plan. For ease of reference, see Table 4 that describes the required and proposed unit, guest, and motorcycle parking. See Table 5 for bicycle parking required and proposed.

Table 4. Market Rate Multi-Family Unit Vehicle Parking

UNIT TYPE	UNIT QTY.	BEDROOM QTY.	PARKING REQUIRED	PARKING PROVIDED
			0.75/bedroom	
Studio	9	9	6.75	
One-bedroom	29	29	21.75	
Two-bedroom	47	94	70.5	
Subtotal	85	132	99.0	
Guest Parking (1 sp/5 units)			17.0	
TOTAL			116.0	114.0¹
Motorcycle (1 per 20 vehicle spaces)			6.0	6.0

NOTE: 1) A two percent (2%) parking reduction is requested with additional bike parking provided.

Table 5. Market Rate Multi-Family Unit Bicycle Parking

BICYCLE PARKING TYPE	UNIT QTY.	PARKING REQUIRED	PARKING PROPOSED
Resident /Long Term (2/ unit)	85	170.0+10 ¹⁾	180.0 ²⁾
Guest Parking (1 sp/5 units)		17.0	20.0 ³⁾
Bike Share*		see text	9.0
TOTAL	0	197	209

* per Avila Ranch Trip Reduction and Implementation Plan

NOTE: 1) Additional 10 spaces are required/provided for requested vehicle parking reduction.

2) In storage area or in unit;

3) As bike racks.

Anacapa includes the required specialty vehicle parking spaces for ADA accessibility, EV charging stalls, EV capable, and EV ready, which are identified on the site plan. Six (6) motorcycle parking spaces are also provided.

Anacapa's design has utilized compact spaces for a more efficient design. The City's Engineering Standard 2230 notes that for residential apartment projects, with 10 or more units, up to 50 percent of parking spaces may be compact. For this development 30 percent, or 34 spaces, are compact spaces with dimensions of 8 feet wide by 16 feet in length. Additionally, to maintain the greatest amount of operational functionality, a modified compact dimension has been utilized, where possible. Modified compact spaces account for 17 percent (%) or 19 spaces. These spaces provide the standard 9-foot width and include the compact 16-foot length.

The provided vehicle parking is two (2) spaces less than the requirement. To fulfill the 2 percent parking reduction, Anacapa includes ten (10) additional bike spaces beyond the requirement for multi-family developments. The *Avila Ranch Trip Reduction and Implementation Program*, dated August



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19, 2022, identifies a bike share program for the apartments with a pool of eighteen (18) bikes. The bike share racks and docks are divided between the Anacapa (market rate) and Sendero (affordable) with Anacapa providing nine (9) docked and shared bikes. This provides additional access to bicycles as an alternative transportation for the two (2) vehicle space parking reduction.

Long term and short-term bicycle parking is provided, as required. Racks for guest parking are provided at each building. The twenty-seven (27) ground floor units include two bike parking locations within each unit. Long-term bike storage for the upper floors is provided at various locations on the ground floor in secure and enclosed areas with a total of 126 spaces at these locations. This includes two (2) standalone bike storage buildings located near interior property lines. The setback for these structures is a minimum of three (3) feet.

3. Architectural Design Concept – SENDERO (Affordable Multi-Family)

As noted above under the Architectural Design Concept – Anacapa (Market Rate Multi-Family) section, the design intent is to develop these different building types, representing the the R-4 District of Avila Ranch , as stylistically similar yet uniquely individual. This building has been designed to appear as a single structure, although a cluster of three-story buildings that surround an interior courtyard.

Following the “Contemporary/Mid-Century Architectural Style” and strengthened with the contemporary Bauhaus-style design elements, Sendero focuses on a simple, rational, and functional design. A key component of the design is the use of familiar abstract forms that are at once elegantly functional and utilitarian (e.g., flat roofs that produce a basic, geometric appearance).

The floor plans have been designed to provide a variety of unit sizes and floor plans to meet the program requirements and, in turn, the individual needs of the future tenants. This, too, is a stacked flat development containing units that range from a one (1) bedroom/1 bath at 529 square feet (SF), a two (2) bedroom/1 bath at 748 SF, and a three (3) bedroom/2 bath at 935 SF. Patios and storage areas for each unit type range in size from 68 SF to 69 SF, and 93 SF, respectively.

On the ground floor, Sendero includes: four (4) 1-bedroom; seven (7) 2-bedroom; and seven (7) 3-bedroom units. A larger 5,200+ SF courtyard area includes passive and active areas for adults and children (age ranges from 2-year-olds to teenagers). A 1,000 SF community room also provides access to the courtyard. The second and third floors each contain: four (4) 1-bedroom; seven (7) 2-bedroom; and seven (7) 3-bedroom units. See Table 3. Below for unit counts.

Table 6. Sendero Units

UNIT TYPE	SIZE (SF)	QUANTITY
Studio		✓
1-bedroom	529	18
2-bedrooms	748	21
3-bedrooms	935	21
Total		60 units

4. SENDERO Parking

Vehicle, motorcycle, and bicycle parking are integral components of Sendero and have been designed concurrently with the evolution of the building and site plan. For ease of reference, see Table 6. That describes the required and proposed unit, guest, and motorcycle parking. See Table 7. for bicycle parking required and proposed.

Table 7. Sendero Parking

UNIT TYPE	UNIT QTY.	BEDROOM QTY.	PARKING REQUIRED ¹	PARKING PROVIDED
			1.0/unit	
One-bedroom	18	18	18.0	
Two-bedroom	21	42	31.5	
Three-bedroom	21	63	31.5	
Guest Parking (N/A)			-	-
TOTAL	60	123	81.0	81.0
Motorcycle (N/A)				5.0

NOTE: 1) Pursuant to CA Government Code 65915(p), maximum parking requirements for a density bonus project is 1 space per Studio/1 bedroom unit; 1.5 spaces per 2/3-bedroom unit)

Table 8. Sendero Bicycle Parking

BICYCLE PARKING TYPE	UNIT QTY.	PARKING REQUIRED	PARKING PROPOSED
Resident /Long Term (2/unit)	60	120.0 ¹⁾	84.0 ²⁾
Guest Parking (1 sp/5 units)		12.0	12.0 ³⁾
Bike Share *		see text	9.0
Subtotal		132	
20% Alternative compliance reduction		-27	
TOTAL		105	105

* per Avila Ranch Trip Reduction and Implementation Plan

NOTE: 1) Alternative compliance pursuant to §17.72.070 is requested.

2) In storage area or in unit;

3) As bike racks.

Sendero includes the required specialty vehicle parking spaces for ADA accessibility, EV charging stalls, and EV capable, and EV ready which are identified on the site plan. Five (5) motorcycle parking spaces are also provided.

Sendero's design has utilized compact spaces for a more efficient design. The City's Engineering Standard 2230 notes that for residential apartment projects, with 10 or more units, up to 50 percent of parking spaces may be compact. For this development 28 percent, or 23 spaces, are compact spaces with dimensions of 8 feet wide by 16 feet in length.

Long term and short-term bicycle parking is provided, with an alternative compliance request as discussed in subsection 5 below. Racks for guest parking are provided. The eighteen (18) ground floor units includes storage for two (2) bicycles within each unit. Long-term bike storage for the upper floor units is provided at two enclosed and secured areas on the ground floor with a total of 48 spaces.

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The *Avila Ranch Trip Reduction and Implementation Program*, dated August 19, 2022, identifies a bike-share program for the apartments with a pool of eighteen (18) bikes. The bike-share racks and docks are divided between the Anacapa and Sendero sites with Sendero providing nine (9) docked and shared bikes.

5. Bike Parking Alternative Compliance Request (\$17.72.070.D)

The City's affordable housing incentives §17.140.040.K.2 provides specific parking regulations for projects that are 100% low-income units. This standard incentive requires one (1) long-term bicycle parking space per unit and no requirements for short term or guest parking. Since the Sendero site includes eight (8) moderate income units (as prescribed by the Development Agreement) this bike parking standard incentive is not afforded to this development. The applicant is requesting alternative compliance approval pursuant §17.72.070.D for the provided long-term bicycle parking. The requested determination is for approval of 84 long-term bicycle parking spaces where 120 spaces would be required for a typical multi-family residential development. Since the Sendero provides nine (9) rideshare bicycles, this is a reduction of 27 spaces (or 20%) based on the following considerations:

Pursuant to the Active Transportation Plan Appendix C Design Guidelines §7.30.g², every effort has been made to provide ground-floor bike storage for the upper floor units. Based upon City Transportation Department staff direction, upper floor storage areas suitable for bike storage are not included or counted toward the long-term bike parking provided. Therefore, while alternative compliance is requested to approve a reduction in the quantity of bike storage, the provided parking is well secured, convenient, and practical.

The proposed (84) long-term bicycle parking spaces provide at least two (2) storage spaces for the (40) "base" dwelling units at the site.

The Sendero development will provide enhanced bicycle facilities with a dock of nine (9) ride-share bicycles available for use by Sendero's residents. Additionally, the residence will have access to the nine (9) ride share bikes located in the Anacapa (R-4) project area. These standard and e-bikes are docked in a separate area and not in the long-term bike storage areas.

6. Color and Material Boards -

In keeping with the Bauhaus style, the proposed colors strive for unity and simplicity with architectural color palettes restricted to contemporary "industrial" hues such as gray, white, and beige with a 21st century pop of muted plum. Materials emphasize minimalism with the intent of blending the multi-colored stucco elements, metal roofing and handrails with architectural columns wrapped in composite wood appearance siding and highlighted with accent lighting. The architectural columns provide a visual focal point and queuing to the many building entries and activity areas. The standing seam metal roof and metal mesh handrails as well as the modern architectural style provides the materials and detailing reminiscent of the Bauhaus style and, interestingly, the transition to the existing industrial development adjacent to and north of Sendero.

Attached, separately, are the physical color and material boards for both developments.

² Design Guidelines §7.30.g: "To the extent possible, interior bicycle storage areas should be on the ground floor, feature a wider door, and endeavor to have automatic door openers to accommodate better ingress and egress."

7. Landscape Architectural Design Concept – ANACAPA

The proposed contemporary landscape, designed to reflect and accentuate the urban aesthetic represented by the three-story apartment buildings, includes a varying textural and colorful array of flowering and evergreen trees and shrubs. Anacapa showcases the drought-tolerant, Mediterranean-style plant palette along vegetated streetscapes, pedestrian paseos, exterior patios, and in perimeter plantings.

A mixture of deciduous and evergreen canopy street trees, including colorful shrub and perennial plantings, is planned for the streetscape along Earthwood Lane and Piper Lane. These plantings provide a protective buffer between pedestrian pathways and vehicular travel. A massing of evergreen trees and shrubs along the northern edge of the property provides a vegetative buffer between the site and the neighboring commercial property, with canopy trees providing shade to parking lots.

A paseo pathway, located within a fully landscaped 20-foot-wide easement, meanders along the southerly portion of the site and links pedestrian circulation to the neighborhood park to the east and Earthwood Lane to the west. The community's focal hub of activity is at the community room and associated exterior patio, with table seating, and arbor feature.

The proposed landscape architectural design complements the overall Avila Ranch plant and landscape materials aesthetic and conforms to the Avila Ranch Development Plan and is in accordance with the City's Community Design Guidelines (§6.2 – Landscaping) and Municipal Code (§12.38.90 – Landscaping Standards and §17.70.220 – Water Efficient Landscape Standards).

Water conservation and stormwater management measures include various low impact development (LID) and best management practices (BMPs) through energy conservation, stormwater collection, soil regeneration, integrated pest management, mulching and species diversity. Additionally, the design of efficient automatic irrigation systems reflects the latest technology and are designed specifically for individual plant species water demand, soils, and exposure.

8. Landscape Architectural Design Concept – SENDERO

The proposed contemporary landscape, designed to reflect and accentuate the urban aesthetic represented by the three-story apartment building, includes a varying textural and colorful array of flowering and evergreen trees and shrubs. Sendero showcases the drought-tolerant, Mediterranean-style plant palette along vegetated streetscapes, exterior patios, and in perimeter plantings.

A mixture of deciduous and evergreen canopy street trees with colorful shrubs and perennial plantings is planned for the streetscape along Earthwood Lane, to help provide a protective buffer between pedestrian pathways and vehicular travel. A massing of evergreen trees and shrubs along the northern and western edge of the property provides a vegetative screen between the site and the neighboring commercial property, with canopy trees providing shade in parking lots.

The community's focal hub of recreation and activity is centered around the community room and associated exterior patio, complete with BBQ island and table seating. To satisfy the requirements of the California Tax Credit Allocation Committee's (CTCAC) low-income housing tax credit program, other site amenities include the following: synthetic lawn play area, children's playground, hammocks, ping pong, chess tables, and assorted bench and table seating.

The proposed landscape architectural design complements the overall Avila Ranch plant and landscape materials aesthetic and conforms to the Avila Ranch Development Plan and is in



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accordance with the City's Community Design Guidelines (§6.2 – Landscaping) and Municipal Code (§12.38.90 – Landscaping Standards and §17.70.220 – Water Efficient Landscape Standards).

Water conservation and stormwater management measures include various low impact development (LID) and best management practices (BMPs) through energy conservation, stormwater collection, soil regeneration, integrated pest management, mulching and species diversity. Additionally, the design of efficient automatic irrigation systems reflects the latest technology and are designed specifically for individual plant species water demand, soils, and exposure.

9. Drainage Considerations/Post Construction Stormwater Management

Drainage and stormwater management are an integral part of both developments, as they must be considered concurrently with the site and building design. The Anacapa site consists of approximately 2.2+ acres, while the Sendero site consists of approximately 1.8+ acres. Both sites are currently undeveloped. The proposed sites drain to a regional detention facility that mitigates peak flows from the proposed development sites. The two development sites include water quality storage facilities. The proposed storm drain system will be designed to convey the 25-year storm event flow. Grading for positive drainage across the site will be designed such that overland release for the 100-year peak flow is provided while maintaining 1-foot of freeboard to the proposed structures finished floor elevations. This assumes that no flow is intercepted by the proposed storm drain system. The two development sites are shown on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) number 06079C1331G, effective November 16, 2012. The Avila Ranch site is shown in FEMA Zone X (un-shaded), areas of minimal flood hazard.

Both proposed developments create more than 22,500 square feet of new and replaced impervious surface and, therefore anticipated to be required to comply with Post Construction Requirements 1 through 4 per the County of San Luis Obispo Post Construction Requirements Handbook, dated March 2017. The two development sites drain to a regional detention facility that mitigates peak flows from the proposed development sites to comply with PCR 4, peak management. The proposed developments will each include multiple underground infiltration facilities through both sites to comply with the water quality treatment and runoff retention requirements.

III. AFFORDABLE (INCLUSIONARY) HOUSING –

The Development Agreement prescribes the long-term housing affordability component of Avila Ranch, including design and development strategies to provide lower cost housing. These strategies include the design and construction of a range of housing sizes and types, while providing a greater number of inclusionary housing units than required by the City's Inclusionary Housing Ordinance.

The Development Agreement requires a dedication of a 1.2-acre+ portion of the R-4 District (originally designated as lot 300 of the VTTM; now Lot 186 of Phase I Final Map) to an affordable housing provider to construct twenty-four (24) low-income units. The applicant has dedicated Lot 186, now a slightly larger parcel totaling 1.81-acres, to C & C Development, an affordable housing provider.

As a result of the affordable viability assessment for Sendero, the Wathen Castanos and C & C Development are proposing to include the (8) low-income and (8) moderate-income units,

originally intended to be mingled in an otherwise market-rate portion of be included in lot 186 along with the other affordable units. Consequently, C & C Development will construct a total of forty (40) units – 32 low-income + 8 moderate units.

C & C Development will take advantage of the State's Density Bonus Law (CA Gov't. Code § 65915 – 65918) by requesting, under separate application, a density bonus of twenty (20) units for a total of sixty (60) affordable units. California Density Bonus Law allows a developer to increase density on a property above the maximum set under a jurisdiction's General Plan land use plan, ordinances, and development agreements. See also Title 17 – Zoning Regulations Chapter 17.140.

The developer will dedicate 5% (equal to six (6) dwelling units) of the total 125 R-4 units as very-low income to allow for a 16% bonus (equal to twenty (20) dwelling units). The project description and design concepts for the R-4 development review package include and depict the density bonus units with a development design totaling 145 units dwelling units in the Avila Ranch R-4 zone.

Ultimately, C & C Development will enter into an Affordable Housing Agreement, specific to Lot 186, to establish the terms and conditions under which the sixty (60) affordable units will be constructed, encumbered, and rented.

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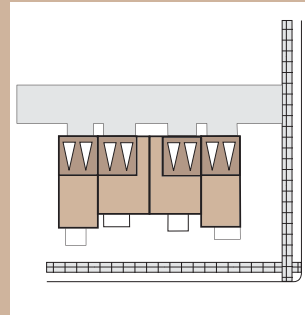
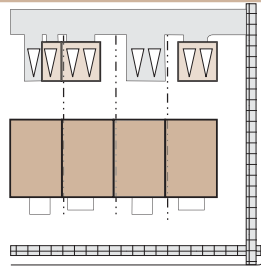
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Medium - High Density Residential Lot and Building Standards (R-3)

EXAMPLES

These sketches show a site layouts that would follow from the standards. Not all features shown in the sketch are standards.



STANDARDS (minimums)

Lot Area	1,000 ft	N/A
Lot Width	20 ft	N/A
Lot Depth	40 ft	N/A
Front Setback		
Dwelling	10 ft*	10 ft*
Front Porch	10 ft	10 ft
Rear Setback		
Dwelling	10 ft	10 ft
Parking	0 ft	0 ft
Side Setback (A) (applies to any structure, including covered parking)	as provided in R-2 zone	as provided in R-2 zone
Street (corner lot)	15 ft	15 ft

* Updated to reflect City zoning regulations for R-3 and R-4 setbacks, §17.20.20 and §17.22.010.

Excerpt of updated R-3 and R-4 development standards from the Avila Ranch Development Plan. The design of the R-4 product is consistent with the applicable standards.



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4280 EARTHWOOD LANE
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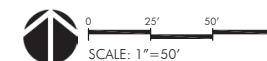
SENDERO
AFFORDABLE MULTI-FAMILY
DEVELOPMENT
165 CESSNA COURT
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PROJECT DESCRIPTION

P-1.8



**WATHEN
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HOMES**

C&C Development

**AVILA
RANCH**

TRACT 3089 - PHASE 3

ANACAPA
MARKET-RATE
MULTI-FAMILY APARTMENTS
4240 EARTHWOOD LANE
4280 EARTHWOOD LANE
SAN LUIS OBISPO, CA

SENDERO
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ILLUSTRATIVE SITE
PLAN

SP-1.0



AFFORDABLE APARTMENTS BUILDING 1

MARKET RATE APARTMENTS BUILDING A

A EARTHWOOD LANE LOOKING NORTH
NOT TO SCALE



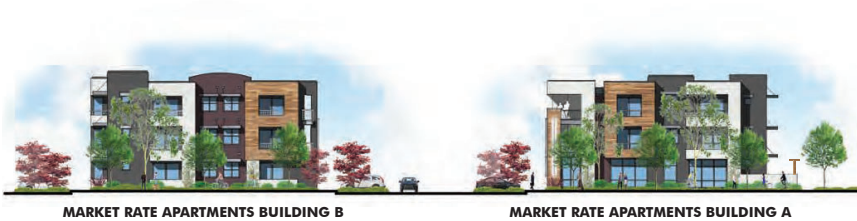
AFFORDABLE APARTMENTS BUILDING 1

B EARTHWOOD LANE LOOKING WEST
NOT TO SCALE



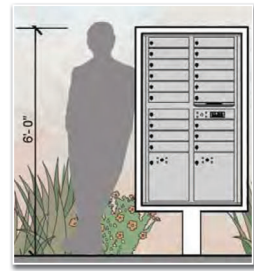


C EARTHWOOD LANE LOOKING SOUTH
NOT TO SCALE



D EARTHWOOD LANE LOOKING EAST
NOT TO SCALE





KIOSKS ARE EQUIPPED WITH UP TO 19 FRONT LOADING TENANT MAIL COMPARTMENTS, 2 PARCEL LOCKER COMPARTMENTS, AND 1 DROP SLOT. THERE MAY BE MORE THAN ONE UNIT AT EACH LOCATION, DEPENDING ON ADDRESSES SERVED.

FINAL MAILBOX KIOSK LOCATIONS SHALL BE APPROVED BY THE POSTMASTER AND BE ADA COMPLIANT.

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OVERALL LANDSCAPE
PLAN

L-1.0



AVILA RANCH PHASE 3
MARKET RATE APARTMENTS
SAN LUIS OBISPO, CA
SITE PLAN
SCALE: 1"=40'-0"

PROJECT DATA:

SITE INFORMATION:

ADDRESS: 4240 EARTHWOOD LANE
APN (T.B.D.): 4240 EARTHWOOD LANE LOT 185, 053-260-008 LOT 186, 053-260-009

SITE AREA - LOT 185: 41.18 ACRES
SITE AREA - LOT 186: 41.18 ACRES
SITE AREA - TOTAL: 82.36 ACRES

SPECIFIC PLAN: (PHASE 3) AVILA RANCH DEVELOPMENT PLAN

ZONING: R4-5F

ALLOWED USE: MULTI-FAMILY

PROPOSED USE: MULTI-FAMILY

SETBACKS: FRONT 10', SIDES 10', REAR 10'

BUILDING HEIGHT ALLOWED: 38' REFER TO ELEVATIONS

BUILDING HEIGHT PROPOSED: 3 STORIES

NUMBER OF STORES PROPOSED: 3 STORIES

SITE COVERAGE:

SITE PERIMETER: 97,387 SQ. FT. 100%

BUILDING FOOTPRINTS: 26,891 SQ. FT. 28%

STAIRWELLS: 317 SQ. FT. 0.3%

TRASH ENCLOSURES: 614 SQ. FT. 0.6%

HARDSCAPE: 11,687 SQ. FT. 12%

DRIVEWAY/CURB: 38,028 SQ. FT. 39%

LANDSCAPE: 17,460 SQ. FT. 18%

CONCRETE DRAINAGE DITCH: 2,380 SQ. FT. 2%

TOTAL COVERAGE: 97,387 SQ. FT. 100%

UNIT MIX:

BUILDING A (LOT 185): 3 UNITS, 17 UNITS, 20 UNITS, 43 UNITS

BUILDING B (LOT 186): 6 UNITS, 12 UNITS, 24 UNITS, 42 UNITS

TOTAL UNIT COUNT: 9 UNITS, 11%

UNIT SQUARE FOOTAGE:

UNIT TYPE: STUDIO, 1-BEDROOM, 2-BEDROOM

UNIT COUNT: 9 UNITS, 29 UNITS, 47 UNITS

UNIT AREA: 407 S.F., 472 S.F., 817 S.F.

TOTAL AREA: 3,659 S.F., 16,588 S.F., 43,098 S.F.

TOTAL FLOOR AREA: 63,295 S.F.

PARKING:

PARKING REQUIRED: PER MUNICIPAL CODE MULTI-FAMILY 75 SPACES PER BEDROOM (800 LESS THAN 1 SPACE PER DWELLING UNIT)

RESIDENTIAL: 75 SPACES PER STUDIO UNIT, 75 SPACES PER 1-BEDROOM UNIT, 1.5 SPACES PER 2-BEDROOM UNIT, 1.5 SPACES PER 3-BEDROOM UNIT

GUEST: 116 SPACES

TOTAL PARKING REQUIRED: 116 SPACES

PARKING PROVIDED: 116 SPACES

MOTORCYCLE: 174 SPACES (2% REDUCTION) 6 SPACES

ADA PARKING: 2 ADA STALLS (1 TO BE VAN), 5 ADA STALLS (1 TO BE VAN), 1 VAN ADA STALL, 1 VAN & 1 STANDARD ADA STALL, 10 (6 VAN, 4 STANDARD)

EVCS: 20% OPEN BUILDING CODE, 5% LEVEL 2 EVCS (CHARGING EQUIPMENT), 10% EV CAPABLE (ELEC. PANEL & CONDUIT), 10% ADDITIONAL EVCS REQUIRED PER MUN. CODE 17.22.046, Table 3.6, 20% EV READY (FULLY WIRING AND READY FOR USE 208VAC VOLT, 40 AMP RECEPTACLE, OR CHARGE STATION)

TOTAL EVCS: 114 x .25 = 28 STALLS, 114 x .10 = 11 STALLS, 10 STALLS

LONG TERM BIKE PARKING REQUIRED: 85 x 2 PER UNIT = 170, 110 FOR CAR PARKING REDUC. = 10, TOTAL = 180

LONG TERM BIKE PARKING PROVIDED: 54 (2% VERTICAL IN DECK STORAGE ROOM), 126 (BIKE RACKS ENCLOSED) = 126, TOTAL = 180 (SEE SHEET P-1.4, TABLE 5)

SHORT TERM BIKE PARKING REQUIRED: 1 GUESTS UNITS = 17, SHORT TERM BIKE PARKING PROVIDED = 20

TRIP PLAN REDUCTION: 9 E-BIKES AND 9 STANDARD BIKES FOR PHASE 3

TRIP PLAN REDUCTION PROVIDED: 9 E-BIKES (9 STANDARD BIKES PROVIDED AT THE AFFORDABLE SITE)

TOTAL BIKE PARKING PROVIDED: 209

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TRACT 3089 - PHASE 3

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MARKET-RATE
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SITE PLAN R-4 WITH
STATISTICS

SP-1.1

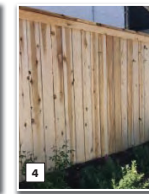


KEYNOTE LEGEND #	
1	PASEO LANDSCAPING, TREES, SHRUBS, GROUNDCOVERS
2	PEDESTRIAN CROSS WALK
3A	6' TALL DECORATIVE METAL FENCE
3B	3.5' TALL DECORATIVE METAL FENCE
4	6' TALL WOOD FENCE
5	MEANDERING CONCRETE PASEO WALK
6	APPROVED PARKWAY LANDSCAPING AS PART OF PHASE 1 PUBLIC IMPROVEMENT PLANS
7	CLUSTER MAILBOX UNITS
8	PROPOSED ILLUMINATED MONUMENT SIGN, SEE SHEET L-1.1
9	10' LANDSCAPED PASEO AS PART OF PH. 3 S.F. HOMES
10	PEDESTRIAN BENCHES
11	LONG TERM BIKE PARKING
12	CITY APPROVED STREET TREES
13	SHADE ARBOR
14	COMMUNITY CLUBHOUSE PATIO WITH TABLE SEATING AND DECORATIVE PAVING
15	LOW-MEDIUM HEIGHT PERIMETER PLANTING MASS
16	PERIMETER SCREENING TREES
17	SHORT TERM BIKE PARKING
18	E-BIKE PARKING
19	DECORATIVE POLE LIGHTS
20	BIKE PATH CONNECTION

PROPOSED FENCING TYPES



6' and 3.5' TALL METAL



6' TALL WOOD

TREE LEGEND

- EXISTING PHASE 1 P.L.P. TREES
- CITY-APPROVED STREET TREES
- PARKING LOT TREES
- PERIMETER TREES
- INTERIOR TREES
- ACCENT TREES
- PALMS



20 POLE LIGHT EXAMPLE

SCREENING NOTE:
ALL GROUND-LEVEL MECHANICAL EQUIPMENT SHALL BE SCREENED FROM PUBLIC VIEW BY PLANTING OR FENCING, TO THE GREATEST EXTENT POSSIBLE.

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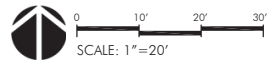
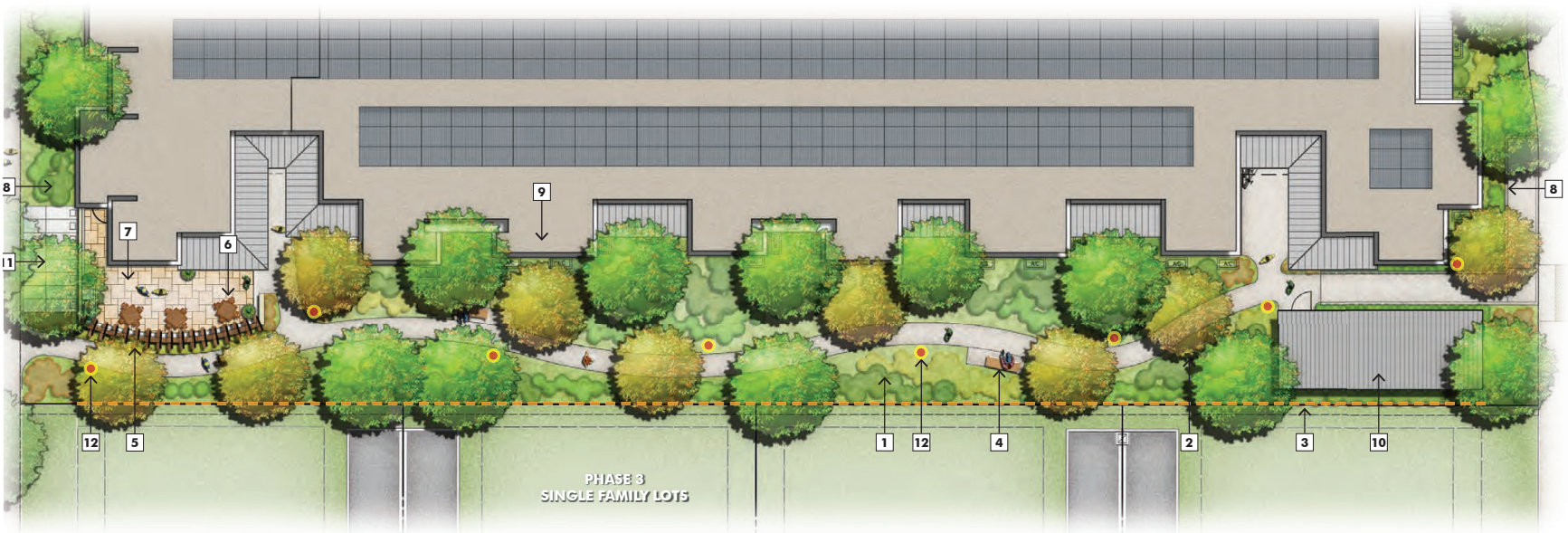
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R-4 LANDSCAPE PLAN
ENLARGED

L-1.1



PLANTING NOTES

1. PLANT MATERIAL WAS CHOSEN FOR ITS COMPATABILITY WITH THE MACRO/MICROCLIMATIC CONDITIONS OF THE REGION AND SITE; TOLERANCE OF WIND; TOLERANCE OF DROUGHT CONDITIONS; LONGEVITY; SCREENING CAPABILITIES; AND OVERALL ATTRACTIVENESS.
2. IRRIGATION SYSTEM SHALL BE DESIGNED FOR MAXIMUM WATER EFFICIENCY AND SHALL INCLUDE AN AUTOMATIC CONTROLLER, BACKFLOW PREVENTION DEVICE, AND LOW-GALLONAGE HEADS FOR TURF AND LARGE GROUND COVER AREAS. A DRIP-TYPE SYSTEM SHALL BE USED WHERE APPROPRIATE. TREES SHALL BE IRRIGATED ON SEPARATE BUBBLER SYSTEMS.
3. PLANT MATERIAL QUANTITIES, NARRATIVE SPECIFICATIONS, SITE DETAILS, AND MATERIAL DEFINITIONS WILL BE DETERMINED AND NOTED ON THE CONSTRUCTION DRAWINGS.

WATER CONSERVATION NOTES

THE CONCEPTUAL LANDSCAPE PLAN EMBRACES THE FOLLOWING CURRENT WATER CONSERVATION TECHNOLOGY AND METHODOLOGIES:

1. UTILIZATION OF STATE OF THE ART IRRIGATION CONTROLLER(S) ALLOWING FOR PRECISION INCREMENTAL WATER SCHEDULING IN ALL HYDROZONES.
2. USE OF DRIP-TYPE AND/OR MICROSPRAY SYSTEMS ONLY.
3. INTEGRATED PLANT DESIGN. PLANT PALETTES HAVE BEEN FORMED TO REFLECT PARALLEL WATERING REQUIREMENTS WITHIN EACH HYDROZONE GROUP.
4. PLANTS INSTALLED WITH MOISTURE RETENTIVE SOIL AMENDMENTS, ENABLING STRONG ROOT AND PLANT GROWTH, WITH THE USE OF LESS WATER.
5. 3" DEEP MULCHING OF ALL PLANT BASINS AND PLANTING AREAS, INHIBITING EVAPORATION.
6. USE OF LOW WATER USE PLANTS.

KEYNOTE LEGEND #	
1	PASEO LANDSCAPING, TREES, SHRUBS, GROUNDCOVERS
2	MEANDERING CONCRETE PASEO WALK
3	6' TALL WOOD FENCE
4	PEDESTRIAN BENCHES
5	SHADE ARBOR ATTACHED TO LOW WALL
6	TABLE SEATING
7	ENHANCED PAVING
8	LOW-MEDIUM HEIGHT PERIMETER PLANTING MASS
9	PRIVATE APARTMENT UNIT PATIOS
10	LONG TERM BIKE PARKING
11	EBIKE PARKING
12	PATHWAY LIGHT BOLLARD

SCREENING NOTE:
ALL GROUND-LEVEL MECHANICAL EQUIPMENT SHALL BE SCREENED FROM PUBLIC VIEW BY PLANTING OR FENCING, TO THE GREATEST EXTENT POSSIBLE.



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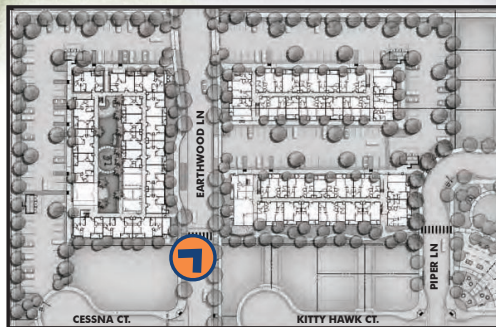
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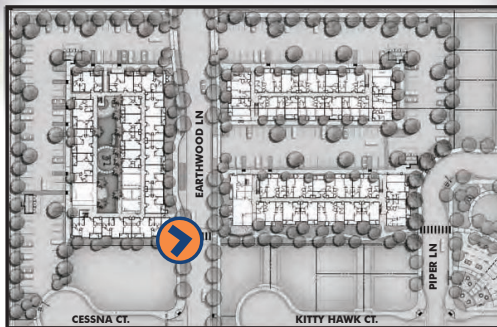
R-4 LANDSCAPE
PASEO IN CONTEXT
ENLARGED

L-1.2



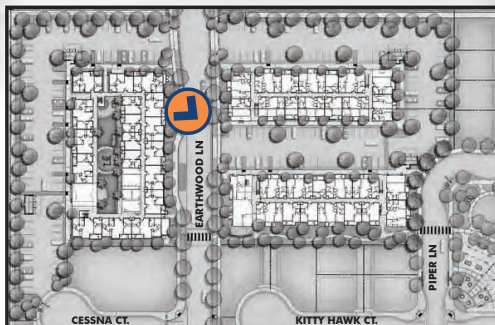
ARCHITECTURAL
PERSPECTIVES - R4

AS-2.0



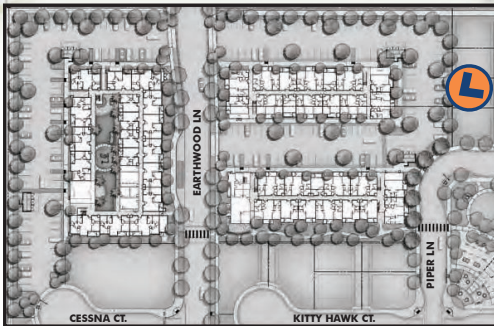
ARCHITECTURAL
PERSPECTIVES - R4

AS-2.1



ARCHITECTURAL
PERSPECTIVES - R4

AS-2.2



ARCHITECTURAL
PERSPECTIVES - R4

AS-2.3



BUILDING A NORTH ELEVATION



BUILDING A EAST ELEVATION



BUILDING A WEST ELEVATION



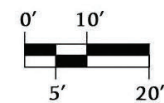
BUILDING A SOUTH ELEVATION

AVILA RANCH PHASE 3
MARKET RATE APARTMENTS
SAN LUIS OBISPO, CA

BUILDING A ELEVATIONS

SCALE: 1"=20'-0"

6/23/2023



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R-4 BUILDING A
ELEVATIONS

A-1.0

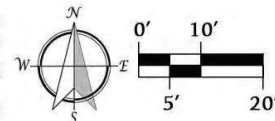


UNIT KEYNOTE:

UNIT NUMBER
UNIT TYPE [(S) STUDIO, 1, OR 2 BEDROOM]

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AVILA RANCH PHASE 3
MARKET RATE APARTMENTS
SAN LUIS OBISPO, CA
BUILDING A FIRST LEVEL FLOOR PLAN
SCALE: 1"=20'-0" 6/23/2023



UNIT KEYNOTE:

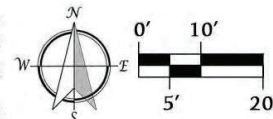
UNIT NUMBER

UNIT TYPE (S) STUDIO, 1, OR 2 BEDROOM



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AVILA RANCH PHASE 3
MARKET RATE APARTMENTS
SAN LUIS OBISPO, CA
BUILDING A SECOND LEVEL FLOOR PLAN
SCALE: 1"=20'-0" 6/23/2023



UNIT KEYNOTE:

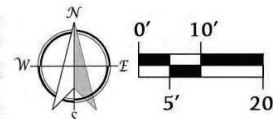
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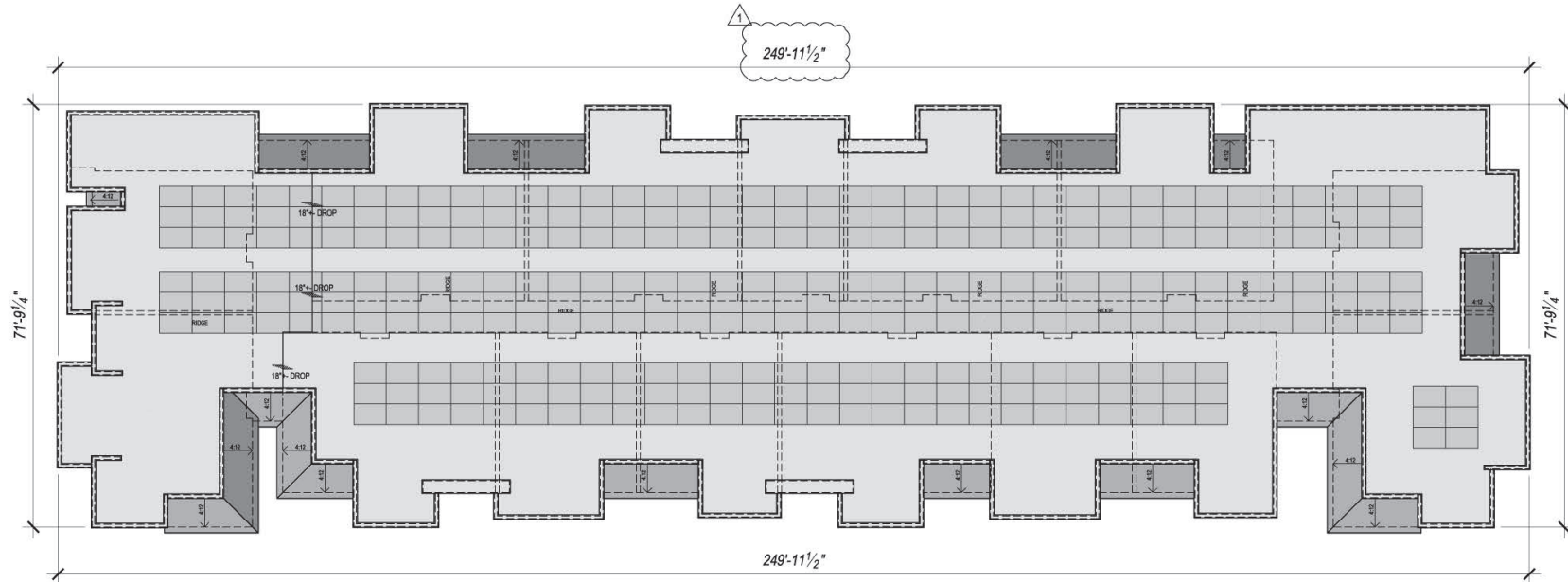
UNIT TYPE (S) STUDIO, 1, OR 2 BEDROOM



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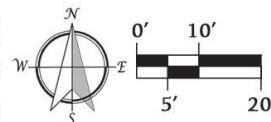
AVILA RANCH PHASE 3
MARKET RATE APARTMENTS
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BUILDING A THIRD LEVEL FLOOR PLAN
SCALE: 1"=20'-0" 6/23/2023





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AVILA RANCH PHASE 3
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BUILDING A ROOF PLAN
SCALE: 1"=20'-0" 6/23/2023





BUILDING B NORTH ELEVATION



BUILDING B EAST ELEVATION



BUILDING B WEST ELEVATION



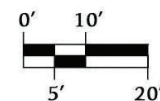
BUILDING B SOUTH ELEVATION

AVILA RANCH PHASE 3
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BUILDING B EXTERIOR ELEVATIONS

SCALE: 1"=20'-0"

6/23/2023



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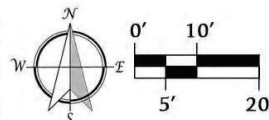
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R-4 BUILDING B
ELEVATIONS

A-3.0



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BUILDING B FIRST LEVEL FLOOR PLAN
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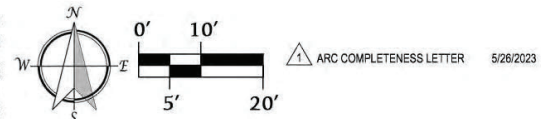
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R-4 BUILDING B FIRST
FLOOR PLAN

A-4.0

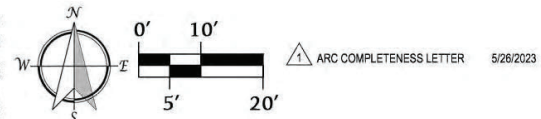


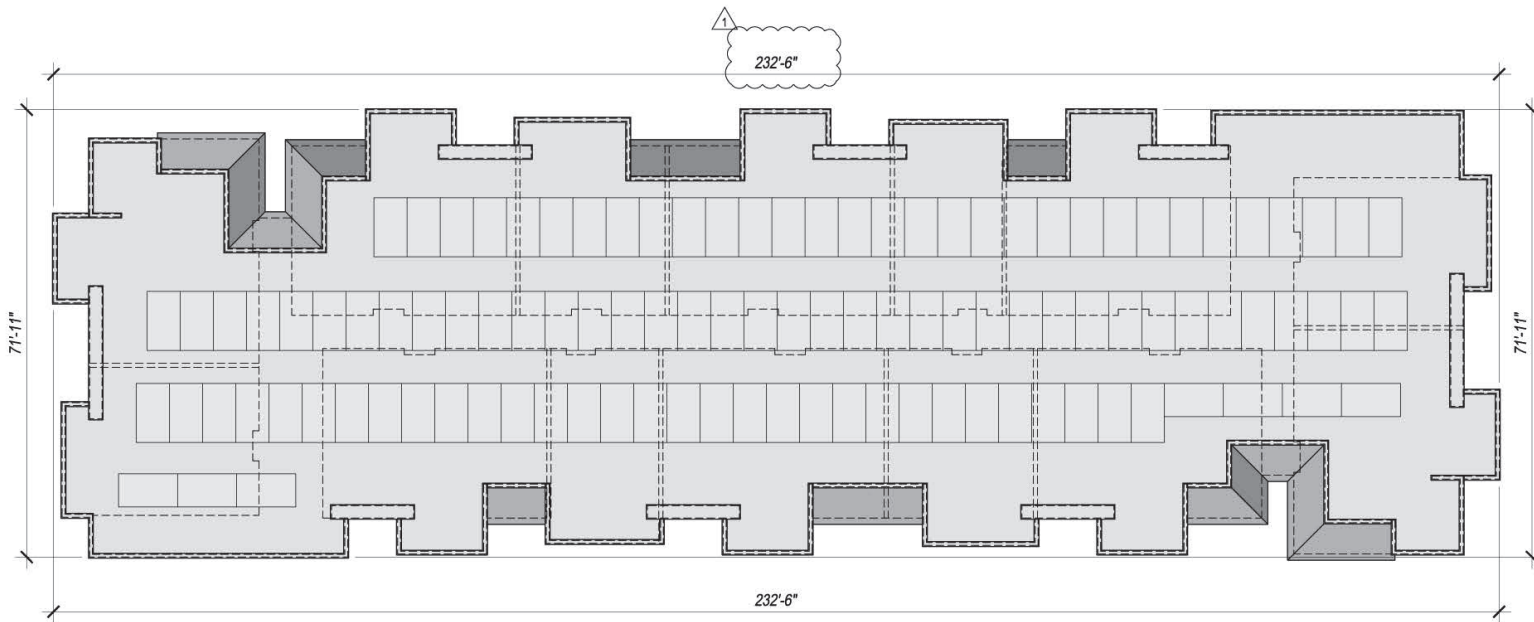
AVILA RANCH PHASE 3
MARKET RATE APARTMENTS
SAN LUIS OBISPO, CA
BUILDING B SECOND LEVEL FLOOR PLAN
SCALE: 1"=20'-0" 6/23/2023



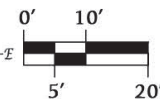


AVILA RANCH PHASE 3
MARKET RATE APARTMENTS
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BUILDING B THIRD LEVEL FLOOR PLAN
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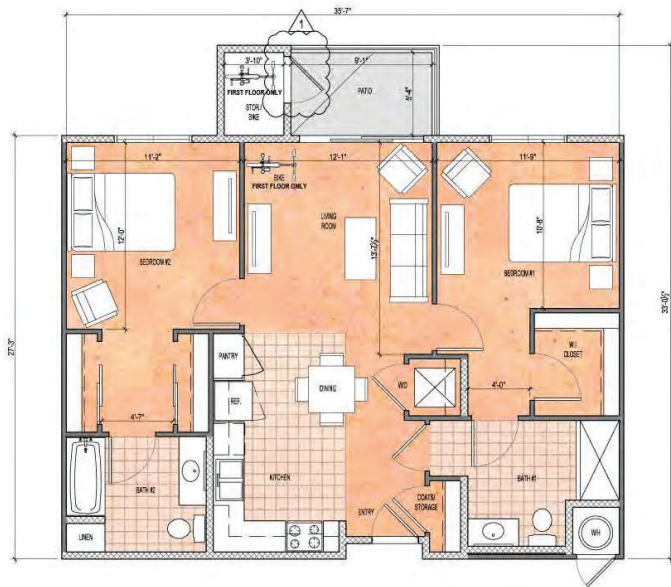
AVILA RANCH PHASE 3
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BUILDING B ROOF PLAN
SCALE: 1"=20'-0"
6/23/2023



1 ARC COMPLETENESS LETTER

5/26/2023

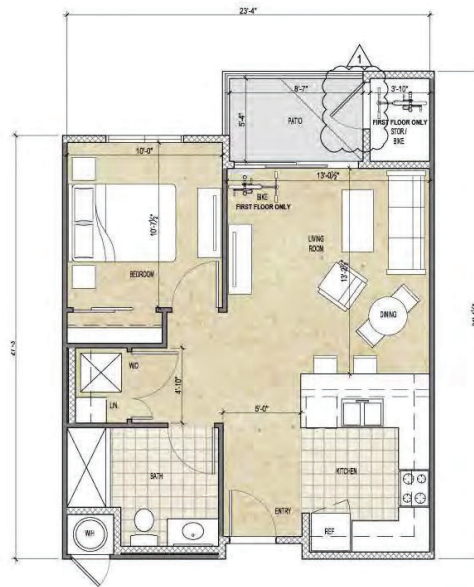
A-4.3



TWO BEDROOM

1/8" = 1'-0"

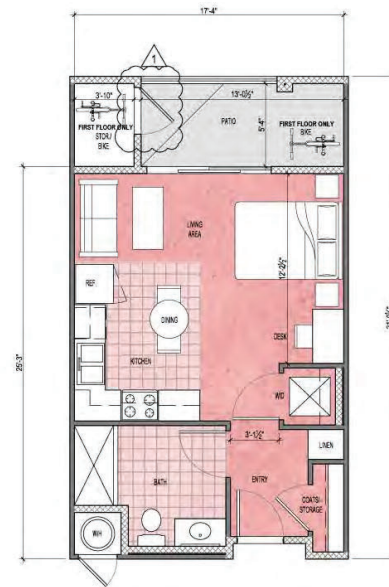
FLOOR AREA = 917 SQ. FT.
PATIO/STORAGE AREA = 71 SQ. FT.



ONE BEDROOM

1/8" = 1'-0"

FLOOR AREA = 572 SQ. FT.
PATIO/STORAGE AREA = 69 SQ. FT.



STUDIO

1/8" = 1'-0"

FLOOR AREA = 401 SQ. FT.
PATIO/STORAGE AREA = 92 SQ. FT.

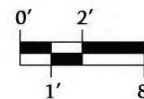
1 ARC COMPLETENESS LETTER 5/26/2023

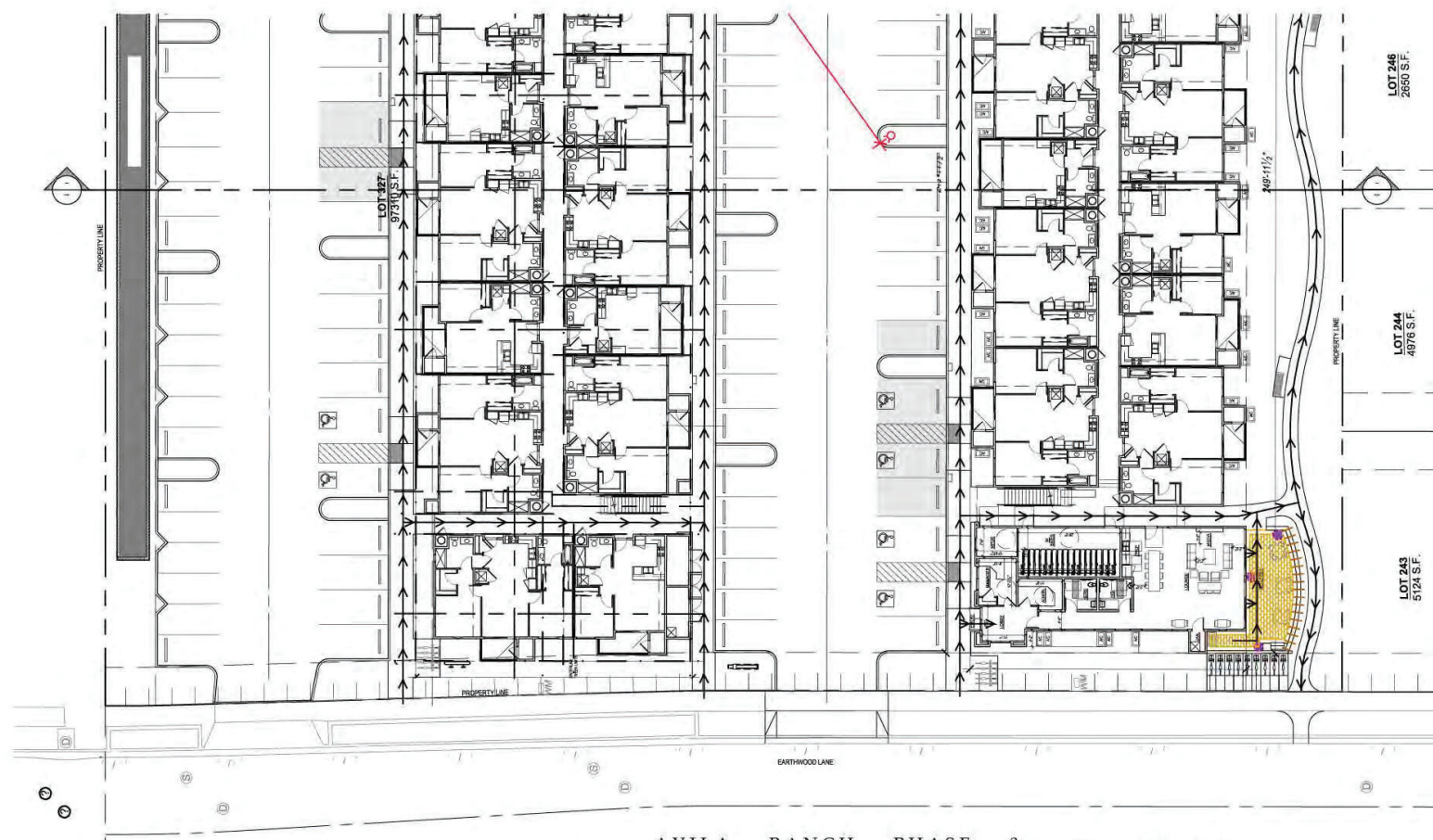
AVILA RANCH PHASE 3
MARKET RATE APARTMENTS
SAN LUIS OBISPO, CA

UNIT FLOOR PLANS

SCALE: 1/8" = 1'-0"

6/23/2023





PRELIMINARY GRADING AND UTILITY PLANS FOR AVILA RANCH PHASE 3 - MARKET RATE APARTMENTS SAN LUIS OBISPO, CA

DEVELOPER/BUILDER

WATHEN CASTANOS HOMES
735 TANK FARM ROAD, SUITE 100
SAN LUIS OBISPO, CA 93401
EMAIL: DAN@WATHENCASTANOS.COM
PHONE: (805) 595-5440
CONTACT: DAN GARSON

CIVIL ENGINEER

RICK ENGINEERING COMPANY
1160 MARSH STREET, SUITE 150
SAN LUIS OBISPO, CA 93401
EMAIL: TMARTIN@RICKENGINEERING.COM
PHONE: (805) 544-0707
CONTACT: TOM MARTIN P.E.

GEOTECHNICAL ENGINEER

GEO SOLUTIONS
220 HIGH STREET
SAN LUIS OBISPO, CA 93401
EMAIL: KOROZIER@GEOSOLUTIONS.NET
PHONE: (805) 543-8539
CONTACT: KING GRODIER

SURVEYOR

WALLACE GROUP
612 GARRON COURT
SAN LUIS OBISPO, CA 93401
EMAIL: CLAYTON@WALLACEGROUP.US
PHONE: (805) 544-4011
CONTACT: CLAYTON BRADSHAW

SITE ADDRESS

ADDRESS: 4240 & 4280 EARTHWOOD LANE,
SAN LUIS OBISPO
ASSESSOR'S PARCEL NO.: 053-290-008
053-290-005

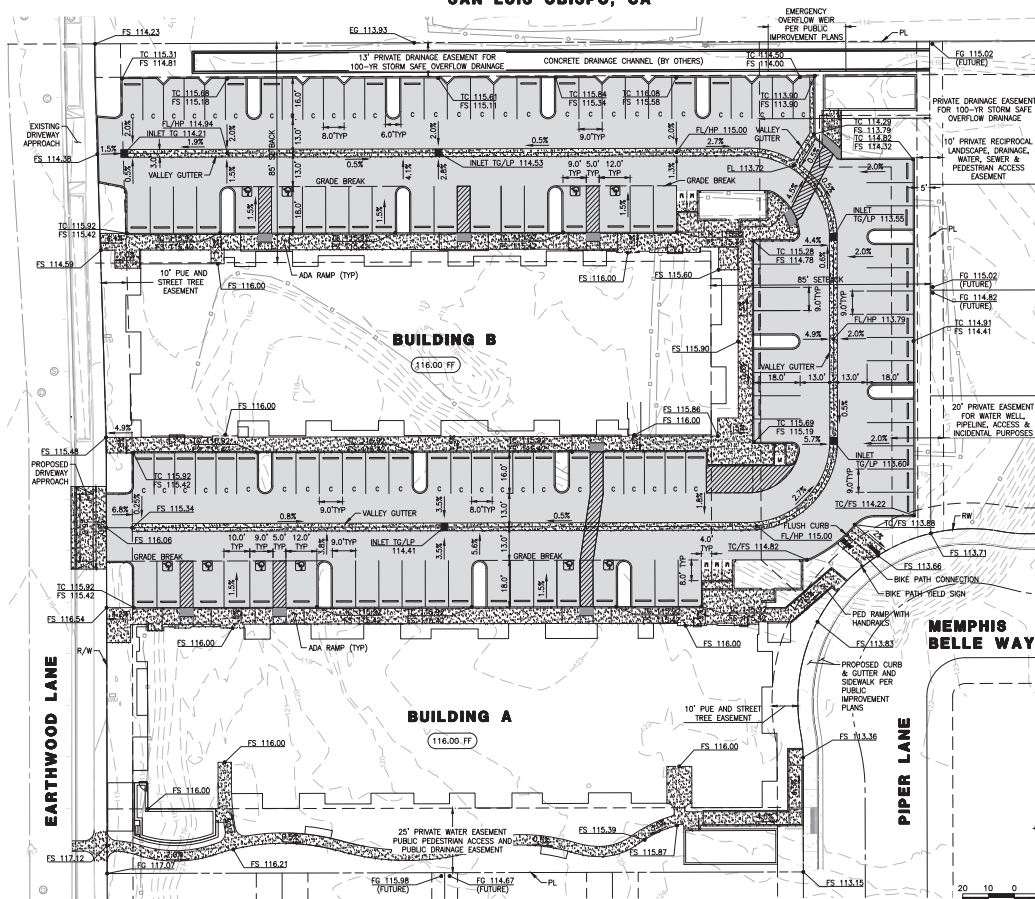
SITE AREA

2.2 ACRES

EARTHWORK

GRADING SURFACE CUT: 8000 CY
GRADING SURFACE FILL: 3900 CY
BUILDING UNDERCUTS: 800 CY
ROAD AND PARKING UNDERCUTS: 1900 CY
UTILITY CUT: 1200 CY
NET: 8000 CY (IMPORT)

- NOTES:
1. THE QUANTITIES SHOWN ARE "RAW" QUANTITIES AND DO NOT INCLUDE ADJUSTMENTS FOR SOIL CHARACTERISTICS
 2. THESE QUANTITIES ARE APPROXIMATE AND SHOULD NOT BE USED FOR BIDDING PURPOSES
 3. OVER EXCAVATION AND REPLACEMENT OF ENGINEERED FILL IS NOT ACCOUNTED FOR IN THESE QUANTITIES

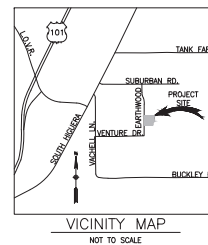


LEGEND

EXISTING	PROPOSED
PROPERTY LINE / R/W	---
EASEMENT	---
CENTERLINE	---
CURB	---
CURB & GUTTER	---
FENCE-GENERAL USE	---
FLOWLINE	---
CONTOURS	---
DOMESTIC WATER	---
FIRE SERVICE WATER	---
SANITARY SEWER	---
STORM DRAIN	---
FIRE HYDRANT	---
DROP INLET	---
THURST BLOCK	---
DOUBLE CHECK	---
MANHOLES	---
WATER METER	---
UNDERGROUND STORMWATER RETENTION CHAMBER	---
CONCRETE	---
ASPHALT	---

ABBREVIATIONS

CENTERLINE	CL
CLEANOUT	CO
FINISHED GRADE	FG
FINISHED SURFACE	FS
FRESH FLOOR	FF
FIRE DEPARTMENT CONNECTION	FDC
FLOW LINE	FL
HIGH POINT	HP
LOW POINT	LP
POINT OF CONNECTION	POC
PROPERTY LINE	PL
PUBLIC UTILITY EASEMENT	PUE
RIGHT-OF-WAY	R/W
SANITARY SEWER	S/S
STORM DRAIN	SD
TOP OF CURB	TC
TYPICAL	TYP
WATERLINE	W/L
WATER METER	WM



VICINITY MAP
NOT TO SCALE

GRAPHIC SCALE: 1"=20'
REDUCED DRAWING, NOT TO SCALE



1160 MARSH STREET #150
SAN LUIS OBISPO, CA 93401
805.544.0707
rickengineering.com

PRELIMINARY GRADING PLAN
AVILA RANCH PHASE 3
MARKET RATE APARTMENTS
PROJECT NO: 19164-C SCALE: 1"=20'
DRAWN BY: KPM DATE: 4/22/2023 SHEET 1 OF 2



TRACT 3089 - PHASE 3

ANACAPA
MARKET-RATE
MULTI-FAMILY APARTMENTS
4240 EARTHWOOD LANE
4280 EARTHWOOD LANE
SAN LUIS OBISPO, CA

SENDERO
AFFORDABLE MULTI-FAMILY
DEVELOPMENT
165 CESSNA COURT
SAN LUIS OBISPO, CA

ARCHITECTURAL &
DEVELOPMENT REVIEW

26 April 2023
Rev. 28 June 2023

R-4 CIVIL GRADING
PLAN

C-1.0



AVILA RANCH PHASE 3
AFFORDABLE APARTMENTS
SAN LUIS OBISPO, CA
SITE PLAN
SCALE: 1"=40'-0"
6/23/2023

LONG TERM BIKE PARKING REQUIRED:
60 x 2 PER UNIT
(SLO MUNI. CODE, 17.140.040) = 120

LONG TERM BIKE PARKING PROVIDED:
TOTAL
(SEE SHEET P-1.5, TABLE 8 AND SHEET P-1.6 FOR ALTERNATIVE COMPLIANCE REQUEST) = 84

36 WITHIN UNITS AT FIRST FLOOR (18 VERTICAL RACKS AT DECK STORAGE)
48 PROVIDED WITHIN ENCLOSED STORAGE STRUCTURES (24 VERTICAL RACKS AT FIRST FLOOR NEAR THE MAINTENANCE ROOM)

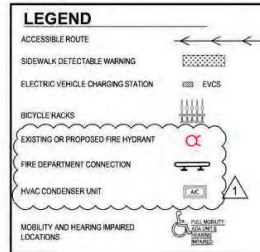
SHORT TERM BIKE PARKING REQUIRED:
1 GUESTS UNITS = 12

SHORT TERM BIKE PARKING PROVIDED:
= 12

TRIP REDUCTION PLAN:
9 E-BIKES AND 9 STANDARD BIKES FOR PHASE 3

TRIP REDUCTION PLAN PROVIDED:
9 STANDARD BIKES PROVIDED (9 E-BIKES PROVIDED AT MARKET RATE SITE).

TOTAL BIKE PARKING PROVIDED = 105



UNIT KEYNOTE:

UNIT NUMBER

UNIT TYPE ((S) STUDIO, 1, OR 2 BEDROOM)

SITE DATA INFORMATION:

PROJECT ADDRESS: 165 CESSNA COURT

APN: 053-290-006

ZONING: R-4-SF

PROPOSED OCCUPANCY: R-2, B.A.3

TYPE OF CONSTRUCTION: FULL SPRINKLER

FIRE ALARM: YES

LOT AREA: 78,787 S.F. = 1.81 ACRES

BUILDING HEIGHT ALLOWED: 38'

BUILDING HEIGHT PROPOSED: SEE PROPOSED ELEVATIONS

NUMBER OF STORIES PROPOSED: 3 STORIES

SITE COVERAGE:

SITE PERIMETER: 78,787 SQ. FT. 100%

BUILDING FOOTPRINTS: 19,835 SQ. FT. 25%

STARWHEELS: 240 SQ. FT. 5%

TRASH ENCLOSURES: 628 SQ. FT. 5%

HARDSCAPE: 8,541 SQ. FT. 11%

DRIVEWAY/PAVING: 27,968 SQ. FT. 35%

LANDSCAPE: 17,768 SQ. FT. 23%

SITE WALL(S): 3,777 SQ. FT. 5%

TOTAL COVERAGE: 78,787 SQ. FT. 100%

UNIT MIX:

1-BEDROOM (628 SQ. FT. + CONDITIONED): 18 (20%) 18x29 S.F. = 9,322 S.F.

2-BEDROOM (748 SQ. FT. + CONDITIONED): 21 (33%) 21x28 S.F. = 15,708 S.F.

3-BEDROOM (938 SQ. FT. + CONDITIONED): 21 (33%) 21x29 S.F. = 19,635 S.F.

TOTAL: 60 UNITS = 44,665 S.F.

TOTAL BEDROOMS: 123 BEDROOMS

PUBLIC HOUSING:
2022 CBC - 11B-233 - 5% MOBILITY UNITS, 2% COMMUNICATIONS

CALIFORNIA TAX CREDIT ALLOCATION COMMITTEE PROJECT:
CALIFORNIA CODE OF REGULATIONS TITLE 4, DIVISION 17, CHAPTER 1
15% MOBILITY UNITS, 4% COMMUNICATIONS UNITS

GENERAL:
TOTAL NUMBER OF DWELLING UNITS - 60
1 BEDROOM - 18
2 BEDROOM - 21
3 BEDROOM - 21

MOBILITY UNITS:
NUMBER OF MOBILITY UNITS REQUIRED PER 2022 CBC - 5 (5% OF EACH BUILDING)
NUMBER OF MOBILITY UNITS REQUIRED PER TCAC - 9 (15% OF TOTAL UNITS)
TCAC IS MORE STRINGENT REQUIREMENT SO IT APPLIES TO THIS PROJECT
9 MOBILITY UNITS PROPOSED ON THE FIRST FLOOR WITH 3 COMMUNICATIONS UNITS

PARKING:

REQUIRED PARKING:

(18) ONE BEDROOM (18 x 1) 18 PARKING STALLS

(42) TWO & THREE BEDROOM (42 x 1.5) 63 PARKING STALLS

GUEST PARKING: N/A

TOTAL PARKING STALLS REQUIRED (SEE SHEET P-1.5, TABLE 7) 81 PARKING STALLS

MOTORCYCLE: N/A

PROPOSED PARKING:

(18) ONE BEDROOM (18 x 1) 18 PARKING STALLS

(42) TWO & THREE BEDROOM (42 x 1.5) 63 PARKING STALLS

GUEST PARKING: N/A

TOTAL PARKING STALLS PROPOSED 81 PARKING STALLS

MOTORCYCLE: 5 STALLS

23 PARKING STALLS ARE COMPACT = 28% OF TOTAL PARKING

ACCESSIBLE PARKING - 2022 CBC - 11B-206.2.3:

RESIDENTIAL FACILITIES - 1 EACH MOBILITY UNIT (2 VAN, 7 STANDARD) - 9 ACCESSIBLE PARKING STALLS REQUIRED.

ADDITIONAL RESIDENTIAL - 81 TOTAL RESIDENTIAL SPACES PROVIDED - 9 MOBILITY SPACES = 72 "2" = 1.44 = 2 ADDITIONAL (1 VAN, 1 STANDARD)

GUEST PARKING - N/A
EVSE - 1 VAN, 1 STANDARD ACCESSIBLE SPACE REQUIRED

TOTAL ACCESSIBLE PARKING REQUIRED - 13 (4 VAN AND 9 STANDARD)

EVCS - 2022 GREEN BUILDING CODE -

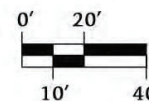
5% LEVEL 2 EVSE (CHARGING EQUIPMENT) = 81 x .05 = 5 STALLS

15% EV CAPABLE (ELEC. PANEL & CONDUIT) = 81 x .15 = 6 STALLS

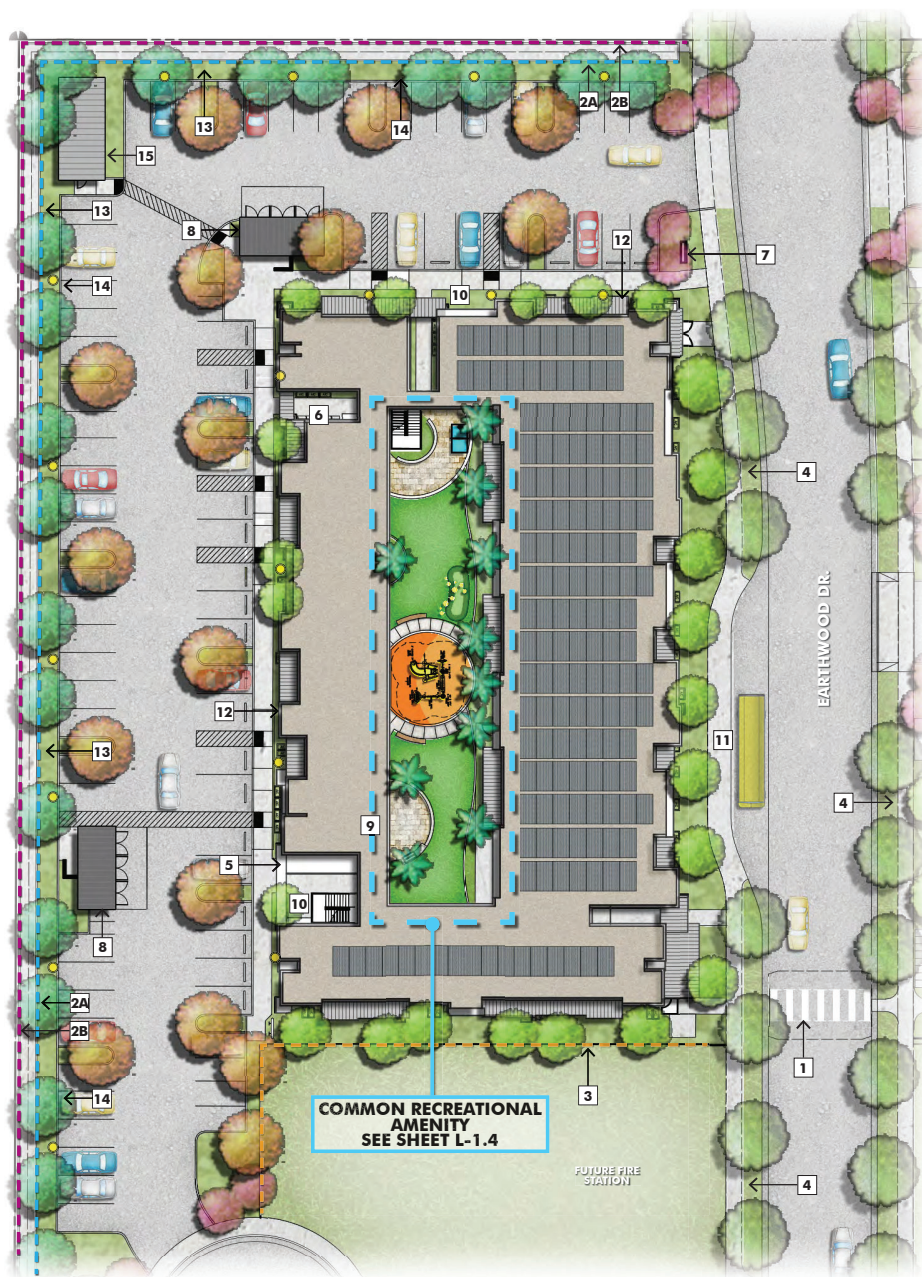
6 additional stalls required per Muni. Code 17.72.040, Table 3-5 = 6 STALLS

20% EV READY (FULLY WIRED AND READY FOR USE 208/240 VOLT, 40 AMP RECEPTACLE, OR CHARGE STATION) = 81 x .25 = 21 STALLS

TOTAL EVCS = 41 STALLS



ARC COMPLETENESS LETTER 5/26/2023



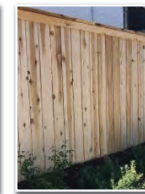
KEYNOTE LEGEND

- 1 PEDESTRIAN CROSSWALK
- 2A 6' TALL DECORATIVE METAL FENCE
- 2B 42" TALL DECORATIVE METAL FENCE
- 3 6' TALL WOOD FENCE
- 4 APPROVED PARKWAY LANDSCAPING AS PART OF PHASE 1 PUBLIC IMPROVEMENT PLANS
- 5 NOT USED
- 6 MAILBOX UNITS, SEE ARCH PLANS
- 7 PROPOSED ILLUMINATED MONUMENT PROJECT SIGN
- 8 VINE ATTACHED TO TRASH ENCLOSURE WALL
- 9 COMMUNITY CLUBHOUSE
- 10 SHORT TERM BIKE PARKING
- 11 BUS STOP
- 12 LOW-MEDIUM HEIGHT INTERIOR PLANTING MASS
- 13 MEDIUM HEIGHT PERIMETER PLANTING MASS
- 14 PERIMETER SCREENING TREES
- 15 LONG TERM BIKE PARKING
- 16 DECORATIVE POLE LIGHTS

PROPOSED FENCING TYPES



6' TALL METAL PERIMETER.



6' TALL WOOD INTERIOR.



10 BIKE RACK EXAMPLE

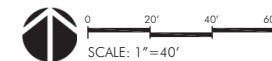


16 POLE LIGHT EXAMPLE

TREE LEGEND

- EXISTING PHASE 1 P.I.P. TREES
- CITY-APPROVED STREET TREES
- PARKING LOT TREES
- PERIMETER TREES
- INTERIOR TREES
- ACCENT TREES
- PALMS

SCREENING NOTE:
ALL GROUND-LEVEL MECHANICAL EQUIPMENT SHALL BE SCREENED FROM PUBLIC VIEW BY PLANTING OR FENCING, TO THE GREATEST EXTENT POSSIBLE.



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C&C Development

**AVILA
RANCH**

TRACT 3089 - PHASE 3

ANACAPA
MARKET-RATE
MULTI-FAMILY APARTMENTS
4240 EARTHWOOD LANE
4280 EARTHWOOD LANE
SAN LUIS OBISPO, CA

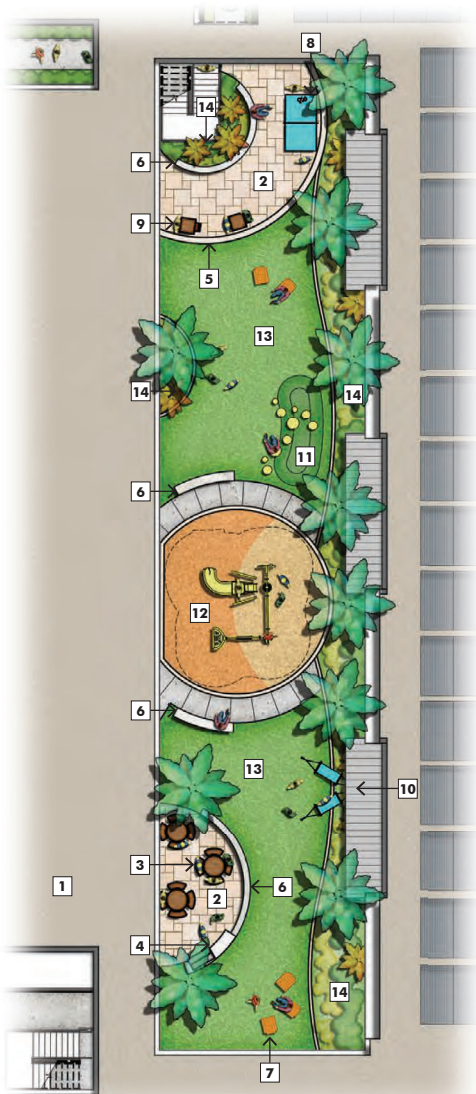
SENDERO
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DEVELOPMENT
165 CESSNA COURT
SAN LUIS OBISPO, CA

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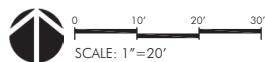
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R-4A LANDSCAPE PLAN
ENLARGED

L-1.3



KEYNOTE LEGEND #	
1	COMMUNITY CLUBHOUSE
2	PATIO WITH ENHANCED PAVING
3	TABLE SEATING
4	ELECTRIC BBQ
5	DECORATIVE CONCRETE BAND
6	18" TALL CONCRETE SEAT WALL
7	MOVABLE LAWN CHAIR SEATING
8	PING PONG TABLE
9	CHESS/CHECKERS TABLES
10	HAMMOCKS
11	SYNTHETIC TURF PLAY MOUND WITH CLIMBING STEPS
12	PLAY EQUIPMENT (AGE 2-5) WITH SAFETY SURFACING
13	SYNTHETIC TURF
14	LOW-MEDIUM HEIGHT PLANTING MASS
15	VERTICAL PALMS



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4240 EARTHWOOD LANE
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SAN LUIS OBISPO, CA

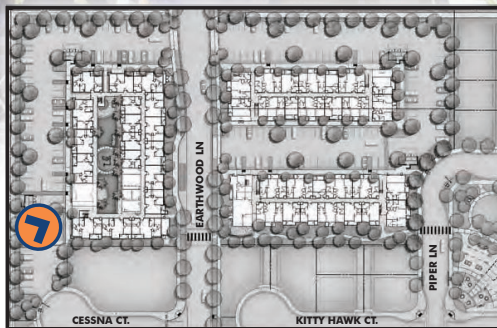
SENDERO
AFFORDABLE MULTI-FAMILY
DEVELOPMENT
165 CESSNA COURT
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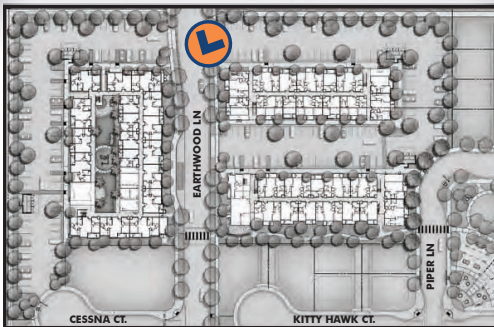
R-4A COURTYARD
LANDSCAPE PLAN
ENLARGED

L-1.4



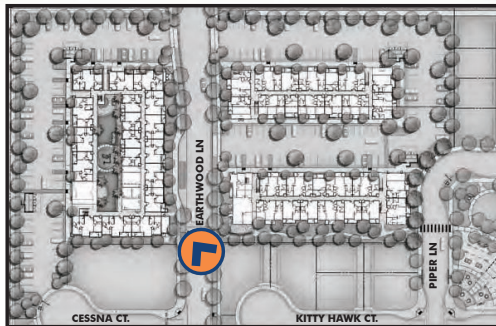
ARCHITECTURAL
PERSPECTIVES - R4A

AS-3.0



ARCHITECTURAL
PERSPECTIVES - R4A

AS-3.1



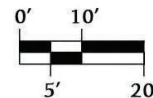
ARCHITECTURAL
PERSPECTIVES - R4A

AS-3.2

**AFFORDABLE APARTMENTS
FRONT ENTRY (WEST) ELEVATION**

**AFFORDABLE APARTMENTS
RIGHT SIDE (SOUTH) ELEVATION**

AVILA RANCH PHASE 3
AFFORDABLE APARTMENTS
SAN LUIS OBISPO, CA
EXTERIOR ELEVATIONS
SCALE: 1"=20'-0" 6/23/2023



1 ARC COMPLETENESS LETTER 5/26/2023



**AFFORDABLE APARTMENTS
EARTHWOOD LANE (EAST) ELEVATION**



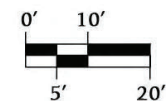
**AFFORDABLE APARTMENTS
LEFT SIDE (NORTH) ELEVATION**

AVILA RANCH PHASE 3
AFFORDABLE APARTMENTS
SAN LUIS OBISPO, CA

EXTERIOR ELEVATIONS

SCALE: 1"=20'-0"

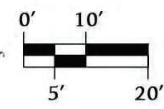
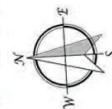
6/23/2023



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AVILA RANCH PHASE 3
AFFORDABLE APARTMENTS
SAN LUIS OBISPO, CA
FIRST LEVEL FLOOR PLAN
SCALE: 1"=20'-0" 6/23/2023



ARC COMPLETENESS LETTER

5/26/2023

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TRACT 3089 - PHASE 3

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MARKET-RATE
MULTI-FAMILY APARTMENTS
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4280 EARTHWOOD LANE
SAN LUIS OBISPO, CA

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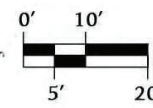
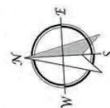
R-4A BUILDING FIRST
FLOOR PLAN

AA-2.0



UNIT KEYNOTE:
 UNIT NUMBER
 UNIT TYPE [1, 2, OR 3 BEDROOM]

AVILA RANCH PHASE 3
 AFFORDABLE APARTMENTS
 SAN LUIS OBISPO, CA
SECOND LEVEL FLOOR PLAN
 SCALE: 1"=20'-0" 6/23/2023



 ARC COMPLETENESS LETTER 5/28/2023

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TRACT 3089 - PHASE 3

ANACAPA
 MARKET-RATE
 MULTI-FAMILY APARTMENTS
 4240 EARTHWOOD LANE
 4280 EARTHWOOD LANE
 SAN LUIS OBISPO, CA

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R-4A BUILDING
 SECOND FLOOR PLAN

AA-2.1



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SAN LUIS OBISPO, CA

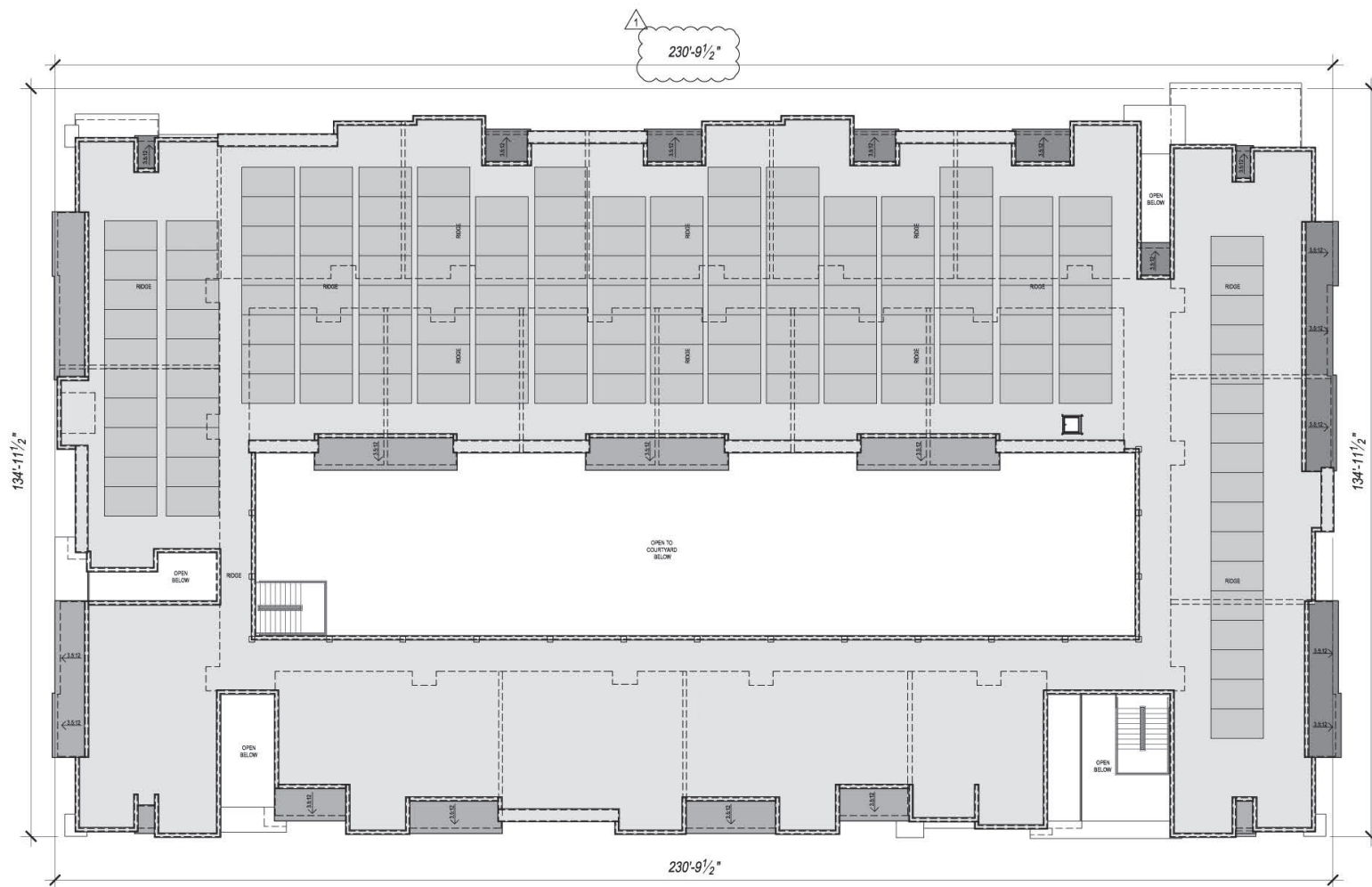
SENDERO
AFFORDABLE MULTI-FAMILY
DEVELOPMENT
165 CESSNA COURT
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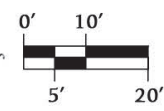
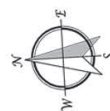
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R-4A BUILDING THIRD
FLOOR PLAN

AA-2.2



AVILA RANCH PHASE 3
AFFORDABLE APARTMENTS
SAN LUIS OBISPO, CA
ROOF PLAN
SCALE: 1"=20'-0" 6/23/2023



1 ARC COMPLETENESS LETTER

5/26/2023

**WATHEN
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**AVILA
RANCH**

TRACT 3089 - PHASE 3

ANACAPA
MARKET-RATE
MULTI-FAMILY APARTMENTS
4240 EARTHWOOD LANE
4280 EARTHWOOD LANE
SAN LUIS OBISPO, CA

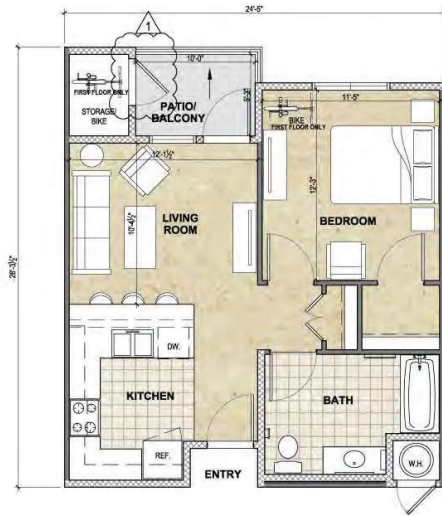
SENDERO
AFFORDABLE MULTI-FAMILY
DEVELOPMENT
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R-4A BUILDING ROOF
PLAN

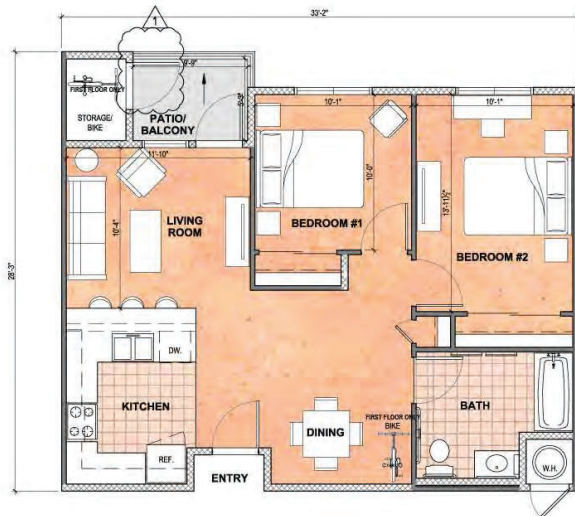
AA-2.3



ONE BEDROOM

1/8" = 1'-0"

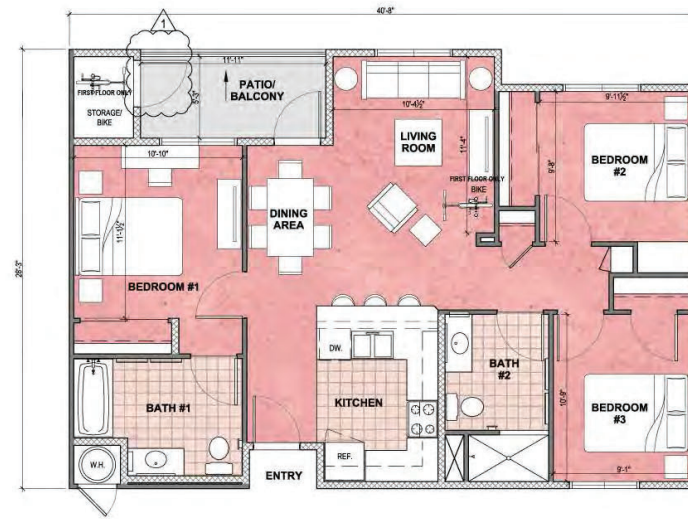
FLOOR AREA = 529 SQ. FT.
PATIO/STORAGE AREA = 69 SQ. FT.



TWO BEDROOM

1/8" = 1'-0"

FLOOR AREA = 748 SQ. FT.
PATIO/STORAGE AREA = 68 SQ. FT.



THREE BEDROOM

1/8" = 1'-0"

FLOOR AREA = 935 SQ. FT.
PATIO/STORAGE AREA = 93 SQ. FT.

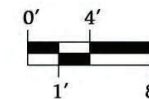
1 ARC COMPLETENESS LETTER 5/26/2023

AVILA RANCH PHASE 3
AFFORDABLE APARTMENTS
SAN LUIS OBISPO, CA

UNIT FLOOR PLANS

SCALE: 1/8" = 1'-0"

6/23/2023



**WATHEN
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HOMES**

C&C Development

**AVILA
RANCH**

TRACT 3089 - PHASE 3

ANACAPA
MARKET-RATE
MULTI-FAMILY APARTMENTS
4240 EARTHWOOD LANE
4280 EARTHWOOD LANE
SAN LUIS OBISPO, CA

SENDERO
AFFORDABLE MULTI-FAMILY
DEVELOPMENT
165 CESSNA COURT
SAN LUIS OBISPO, CA

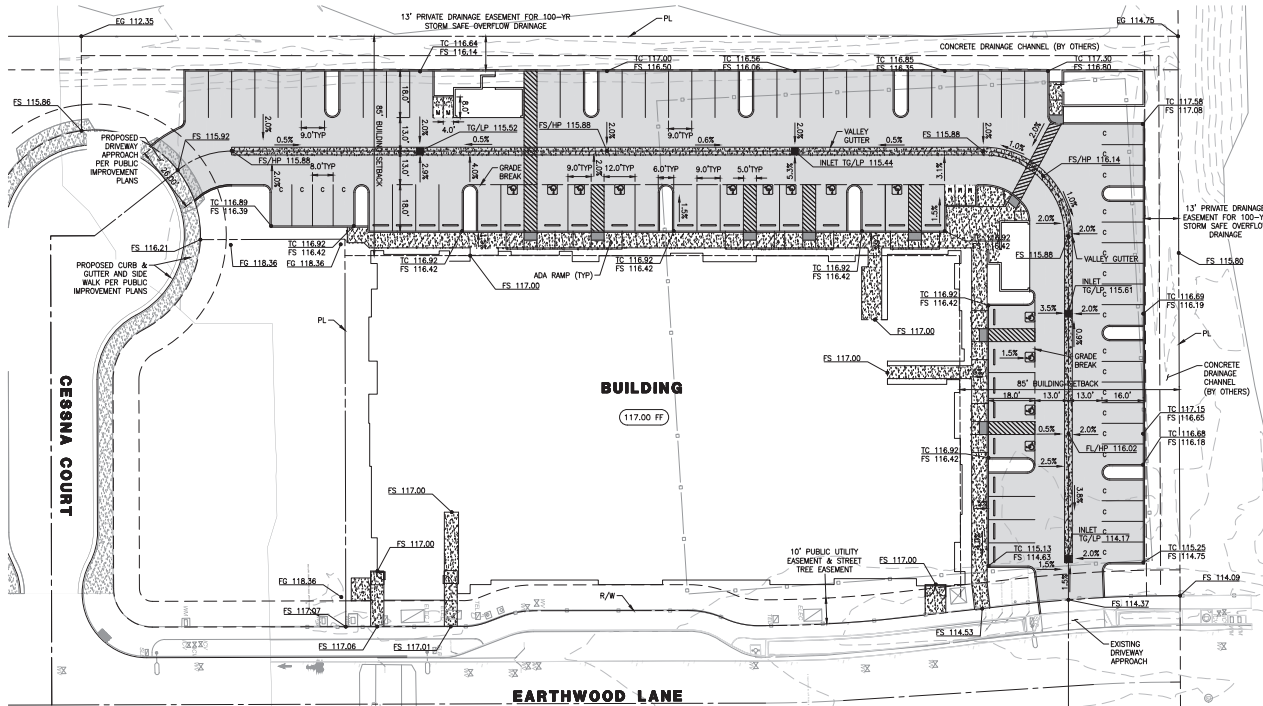
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R-4A UNIT PLANS

AA-3.0

PRELIMINARY GRADING AND UTILITY PLANS FOR **AVILA RANCH PHASE 3 - AFFORDABLE HOUSING** SAN LUIS OBISPO, CA

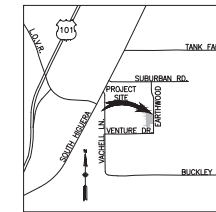


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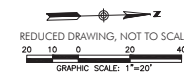
EXISTING	PROPOSED
PROPERTY LINE / R/W	---
EASEMENT	---
CONTINUING	---
CURB	---
CURB & GUTTER	---
FENCE-GENERAL USE	---
FLOWLINE	---
CONTOURS	---
PORTABLE WATER	---
FIRE SERVICE WATER	---
SANITARY SEWER	---
STORM DRAIN	---
JOINT TRENCH	---
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DROP INLET	---
THRUST BLOCK	---
DOUBLE CHECK	---
MANHOLES	---
WATER METER	---
UNDERGROUND STORMWATER RETENTION CHAMBER	---
CONCRETE	---
ASPHALT	---

ABBREVIATIONS

CENTERLINE	CL
CLEANOUT	CO
FINISHED GRADE	FG
FINISHED SURFACE	FS
FIRE DEPARTMENT CONNECTION	FDC
FLOW LINE	FL
HIGH POINT	HP
LOW POINT	LP
POINT OF CONNECTION	POC
PROPERTY LINE	PL
PUBLIC UTILITY EASEMENT	PUE
RIGHT-OF-WAY	R/W
SANITARY SEWER	S/S
STORM DRAIN	SD
TOP OF CURB	TC
TOP OF GRADE	TG
TYPICAL	TY
WATERLINE	W/L
WATER METER	WM



VICINITY MAP
NOT TO SCALE



PRELIMINARY GRADING PLAN
 AVILA RANCH PHASE 3
 AFFORDABLE HOUSING

PROJECT NO. 19164-D SCALE: 1"=20' SHEET
 DRAWN BY: KPM DATE: 8/22/2023 1 OF 2

DEVELOPER/BUILDER

C-C DEVELOPMENT
 14211 YORBA STREET, SUITE 200
 TUSTIN, CA 92780
 EMAIL: TODD@C-CDEV.COM
 PHONE: (714) 714-0000
 CONTACT: TODD COTTE

CIVIL ENGINEER

RICK ENGINEERING COMPANY
 1160 MARSH STREET, SUITE 150
 SAN LUIS OBISPO, CA 93401
 EMAIL: TMARTIN@RICKENGINEERING.COM
 PHONE: (805) 544-0707
 CONTACT: TOM MARTIN P.E.

GEOTECHNICAL ENGINEER

GEO SOLUTIONS
 220 HIGH STREET
 SAN LUIS OBISPO, CA 93401
 EMAIL: KRC@GEOENGINEERING.COM
 PHONE: (805) 543-8539
 CONTACT: KRIG CROZIER

SURVEYOR

WALLACE GROUP
 612 CLARION COURT
 SAN LUIS OBISPO, CA 93401
 EMAIL: CLAYTON@WALLACEGROUP.COM
 PHONE: (805) 544-4011
 CONTACT: CLAYTON BRADSHAW

EARTHWORK

GRADING SURFACE CUT: 400 CY
 GRADING SURFACE FILL: 1400 CY
 BUILDING UNDERCUTS: 800 CY
 ROAD AND PARKING UNDERCUTS: 1500 CY
 UTILITY CUT: 300 CY
 NET: 2200 CY (IMPORT)

NOTES:
 1. THE QUANTITIES SHOWN ARE "RAW" QUANTITIES AND DO NOT INCLUDE ADJUSTMENTS FOR SOIL CHARACTERISTICS
 2. THESE QUANTITIES ARE APPROXIMATE AND SHOULD NOT BE USED FOR BIDDING PURPOSES
 3. OVER EXCAVATION AND REPLACEMENT OF ENGINEERED FILL IS NOT ACCOUNTED FOR IN THESE QUANTITIES

SITE ADDRESS

ADDRESS: 165 CESSNA COURT, SAN LUIS OBISPO
 ASSESSOR'S PARCEL NO.: 053-290-008

SITE AREA

1.8 ACRES



1160 MARSH STREET #150
 SAN LUIS OBISPO, CA 93401
 805.544.0707
 rickengineering.com

**WATHEN
 CASTANOS
 HOMES**



TRACT 3089 - PHASE 3

ANACAPA
 MARKET-RATE
 MULTI-FAMILY APARTMENTS
 4240 EARTHWOOD LANE
 4280 EARTHWOOD LANE
 SAN LUIS OBISPO, CA

SENDERO
 AFFORDABLE MULTI-FAMILY
 DEVELOPMENT
 165 CESSNA COURT
 SAN LUIS OBISPO, CA

ARCHITECTURAL &
 DEVELOPMENT REVIEW

26 April 2023
 Rev. 28 June 2023

R-4A CIVIL GRADING
 PLAN

C-1.2

PROPOSED PLANT LIST - APARTMENTS

EVERGREEN TREES				
A	ARBUTUS 'MARINA' / MARINA STRAWBERRY	24" BOX	L	LOW-BRANCH, FLOWERING
	MAGNOLIA GRAND 'MAJESTIC BEAUTY' / MAGNOLIA	15 GAL	M	WHITE FLOWERS
B	OLEA EUROPAEA 'SWAN HILL' / FRUITLESS OLIVE	24" BOX	L	ROUNDED FORM
	MELALEUCA QUINQUENARIA / CAJUPUT TREE	24" BOX	L	UPRIGHT, WHITE BARK
	AFROCARPUS GRACILIOR / FERN PINE	15 GAL	M	LACY GREEN FOLIAGE
DECIDUOUS TREES				
	CERCIS OCCIDENTALIS / WESTERN REDBUD	24" BOX	L	LOW-BRANCH, FLOWERING
C	COTINUS COGGYGRIA / SMOKEBUSH	24" BOX	L	SMALL COLOR ACCENT
	PYRUS CALLERYANA 'CHANTICLEER' / ORNAMENTAL PEAR	15 GAL	M	WHITE FLOWERS
D	CASSIA LEPTOPHYLLA / GOLD MEDALLION TREE	24" BOX	L	YELLOW FLOWERS
	LAGERSTROEMIA INDICA CTVS. / CRAPE MYRTLE	24" BOX	L	FLOWERING
MEDIUM SHRUBS				
E	PITTOSPORUM 'SILVER SHEEN' / TAWHIWIHI	5 GAL	M	UPRIGHT GROWTH
F	LOROPETALUM 'BURGUNDY' / CHINESE FRINGE FLOWER	5 GAL	L	BURGUNDY FOLIAGE
	CARPENTERIA CALIFORNICA / BUSH ANENOME	5 GAL	L	CA. NATIVE, WHITE FLOWERS
	LEUCADENDRON 'SAFARI SUNSET' / SAFARI CONEBUSH	5 GAL	L	RED NEW GROWTH
G	OLEA 'LITTLE OLLIE' / DWARF OLIVE	5 GAL	L	ROUNDED FORM
H	COPROSMA REPENS 'PICTURATA' / MIRROR PLANT	5 GAL	L	VARIEGATED FOLIAGE
SMALL SHRUBS				
	NANDINA DOMESTICA 'GULFSTREAM' / HEAVENLY BAMBOO	5 GAL	L	RED/ORANGE NEW GROWTH
	POLYGALA FRUTIC. 'PETITE BUTTERFLIES' / SWEET PEA SHRUB	5 GAL	L	PURPLE FLOWERS
Y	ROSA 'FLOWER CARPET' / FLOWER CARPET ROSE	5 GAL	M	FLOWERING
I	TEUCRIUM X LUCIDRYS / GERMANDER	5 GAL	L	LAVENDER FLOWERS
	WESTRINGIA FRUIT. 'MORNING LIGHT' / COAST ROSEMARY	5 GAL	L	YELLOW/GREEN FOLIAGE
PERENNIALS				
J	ANIGOZANTHOS CTVS. / KANGAROO PAW	1 GAL	L	FLOWERING
K	KNIPHOFIA 'SHINING SCEPTER' / RED HOT POKER	1 GAL	M	ORANGE FLOWERS
L	LAVANDULA SPS. / LAVENDER	1 GAL	L	PURPLE FLOWERS
	LIMONIUM PEREZII / SEA LAVENDER	1 GAL	L	PURPLE FLOWERS
ACCENTS / SUCCULENTS				
M	AGAVE ATTENUATA / FOXTAIL AGAVE	5 GAL	L	SUCCULENT
	AGAVE 'BLUE FLAME' / BLUE FLAME AGAVE	5 GAL	L	SUCCULENT
N	ALOE SPECIES / ALOE	1 GAL	L	SUCCULENT, ORANGE FLOWERS
O	CORDYLIN 'RED STAR' / CABBAGE PALM	15 GAL	L	RED FOLIAGE, VERTICAL
	PHORMIUM CTVS. / NEW ZEALAND FLAX	5 GAL	L	STRAP-SHAPED LEAVES
P	YUCCA 'COLOR GUARD' / VARIEGATED ADAM'S NEEDLE	5 GAL	L	YELLOW/GREEN LEAVES
ORNAMENTAL GRASSES				
Q	LOMANDRA LONGIFOLIA 'BREEZE' / BLUE OAT GRASS	1 GAL	L	GREEN FOLIAGE
R	CAREX DIVULSA / BERKELEY SEDGE	1 GAL	L	GREEN FOLIAGE
X	HELIOTRICHON SEMPERVIRENS / BLUE OAT GRASS	1 GAL	L	BLUE FOLIAGE
S	CALAMAGROSTIS 'KARL FOERSTER' / FEATHER REED GRASS	1 GAL	L	VERTICAL TAN STALKS
GROUND COVER				
T	ARCTOSTAPHYLOS 'EMERALD CARPET' / MANZANITA	1 GAL	L	WHITE FLOWERS
U	LANTANA MONTEVIDENSIS / TRAILING LANTANA	1 GAL	L	WHITE FLOWERS
	COPROSMA KIRKII / KIRK'S COPROSMA	1 GAL	L	GREEN FOLIAGE
V	ROSMARINUS OFFIC. 'PROSTRATUS' / TRAILING ROSEMARY	1 GAL	L	BLUE FLOWERS
W	SENECIO MANDRALISCAE / BLUE CHALKSTICKS	1 GAL	L	BLUE SUCCULENT

*WUCOLS (WATER USE CLASSIFICATIONS OF LANDSCAPE SPECIES) IS A GUIDE TO HELP IDENTIFY IRRIGATION WATER NEEDS OF PLANT SPECIES. DEVELOPED BY THE UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION, CALIFORNIA DEPARTMENT OF WATER RESOURCES, 2000.

FINAL PLANT MATERIAL SELECTION WILL INCLUDE FIRE-RESISTIVE TREE, SHRUB AND GROUND COVER SPECIES.

PROPOSED PLANT PHOTOS



MAWA / ETWU WATER USE - PRELIMINARY CALCULATIONS - OVERALL PROJECT

San Luis Obispo
Maximum Applied Water Allowance / Estimated Total Water Use

Residential	
43.80	ET _a (inches/year)
36057	Overhead Landscape Area (ft ²)
	Drip Landscape Area (ft ²)
36,057	ft ²

Hydrozone	Plant Water Use Type (low, moderate, high)	Plant Factor (PF)	Hydrozone Area (HA) (ft ²)	Enter Irrigation Type	(PF x HA (ft ²)) / IE
Zone 1	Low	0.2	32457	Drip Irrigation	8014.07
Zone 2	Moderate	0.4	3600	Drip Irrigation	1777.78
		HA	36,057		9791.85
		Total LA	36,057		

MAWA=	538,540.1	ETWU complies with MAWA
ETWU=	265,907.5	Gallons
	355.5	HCF (Hundred Cubic Feet) per year
	0.816	Acre-feet per year

**WATHEN
CASTANOS
HOMES**

C&C Development

**AVILA
RANCH**

TRACT 3089 - PHASE 3

ANACAPA
MARKET-RATE
MULTI-FAMILY APARTMENTS
4240 EARTHWOOD LANE
4280 EARTHWOOD LANE
SAN LUIS OBISPO, CA


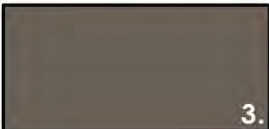





SENDERO
AFFORDABLE MULTI-FAMILY
DEVELOPMENT
165 CESSNA COURT
SAN LUIS OBISPO, CA

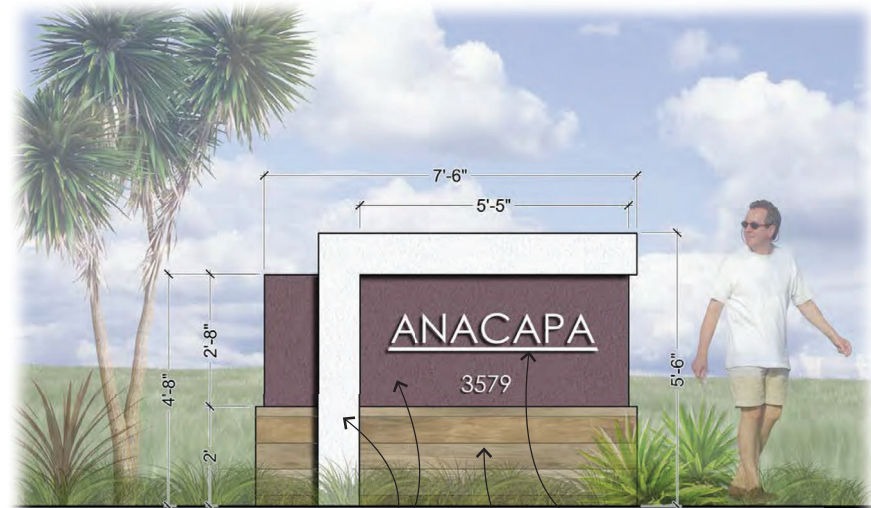
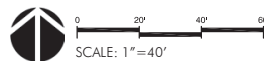
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DEVELOPMENT REVIEW

26 April 2023
Rev. 28 June 2023

PROPOSED PLANT
MATERIAL

L-1.5

COLOR SCHEME	
	1. STUCCO 1 & FOAM STUCCO TRIM COLOR: LAHAMBRA X-50 CRYSTAL WHITE
	2. STANDING BATTEN METAL ROOF: ATAS INTERNATIONAL CLEAR SATIN ANODIZED
	3. ENTRY DOOR AND WINDOW FRAME: ANDERSON SERIES 100 WINDOWS TERRETONE
	4. STUCCO 2 COLOR: SIKKENS COLOR MATCH: ON.00.40
	5. EXTERIOR SIDING COLOR: COMPOSITE WOOD APPEARANCE SIDING
	6. STUCCO ACCENT COLOR: LAHAMBRA COLOR MATCH: SW 6286 MATURE GRAPE
	7. LIGHTS: DAZUMA LIGHTING STAINLESS STEEL LONG STRIP SCONCE LIGHT WALL OUTDOOR LED LIGHTING DARK SKY APPROVED
	7.



**"ANACAPA" ILLUMINATED
SINGLE-SIDED
MONUMENT SIGN**
SIGNAGE AREA:
7.5' X 2.66' = 19.95 S.F.

SMOOTH STUCCO
FINISH, COLORS TO
MATCH BUILDINGS

7" TALL PVC OR METAL LASER-CUT
RAISED LETTING WITH LED BACKLIGHTS
COMPOSITE WOOD
APPEARANCE SIDING



**"SENDERO" ILLUMINATED
SINGLE-SIDED
MONUMENT SIGN**
SIGNAGE AREA:
7.5' X 2.66' = 19.95 S.F.

SMOOTH STUCCO
FINISH, COLORS TO
MATCH BUILDINGS

7" TALL PVC OR METAL LASER-CUT
RAISED LETTING WITH LED BACKLIGHTS
COMPOSITE WOOD
APPEARANCE SIDING

**WATHEN
CASTANOS
HOMES**

C&C Development

**AVILA
RANCH**

TRACT 3089 - PHASE 3

ANACAPA
MARKET-RATE
MULTI-FAMILY APARTMENTS
4240 EARTHWOOD LANE
4280 EARTHWOOD LANE
SAN LUIS OBISPO, CA

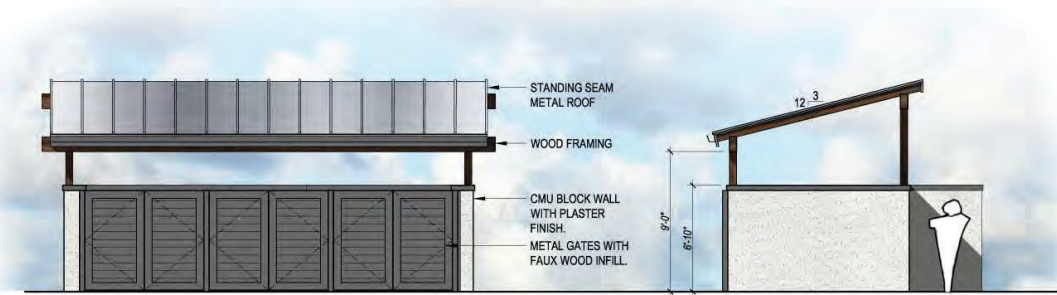
SENDERO
AFFORDABLE MULTI-FAMILY
DEVELOPMENT
165 CESSNA COURT
SAN LUIS OBISPO, CA

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DEVELOPMENT REVIEW

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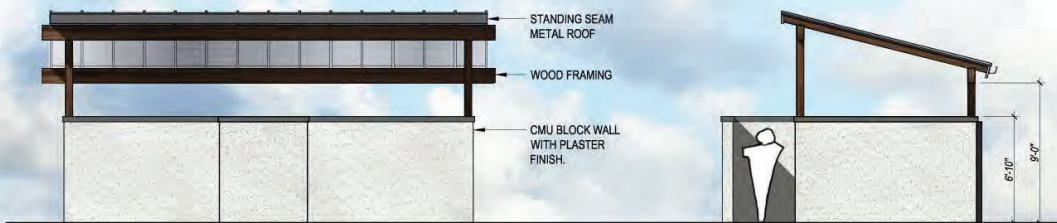
PROJECT MONUMENT
SIGNAGE - R-4 + R-4A

AX-2.0



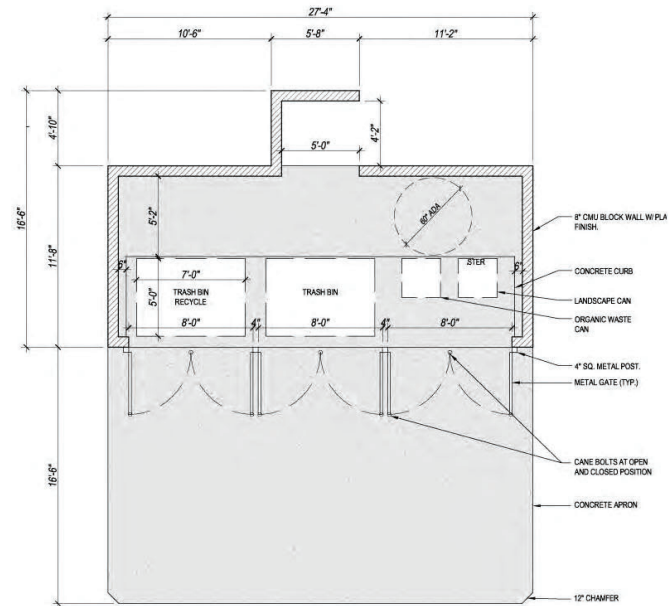
FRONT ELEVATION
1/8" = 1'-0"

SIDE ELEVATION



REAR ELEVATION
1/8" = 1'-0"

SIDE ELEVATION



3-BIN TRASH ENCLOSURE
1/8" = 1'-0"

AVILA RANCH PHASE 3
AFFORDABLE & MARKET RATE
APARTMENTS
TYPICAL TRASH ENCLOSURE
SCALE: 1/8" = 1'-0" 6/23/2023



**WATHEN
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C&C Development

**AVILA
RANCH**

TRACT 3089 - PHASE 3

ANACAPA
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MULTI-FAMILY APARTMENTS
4240 EARTHWOOD LANE
4280 EARTHWOOD LANE
SAN LUIS OBISPO, CA

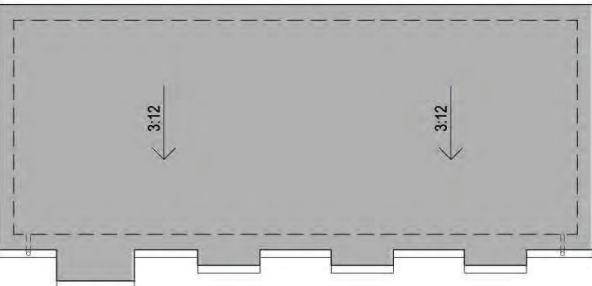
SENDERO
AFFORDABLE MULTI-FAMILY
DEVELOPMENT
165 CESSNA COURT
SAN LUIS OBISPO, CA

ARCHITECTURAL &
DEVELOPMENT REVIEW

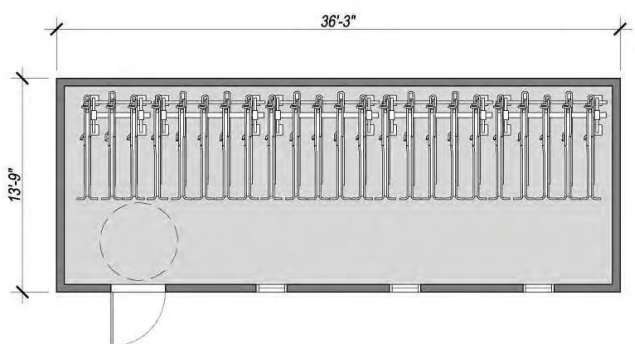
26 April 2023
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TRASH ENCLOSURE

AX-3.0



ROOF PLAN
1/8" = 1'-0"



46 BIKE PARKING STRUCTURE
1/8" = 1'-0"



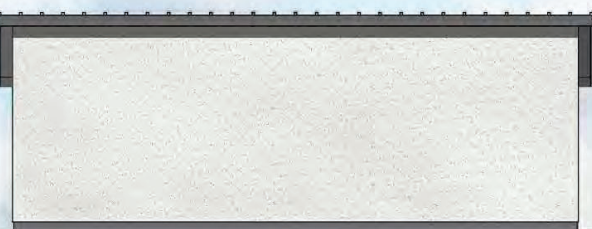
**SARIS
STACK RACK**



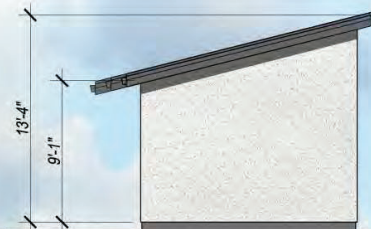
**PARK IT
BIKE RACKS
(VERTICAL)**



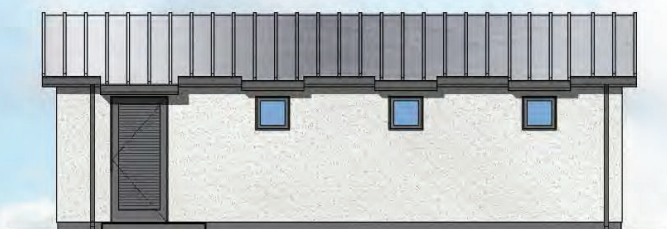
**PEAK BIKE
RACK**



REAR ELEVATION
1/8" = 1'-0"

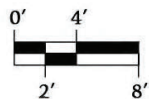


SIDE ELEVATION
1/8" = 1'-0"



FRONT ELEVATION
1/8" = 1'-0"

AVILA RANCH PHASE 3
MARKET RATE APARTMENTS
SAN LUIS OBISPO, CA
BIKE STRUCTURE & PARKING
SCALE: 1/8" = 1'-0" 6/25/2023



**WATHEN
CASTANOS
HOMES**

C&C Development

**AVILA
RANCH**

TRACT 3089 - PHASE 3

ANACAPA
MARKET-RATE
MULTI-FAMILY APARTMENTS
4240 EARTHWOOD LANE
4280 EARTHWOOD LANE
SAN LUIS OBISPO, CA

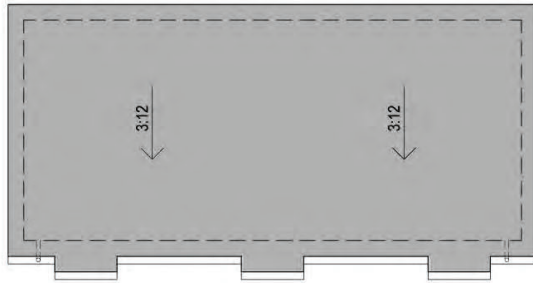
SENDERO
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165 CESSNA COURT
SAN LUIS OBISPO, CA

ARCHITECTURAL &
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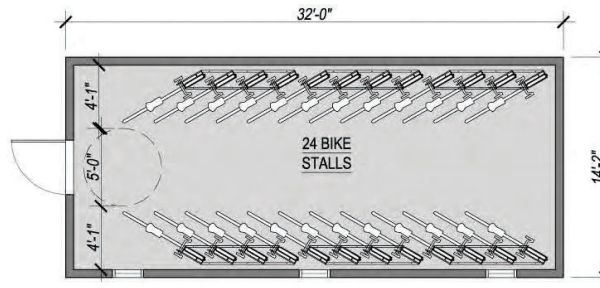
R-4 BIKE PARKING
DETAILS

AX4.0



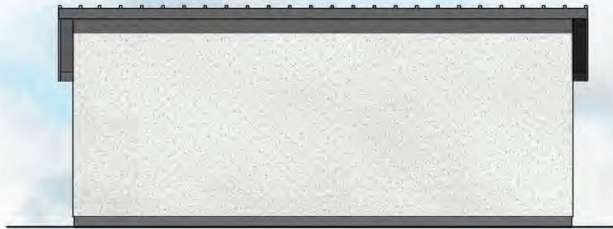
ROOF PLAN

1/8" = 1'-0"



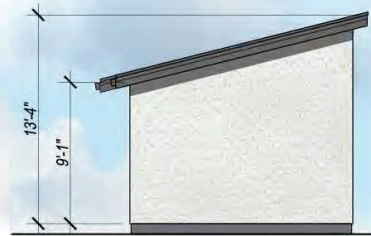
BIKE PARKING FLOOR PLAN

1/8" = 1'-0"



WEST ELEVATION

1/8" = 1'-0"



NORTH ELEVATION

1/8" = 1'-0"



EAST ELEVATION

1/8" = 1'-0"



SOUTH ELEVATION

1/8" = 1'-0"

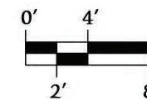


PEAK BIKE RACK



PARK IT BIKE RACKS

AVILA RANCH PHASE 3
AFFORDABLE APARTMENTS
SAN LUIS OBISPO, CA
BIKE STRUCTURE & PARKING
SCALE: 1/8" = 1'-0" 6/23/2023



WATHEN
CASTANOS
HOMES

C&C Development

AVILA
RANCH

TRACT 3089 - PHASE 3

ANACAPA
MARKET-RATE
MULTI-FAMILY APARTMENTS
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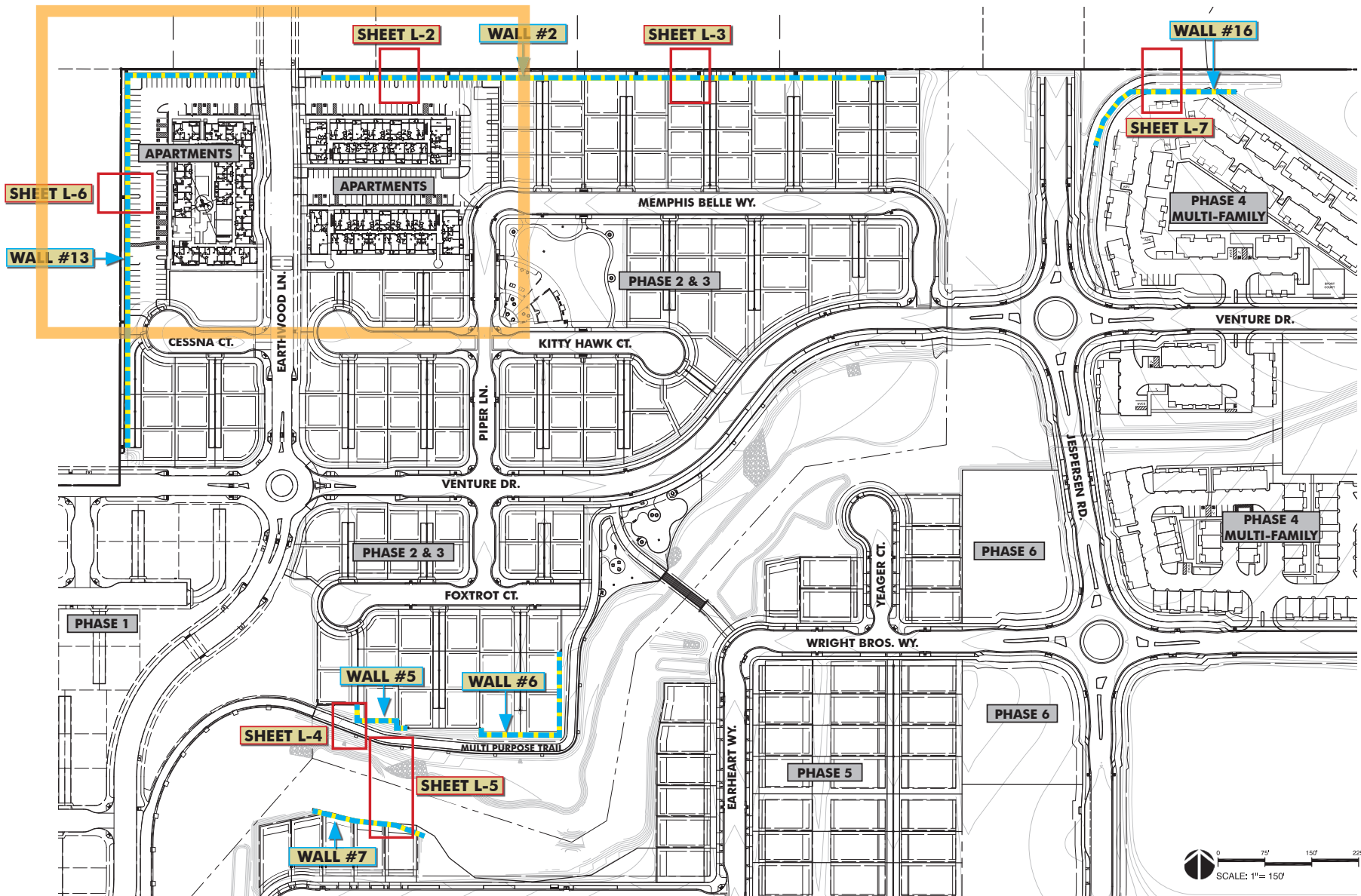
SENDERO
AFFORDABLE MULTI-FAMILY
DEVELOPMENT
165 CESSNA COURT
SAN LUIS OBISPO, CA

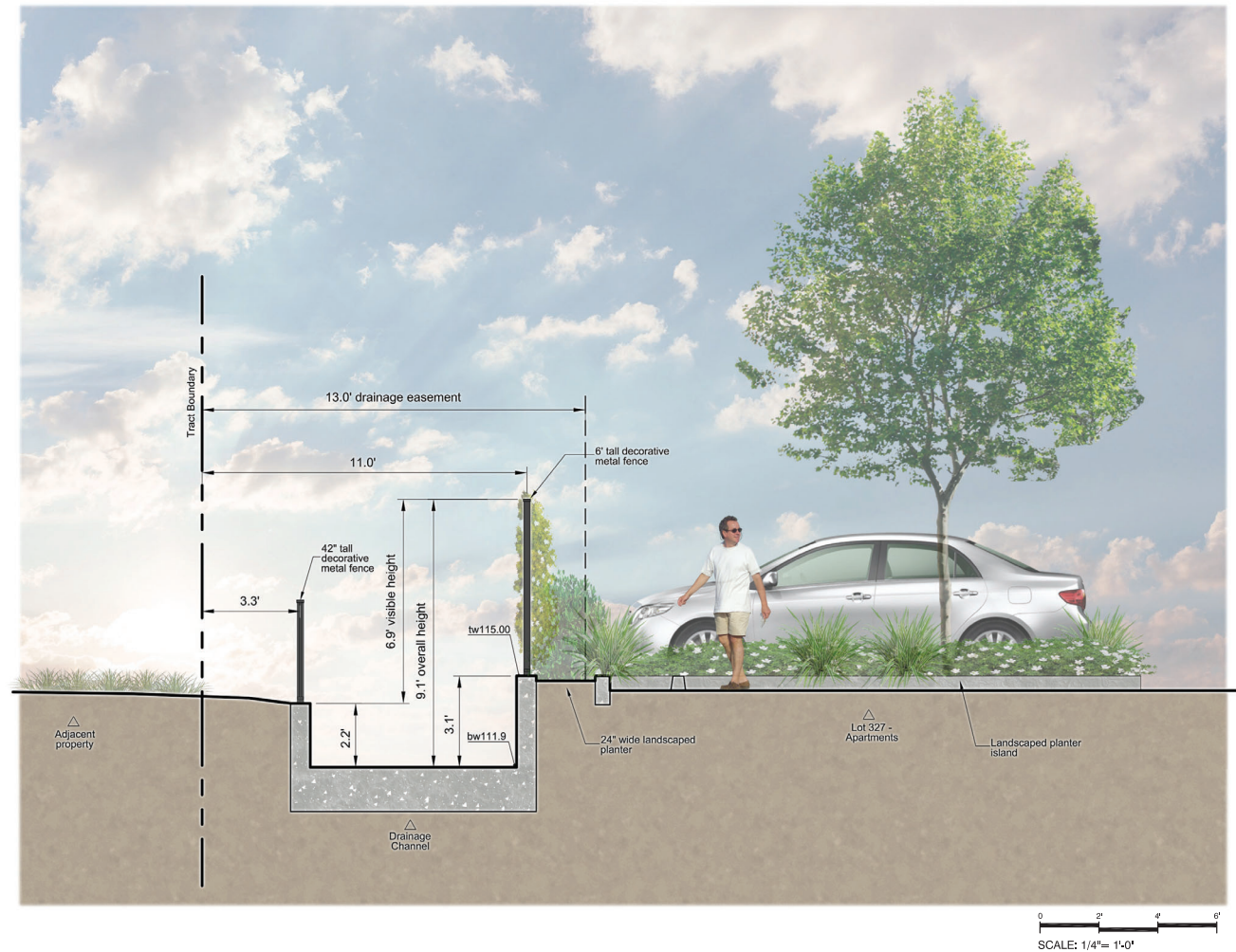
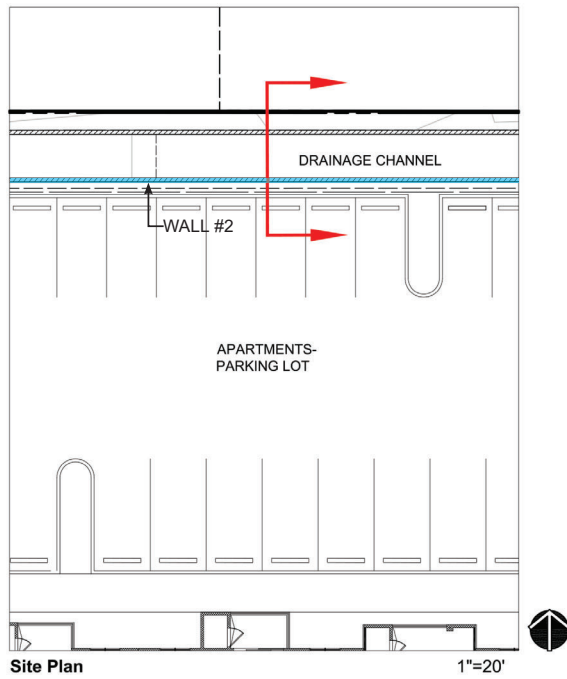
ARCHITECTURAL &
DEVELOPMENT REVIEW

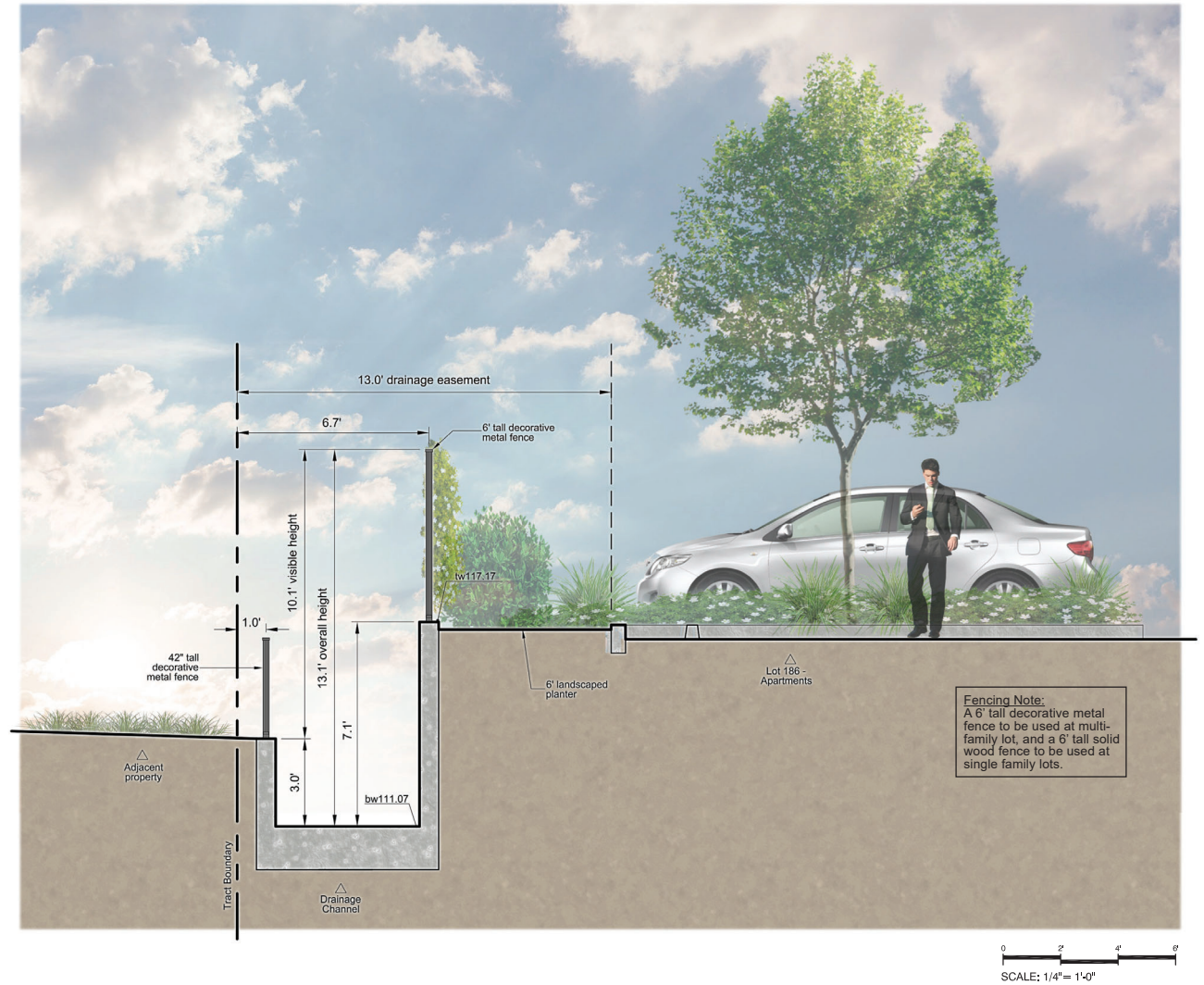
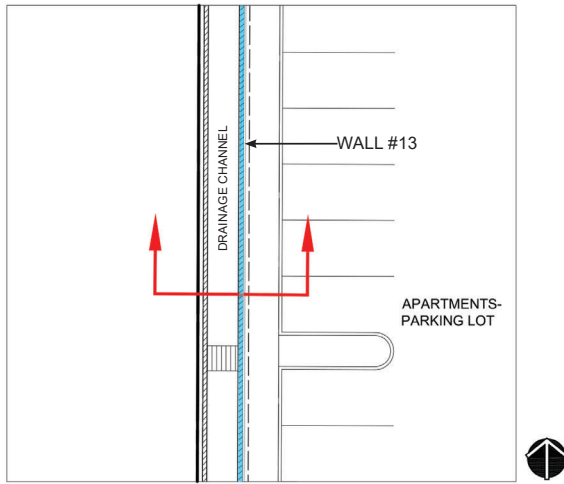
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R-4A BIKE PARKING
DETAILS

AX4.1







AVILA RANCH ENERGY GUIDELINES

PHASE 3 R-4 MULTI-FAMILY RESIDENTIAL

The Avila Ranch Energy Guidelines promote sustainability, affordability, and a healthy home environment for our tenants. The approved Avila Ranch Development Plan contains some inconsistencies with current codes updates; for instance, the 2019 code update did not adopt a ZERO NET ENERGY threshold (section 13 pg. 66 of DP). The California Energy Commission (CEC) did not deem ZERO NET ENERGY to be a cost-effective solution for homebuyers and instead focused on Green House Gases (GHG). In conjunction with California's focus, the City has implemented the Clean Energy Choice Program which focuses on ALL ELECTRIC BUILDINGS and a reduction in GHG's versus ZERO NET ENERGY. Below is a description of the Avila Ranch's compliance with the intent of the Development Agreement and Development Plan (DP).

DP Section 13

- **This section references the 2019 Energy codes to be a ZERO NET ENERGY. While not promulgated, the CEC focused on the reduction of Green House Gases.**
 - Avila Ranch Multi-Family is an All-Electric Apartment Complex in compliance with the City's Clean Energy Choice Program.
- **The overall intent of the recommendations, standards and guidelines of the DP is to improve the energy conservation measures by 10% over the 2016 code requirements or meet the 2019 code.**
 - While it is not possible to compare the same building using the 2016 software to current 2022 software, current code and City-wide policies are meeting the intent of the Development Plan and Development Agreement goals and, ultimately, providing better energy efficiency and reductions in GHG.

DP Section 13 Guidelines

- **A- Advanced Framing Techniques**
 - The project design will use a combination of insulated corners and pre-cut framing packages to reduce waste and minimizing lumber use while still meeting any structural requirements.
- **B- Quality Insulation Installation (QII)**
 - QII will be implemented on the project, and it will be detailed in the Title 24 energy calculation and be submitted on the final compliance forms.

- **C- Compact Plumbing Strategies**
 - Unlike most apartment buildings that use a central boiler room, the project will use highly efficient heat pump water heaters located in each unit. Additionally, the size of the units are small enough that the total runs from heater to fixture is minimal and will use less water.
- **D - Water Use**
 - All plumbing fixtures are WATER SENSE labeled products and comply with CalGreen Standards.
- **E - Rain/Stormwater Management**
 - Project will comply with approved Post Construction Stormwater Regulations and utilize best management practices, accordingly.
- **F - Passive Solar**
 - The glazing on this project is designed to maximize the windows/doors insulating properties while allowing the sun's energy to provide solar heat gain if desired.
- **G - City Infrastructure**
 - Project is complying with the Clean Energy Choice Program.
 - On-site and off-site improvement plans have been approved and in many cases constructed.
- **H – Electric Landscape Maintenance & Exterior Outlets.**
 - All irrigation controls are tied to the project's electric meters.
 - Patios and balconies will be equipped with exterior outlets.
- **I- Bike Storage**
 - See below for an outline of the on-site bike storage.
- **J – Electric Appliances**
 - Energy Star Rated Appliances
 - Rheem Hybrid Heat Pump Water Heater
 - Up to 4x efficient as a std electric tanked heater, meaning, it uses 75% less energy.
 - Can save on average up to \$490 per year in energy costs per unit.
 - Most efficient water heater on the market with up to a 4.07 UEF
 - High Performance Heat Pumps
 - Ducted and non ducted heat pumps.
 - Up to 25 SEER
 - Up to 12 HSPF
- **K – Electric Vehicles**
 - Project complies with updated green building codes which has increased electric vehicle charging requirements. Project will have EV Ready, EV Capable and EV Level 2 Charging Stations throughout. See below for outline of EV parking program.

DP Section 3 Standard 3.8

- Based upon the acoustical analysis (Avila Ranch EIR – Appendix O – *Sound Level Assessment for Avila Ranch*, 45dB.com, 2017), existing noise levels at the northwest property line, adjacent to the Industrial zoned properties, range from 51- 53 dBA, with projected noise levels for the year 2035 expected to be 54 dBA. In compliance with the Development Plan, the R-4 buildings are

setback eighty-five (85) feet from the northern property line. While there are bedrooms and balconies on the north side of the buildings, the existing and anticipated noise levels are below the noise ordinance threshold levels. It is noteworthy that the noise measurements in the EIR were taken at the property line. Based upon noise transmission, each time a distance is doubled, intensity is decreased by a factor of four, therefore, each time intensity is cut in half, the sound level decreases 3 dB and that the doubling of distance reduces the sound level by 6 dB.

- Given the existing and anticipated noise levels and the distance from the northern property, there is no apparent need for implementation of noise level reduction methodologies in either the R-4 or R-4A structures to mitigate exterior noise. Additionally, the project will comply with the CA Building Code, the CA Green Building Code, and the City's requirement for interior noise levels, via utilization of a robust package of building related sound transmission class (STC) rated materials.
- The available surrounding space around the exterior parking lots will be planted with trees which will also help provide screening from the north and west.

13.2 Onsite Energy Production

- The solar requirements in the DP and DA reflect the expectation that the new energy codes in 2019 would have been ZERO NET ENERGY and provide requirements for increased electrical offsets. As noted, the CEC changed their stance on ZERO NET ENERGY to focus on a reduction in GHG. Avila Ranch Phase 3 Multi Family is an ALL ELECTRIC COMMUNITY and is intending to meet the solar demands required in the 2022 code update.
- Systems are above code minimums.
- System sizes are currently designed and submitted to PGE, we have increased them as much as possible. A change in size would require us to RESUBMIT to PGE and would kick this project out of NEM 2.0. Changing from NEM 2.0 to NEM 3.0 would result in higher utility costs for all occupants in this project.

Development Plans Section 7.07. Energy

(a) Avila Ranch, in coordination with City staff, has committed to comply with the City's policies on energy efficiency and has, in each phase, complied with the CLEAN ENERGY CHOICE PROGRAM, and has made a commitment to be an ALL-ELECTRIC COMMUNITY. ZERO NET ENERGY was never adopted and, therefore, the language in the DA regarding 100% electrical offsets is not applicable since this is an all electric design and not mixed fuels. The project meets the current code requirements, which meets the intent of the DA and DP. We also wanted to see how much the electrical offset would have been if we did in fact build a mixed fuel project, see below.

(b) Below you will see both Anacapa and Sendero PV/Electric Offset with ALL ELECTRIC and MIXED FUEL DESIGNS scenarios.

a. Anacapa All Electric

- Solar Size: 146 KW
- Solar Production: 251,630 KWh
- Avg. Production by Unit/Month: 246.7 KWh
- Avg. Estimated Usage by Unit/Month: 320 KWh
- Potential Offset by Unit: 77%**

- b. Anacapa With Mixed Fuel Design
 - i. Roughly 60,000 KWh Export Per Year, Per Building
 - ii. Total KWh export: 120,000 KWh
 - iii. **Potential Offset with Mixed Fuel Design: 210%**
- c. Sendero All Electric
 - i. Solar System Size: 70 KW
 - ii. Solar Production: 120,644 KWH
 - iii. Avg Production by Unit: 167 KWh
 - iv. Avg Estimated Usage by Unit: 377 kWh
 - v. **Potential offset: 45%**
- d. Sendero Mixed Fuel Design
 - i. Roughly 99,000 kWh of export per year
 - ii. Current PV Design PV Production: 120,644 kWh
 - iii. **Potential Offset: 121%**

Avila Ranch Multi Family Phase 3 is following standards set in section 13 (listed above). While the code update cycle is now well beyond 2019, the project will comply with the new updated 2022 energy code. Avila Ranch has also implemented the City-wide Clean Energy Choice Program, including the provision of PV solar, electric vehicle charging, as well as an E-Bike sharing program. **ADDITIONAL INFORMATION ON BUILDING AND SITE DESIGNS**

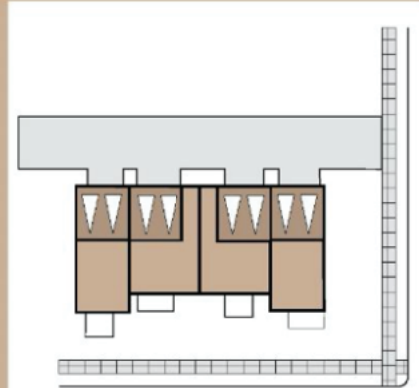
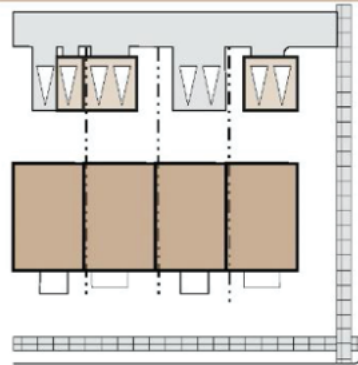
- **Building Systems**
 - High Efficiency Heat Pump Water Heaters
 - Electric Heat Pumps/Mini Splits
 - LED Lighting
- **ELECTRIC VEHICLE PARKING FEATURES**
 - **ANACAPA SITE**
 - 6 stalls provided with Level 2 EVSE charging equipment
 - 22 stalls will be EV capable (Conduit from panel to parking space)
 - 29 stalls will be EV ready (Fully Wired And Ready for use 240/volt plug)
 - **SENDERO SITE**
 - 5 stalls provided with Level 2 EVSE charging equipment
 - 15 stalls will be EV capable (Conduit from panel to parking space)
 - 21 stalls will be EV ready (Fully Wired And Ready for use 240/volt plug)
- **ELECTRIC BIKE AND REGULAR BIKE SHARING PROGRAMS**
 - Anacapa site has 9 E-Bikes along the front of the community center, while Sendero offers 9 regular bikes provided for community sharing.
- **BICYCLE STORAGE AREAS**
 - **ANACAPA**
 - 180 long term bike parking spaces available on site

- 2 detached bike barns conveniently located around both buildings for easy access and safe storage.
- An additional bike storage room is located at the community center.
- **SENDERO**
 - 105 long- and short-term parking spots provided in bike barn and internal storage facility.

High Density Residential Lot and Building Standards (R-3/R-4)

EXAMPLES

These sketches show a site layouts that would follow from the standards. Not all features shown in the sketch are standards.



STANDARDS (minimums)

Lot Area	1,000 ft	N/A
Lot Width	20 ft	N/A
Lot Depth	40 ft	N/A
Front Setback	15 ft	15 ft
Dwelling	10 ft	10 ft
Front Porch		
Rear Setback	10 ft	10 ft
Dwelling	0 ft	0 ft
Parking		
Side Setback (A) (applies to any structure, including covered parking)	as provided in R-2 zone	as provided in R-2 zone
Street (corner lot)	15 ft	15 ft

Development Plan and Community Design Guidelines Consistency

Highlighted Sections	Discussion Items
<i>Avila Ranch Development Plan – Design Framework</i>	
<i>ARDP Standard 1.1: Adherence to AASP Building Orientation and Setback Standards</i>	<p>The proposed application includes setbacks that are based on recently updated aspects of the City’s Zoning Regulations as they apply to R-3 and R-4 zones. Specifically, instead of a minimum 15-foot front setback, as required in the ARDP, the application shows a 10-foot front setback, which is consistent with City zoning requirements. The applicant has included this modified setback standard as Sheet P-1.8 in the proposed project plans.</p> <p><u>Discussion Item:</u> ARC recommended approval of the 10-foot front setback, which is consistent with Citywide zoning requirements in the R-4 zone. Staff is supportive of applying the less restrictive setback, in part because it is consistent with setback requirements elsewhere in the City, but also because of limited design options that would achieve the City’s housing goals on a relatively small site. The Avila Ranch Development Agreement, Section 8.06, recognizes a need for flexibility during project implementation, and the need to potentially allow for minor deviations from the Development Plan if the project is consistent with the intent of the Development Plan.</p>
<i>ARDP Standards 1.2 and 1.6, and related guidelines: Building Height and Setback relationship; driveway orientation.</i> <i>ARDP Standard 7.3.5: The relationship between building height and setbacks</i>	<p>The intent of this standard is to avoid blocking distant views of the background topography through the relationship of setbacks to building height. The ARDP builds on the streetscape and pedestrian orientation standards included in the AASP, and follows the intent of setback requirements included in the Municipal Code related to the R-4 zone. As designed, the project would adhere to the intent of the setback requirements of the R-4 zone as described in the ARDP (see Attachment E, ADRP R-4 Development Standards). Many multi-family units orient away from Earthwood Lane, which addresses potential impacts related to road noise and aesthetics.</p> <p><u>Discussion Item:</u> The maximum building height in R-4 is 35 feet per Municipal Code standards, however, the ARDP does not include a maximum building height. While the ARDP does not include maximum building heights, it does include standards that limit the height of buildings in relation to setbacks to ensure adequate sunlight, preservation of distant views, and building portions are accommodated. With respect to Standard 7.3.5, the project as designed includes building heights that are</p>

Highlighted Sections	Discussion Items
	<p>consistent with the language that building heights be “equal to or at least 2/3 of the distance of the street centerline to the face of the building.” Strict compliance with the remainder of the standard (i.e., that 75% of the units to have one foot of building height for each 1.5 feet of distance from the street centerline) would require building heights to be no more than 26 feet, which is not practical from a design standpoint for multi-family housing of the density anticipated under the ARDP for this site.</p> <p>The applicant proposes a building height ranging from approximately 33 feet to 38 feet, with varying architectural projections within this range. When considered in the context of the need to accomplish multiple General Plan goals related to housing and environmental protection, the proposed design is consistent with the intent of these requirements related to setbacks and building heights. The proposed building height of slightly less than 38-feet is at locations of architectural projections on vertical building elements, and is proposed to enhance the design by varying heights of architectural features. The Avila Ranch Development Agreement, Section 8.06, recognizes a need for flexibility during project implementation, and the need to potentially allow for minor deviations from the Development Plan if the project is consistent with the intent of the Development Plan. ARC recommended that roof projections should be allowed to extend above 35 feet, but should be slightly below the 38 feet originally proposed, and be more rectilinear in form. In response, the applicant has prepared exhibits that redesign the projections to be more rectilinear, and no higher than 37’10”. These are included in Attachment G on Sheets AC-1.0 and AC-1.1.</p>
<p><i>ARDP Standards 7.1.1-7.1.4 and 7.4: Required Architectural Styles, Architectural character, styles, facades and treatment</i></p>	<p>The intent of these standards is to ensure that architectural styles are designed to be appropriate for each land use within Avila Ranch, and to ensure consistency with the overall project vision. Contemporary style is identified in the ARDP as a permitted architectural type, and has been previously applied within the R-2 portion of Avila Ranch.</p> <p><u>Discussion Item:</u> ARC recommended approval of the proposed Contemporary/Mid-Century architectural style, and found it appropriate in the context of the project’s location at the north end of the Avila Ranch project area, where it provides a design transition between the Avila Ranch development and nearby commercial and industrial buildings to the north and west. The</p>

Highlighted Sections	Discussion Items
	style is identified in the ARDP as an appropriate architectural style for Avila Ranch.
<i>ARDP Standard 7.1.10: Buildings within R-4 zones shall have covered porches, entries, or walkways that front onto the street.</i>	<p>The architecture for the R-4 development has integrated articulation of the building facades to enhance entry points, change in materials, windows, exterior balcony placement and varying roof lines. Individual unit porches and entries that front onto the street would not be feasible with an apartment complex of this density.</p> <p><u>Discussion Item:</u> ARC recommended potential pavement enhancements within the parking lots. Colored and stamped concrete at key locations throughout the parking lots would provide visual cues for areas of pedestrian crossing and entry/exit features. The applicant has prepared a revised exhibit that shows stamped concrete treatment in key locations at driveway entrances and ADA striping through the parking lot. Applicant's exhibit is included on Sheet AC-2.0 in Attachment G.</p>
<i>ARDP Standards 8.1.1-8.1.4: Landscaping</i>	The proposed project responds to these standards with a landscape plan that enhances and complements the architectural design, as shown on several project sheets, notably Sheets L1.3, L1.4, and L1.5, and the renderings shown on Sheets AS2.0, AS2.1, AS2.2, AS2.3, AS3.0, AS3.1 and AS3.2.
<i>ARDP Standard 9.2: Signs</i>	<p>The applicant is proposing two (2) monument signs at 5-foot 6-inches in height and 7-foot 6-inches in width, with a sign area of 20 square feet. City Zoning Regulations do not allow monument signs in residential zones, however, an exception can be approved by Planning Commission.</p> <p><u>Discussion Item:</u> ARC recommended approval of the proposed monument sign exception and the overall design of the proposed monument signs to identify each development, provided that the signs are externally lit. Condition of Approval #5 has been included in the draft resolution to require the monument sign to be externally lit, not internally illuminated.</p>
<i>ARDP Standards 9.3.2-9.3.8: Lighting</i>	Pole light locations and styles are shown in the landscape plans (Attachment B, sheets L-1.1-1.3). Also refer to applicant revisions prepared in response to ARC comments related to lighting and landscaping, which are included in Attachment G.

Highlighted Sections	Discussion Items
	<p><u>Discussion Item:</u> ARC discussed the proposed lighting plan, which includes standard utilitarian LED pole light fixtures throughout the site. In response to ARC comments, the applicant has revised Exhibit AC-2.0 to show more detail about different lighting concepts that are proposed, which are intended to be pedestrian scale and to minimize offsite glare and impacts to nearby residences. This exhibit is included in Attachment G of this agenda report. Condition #9 has been added in the draft resolution to require a photometric plan with maximum light intensity standards to ensure appropriate lighting levels at the time of building permits. Staff recommends approval of the lighting as designed and conditioned.</p>
<p><i>ARDP Standard 11.2: Drainage Design</i></p>	<p>This standard requires that a landscaped drainage swale be included along northern property line of Avila Ranch to facilitate drainage from adjacent property, and to provide screening to the light industrial properties to the north. A concrete drainage channel is proposed with current plans. Through the stormwater management and design review process, a landscaped drainage swale was determined to be insufficient to convey the required 100-year storm event capacity. The alternative solution was to incorporate a “catch and convey” concrete drainage channel system. A wall/fence height exception is included with the proposed project which includes the concrete channel.</p> <p><u>Discussion Item:</u> The ARC recommended approval of the drainage design, including the fence height exemption in recognition of the need for safety related to drainage and to minimize the potential for flooding. Condition #8 has been added which requires landscape screening along the northern and western property lines to provide visual appearance at this location along the edge of parking lots.</p>
<p><i>Fence Design</i></p>	<p>A fence height exception is proposed in order to construct wall/fence combination up to 13-feet in height, where 9 feet is the standard.</p> <p><u>Discussion Item:</u> As proposed, the additional fence height and overall design of the retaining wall and fences is supportable because it allows the for the property to be developed at the density allowed by the ARDP and to address drainage and safety at this location.</p>

Highlighted Sections	Discussion Items
<i>Parking Design</i>	<p>The applicant has designed parking areas to meet the minimum standards of Municipal Code Section 17.72.050 including bicycle parking. Compact parking spaces are proposed, which may be approved by Planning Commission.</p> <p><u>Discussion Item:</u> As allowed by Municipal Code section 17.72.050(F) 2 parking spaces have been replaced with 10 additional bike parking storage. Both short- and long-term bicycle storage is designed to meet the standards of the City's Active Transportation Plan. Compact parking spaces are proposed in compliance with the City's Engineering Standards, which allow up to 50% compact spaces with Planning Commission approval.</p>
<i>ARDP Standards 13.1.1 and 13.1.2: Energy</i>	<p>The ARDP was adopted prior to the 2019 energy conservation standards, and thus refers to outdated standards. However, as noted previously, the DA includes performance standards to exceed citywide requirements as they were in place at the time of project approval. An analysis of the consistency with the intent with the DA and the intent of the ARDP is included in the Planning Commission Agenda Report and in Attachment D.</p>
<i>CDG Chapter 5 – Residential Project Design Guidelines</i>	
<i>§ Section 5.2: Subdivision Design and General Residential Design Principles</i>	<p>This section of the CDG includes several key principles related to integrating open space into the design, project scale, and pedestrian orientation. More specifically related to architectural review, the section also calls for durable and low maintenance finishes, the use of a variety of materials, building articulation, and garage orientation. The project is responsive to these issues, and consistent with the intent of these principles. Sheet AX1.0 of the project plans (Attachment B) illustrates a variety of complementary colors and materials that would be applied to the varied design details shown on project renderings in the applicant's package referenced elsewhere in this agenda report.</p>
<i>§ Section 5.4: Multi-Family and Clustered Housing Design</i>	<p>The ARDP was previously found to be consistent with the CDG, and reflects and expands on many of the same principles articulated in the CDG. Among the principles articulated in this section of the CDG include:</p> <ol style="list-style-type: none"> 1. Site planning should consider the character of surrounding development; 2. Multi-family units should be clustered but separated

Highlighted Sections	Discussion Items
	<p>into smaller buildings if possible;</p> <ol style="list-style-type: none"> 3. Pedestrian access should be ensured; 4. Parking and driveways should be safe, visible, functional, and aesthetically pleasing through landscaping; 5. Architecture should be compatible with nearby development, with particular attention given to façade and roof articulation, scale, and features such as balconies and porches to the extent possible; 6. Access to dwelling units should be in small clusters rather than long corridors; 7. Exterior stairways, if needed, should be safe and protected from weather elements; and 8. Accessory structures should be designed to be integral to the project, and not separated or otherwise inconsistent in color or materials used. <p>The project is responsive to these principles. Sheets SP1.0, L1.1-L1.4 of the project plans (Attachment B) show how units are integrated into and have access to pedestrian paseos and common open space. Also see the previous discussion related to architecture, setbacks, and project design with regard to consistency with the ARDP.</p>



A

EARTHWOOD LANE LOOKING NORTH

NOT TO SCALE



AFFORDABLE APARTMENTS BUILDING 1

B

EARTHWOOD LANE LOOKING WEST

NOT TO SCALE





MARKET RATE APARTMENTS BUILDING B

AFFORDABLE APARTMENTS BUILDING 1

C

EARTHWOOD LANE LOOKING SOUTH

NOT TO SCALE



MARKET RATE APARTMENTS BUILDING B

MARKET RATE APARTMENTS BUILDING A

D

EARTHWOOD LANE LOOKING EAST

NOT TO SCALE





LIGHTING LEGEND



ENHANCED WAYFINDING PAVEMENT TREATMENT KEYNOTE LEGEND

- 1 ADA STRIPING
- 2 COLORED & STAMPED CONCRETE

**WATHEN
CASTANOS
HOMES**

C&C Development

**AVILA
RANCH**

TRACT 3089 - PHASE 3

ANACAPA
MARKET-RATE
MULTI-FAMILY APARTMENTS
4240 EARTHWOOD LANE
4280 EARTHWOOD LANE
SAN LUIS OBISPO, CA

SENDERO
AFFORDABLE MULTI-FAMILY
DEVELOPMENT
165 CESSNA COURT
SAN LUIS OBISPO, CA

POST ARCHITECTURAL &
DEVELOPMENT REVIEW
COMMENTS

26 April 2023
Rev. 12 October 2023

LIGHTING AND
ENHANCED
WAYFINDING
TREATMENT PLAN

AC-2.0



Second Addendum to the Final Environmental Impact Report for the Avila Ranch Development Plan

1. Project Title:

Avila Ranch Development 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:

Callie Taylor, Associate Planner
805-781-7016

4. Project Location:

175 Venture Drive
San Luis Obispo, CA 93401

5. Project Applicant and Representative Name and address:

Avila Ranch
WCP Developers, LLC
Dan Garson, Director of Land Development
735 Tank Farm Rd Suite 100, San Luis Obispo, CA 93401

6. General Plan Designation:

Special Focus Area SP-4. Per Avila Ranch Development Plan: Low-Density Residential, Medium-Density Residential, Medium-High Density Residential, High-Density Residential, Neighborhood Commercial, Open Space, Park

7. Zoning:

Per Avila Ranch Development Plan: R-1 Low-Density Residential, R-2 Medium-Density Residential, R-3 Medium-High Density Residential, R-4 High-Density Residential, C-N

Neighborhood Commercial, Conservation/Open Space C/OS, PF Public Facility, Airport Area Specific Plan

8. Description of the Project:

The Avila Ranch Development Plan was approved by the San Luis Obispo City Council on September 19, 2017. Project entitlements included certification of the Final EIR, approval of the Avila Ranch Development Plan, Airport Area Specific Plan Amendment, General Plan Amendment, Vesting Tentative Tract Map, Zone Change, Development Agreement, and establishment of a Community Facilities District. The project includes 720 residential units, 15,000 square feet of neighborhood commercial, open space, and parks on a 150-acre area which is to be developed within six (6) phases of development with a phased final map.

9. Project Entitlements Requested:

Previously approved by the City Council on September 19, 2017. Project implementation, permits, and construction are in process.

10. Previous Environmental Review:

The Avila Ranch Development Plan (ARDP) and associated Final Environmental Impact Report (EIR) were approved and certified by the City Council on September 19, 2017, pursuant to Resolution No. 10832 (2017 Series). The significance of each impact resulting from implementation of the Project was determined based on impact significance criteria and applicable CEQA Guidelines for each impact topic. The EIR found that the Project would result in significant and unavoidable construction-related and long-term impacts to air quality, construction-related noise, and long-term transportation and traffic impacts. Mitigation measures were adopted to reduce the potential impacts where feasible, and the City Council adopted CEQA findings and a Statement of Overriding Conditions to address the identified significant and unavoidable impacts described in the Final EIR.

An Addendum to the Final EIR ("First Addendum") was prepared in January 2024 to address a change in timing of the implementation of Mitigation Measure TRANS-11, which established an obligation for the project to install two separated bicycle bridges on each side of Buckley Road at Tank Farm Creek to improve access to safe bicycle routing along Buckley Road. The City Council approved that Addendum on January 23, 2024.

Buildout of the project is currently underway. The Phase 1 Final Map was recorded in December 2018, and the Phase 1 residential units are currently under construction. On- and off-site improvements have been constructed as part of Phase 1, including transportation improvements to mitigate for the increase in traffic generated by the Tract 3096 development.

11. Purpose of the Second Addendum:

Section 15164 of the State *CEQA Guidelines* allows a lead agency to prepare an addendum to a Final EIR when only “minor technical changes or additions” are necessary to address the effects of a minor change to the approved project since the Final EIR was certified. In addition, the lead agency is required to explain its decision not to prepare a subsequent EIR pursuant to State CEQA Guidelines Section 15162, which requires subsequent EIRs when proposed changes would require major revisions to the previous EIR “due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.”

Subsequent to certification of the ARDP Final EIR, additional information has been identified which would apply a density bonus to the R-4 portion of the Avila Ranch project, and would consequently allow for an additional 20 dwelling units to be constructed in that area. This would raise the total potential buildout of the entire Avila Ranch project area from 720 to 740 dwelling units. These additional units were not considered in the original Final EIR. The purpose of this Addendum is to document this change to the original project, and to discuss the potential effects associated with this change, if any. The Second Addendum concludes that this change would not result in any new or more severe significant environmental effects not previously analyzed in the Final EIR, nor any new or modified mitigation measures. The evaluation below discusses the issue areas that are relevant to this Addendum and covered by the previously approved Final EIR.

12. Addendum Requirements:

Pursuant to Section 21166 of CEQA and Section 15162 of the State CEQA Guidelines, when a lead agency has adopted an EIR for a project, a subsequent EIR does not need to be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

1. Substantial project changes are proposed that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes would occur with respect to the circumstances under which the project is undertaken that require major revisions to the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was adopted shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR; or

- b. Significant effects previously examined will be substantially more severe than identified in the previous EIR; or
- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives; or
- d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

Preparation of an Addendum to an EIR is appropriate when none of the conditions specified in Section 15162 (above) are present and some minor technical changes to the previously certified EIR are necessary to address minor changes to an approved project. Because the new information would not result in any new or more severe significant impacts, an Addendum is the appropriate CEQA document.

NEW INFORMATION AND UPDATED PROJECT ELEMENTS

NEW INFORMATION NOT CONSIDERED IN THE FINAL EIR

As originally approved in 2017, the Avila Ranch Development Plan allowed up to 720 dwelling units, including 125 units within the R-4 portion of the plan area. The 150-acre plan area was to be developed in phases, with the design of each project component within the plan area to be reviewed by the Planning Commission. The R-1 and R-2 portions of the project, for example, have been previously reviewed by the Planning Commission, were found consistent with the parameters of the ARDP, and are currently under construction. Now the 4.05-acre R-4 (multi-family) portion of the ARDP is undergoing a similar review. In this case, the developer is seeking an allowable density bonus that would increase the development potential of that area from 125 to 145 units. These additional 20 dwelling units were not considered in the Final EIR for the Avila Ranch Development Plan in 2017, and are thus the subject of this Addendum.

CHANGED BASELINE CONDITIONS AND UPDATED PROJECT ELEMENTS

This Addendum considers the potential effects of increasing the overall buildout potential of the ARDP from 720 to 740 units, as a result of applying a density bonus to the R-4 portion of the plan area that would increase the development potential in that area from 125 to 145 units. The location of these 20 additional units would not change from the area where R-4 development had been previously anticipated in the FEIR, nor would any other project elements, including roadways, backbone infrastructure, or other public improvements identified in the ARDP. This increase in development potential would not alter the substance or timing of any existing project conditions or mitigation measures associated with the original project approval. This proposed

action would not alter any portion of the ARDP that was intended to be left in open space or agriculture under the original 2017 approval.

The proposed increase in development potential from 720 to 740 dwelling units represents a 2.8% overall increase in the total number of residences under the Avila Ranch Development Plan. However, this increased development would still be subject to the City's policies regarding the timing of growth, as well as the constraints of the housing market.

MINOR TECHNICAL CHANGES TO THE FINAL EIR

The proposed project revisions noted above would result in minor changes to the Final EIR and are therefore evaluated in this Addendum in the analysis that follows.

Environmental Issues for Consideration

The proposed change to the project does not anticipate any new development or ground disturbance in any area within the ARDP that was not already evaluated in the Final EIR. For that reason, impacts associated with issues related to ground disturbance will not change from what was described in the FEIR, including agricultural resources, biological resources, cultural resources, hazards, and hydrology/water quality. These issues will not be analyzed further in this Addendum.

Other impacts that are driven by an increase in the number of residents anticipated in the area are discussed in the paragraphs that follow. These include the issues of air quality and greenhouse gas emissions, noise, population and housing, public services, transportation and traffic, and utilities.

Analysis

For all issues, there were no new significant impacts, no increase in the severity of a previously identified significant impact, nor any new or modified mitigation measures required. The following analysis of each issue discusses this in more detail, and provides support for this conclusion.

Air Quality and Greenhouse Gas Emissions. The FEIR identified the following significant impacts that could be affected by an increase in population or housing:

- AQ-1. Construction-related air quality impacts.
- AQ-2. Long-Term air quality impacts.
- AQ-4. Greenhouse Gas Emissions.
- AQ-5. Inconsistency with Clean Air Plan.

With respect to Impacts AQ-1 and AQ-2, both construction and operational air quality impacts were found to be significant and unavoidable. A series of programmatic mitigation measures were proposed to address impacts related to all future development in the area, either in terms

of construction practices or project design. The proposed project modification would increase buildout within the area by 20 dwelling units, a 2.8% increase in residential development potential within the ARDP. This minor increase would not change the severity of the identified impacts, nor any mitigation measures to address those impacts, which would still remain significant and unavoidable.

In the FEIR, impacts related to greenhouse gas emissions (Impact AQ-4) were found to be significant but mitigable. The minor increase in housing would not change this conclusion, nor would it change the programmatic mitigation measures related to reducing emissions, nor any of the measures related to requiring alternative forms of transportation, such as bicycle and pedestrian facilities.

With respect to Clean Air Plan consistency (Impact AQ-5), the FEIR determined that impacts are potentially significant and unavoidable, but mitigation measures related to air quality and transit were required. These conclusions would still be true with the minor increase in housing development within the ARDP.

Also refer to the discussion of transportation/traffic for additional information related to that issue, which tangentially relates to air quality impacts.

Noise. The FEIR identified the following significant impacts that could be affected by an increase in population or housing:

- NO-1. Construction noise impacts.
- NO-3. Noise generation from increased traffic.

Construction-related noise (Impact NO-1) was determined to be significant and unavoidable, although a series of programmatic mitigation measures were required to reduce the severity of possible impacts, which included limiting construction hours and the use of noise attenuation measures at construction sites. After all construction is completed, this impact would cease. The incremental increase in development would not increase the severity of this impact, nor would it alter any of the required mitigation measures.

Long-term noise impacts (Impact NO-3) are primarily a function of increased traffic, and were determined to be significant but mitigable to future project residents. No offsite impacts were identified. Mitigation measures related to individual project design were required to reduce impacts to project residents. The incremental increase in development would not alter these conclusions. Also refer to the discussion of transportation/traffic for additional information related to that issue, which tangentially relates to noise impacts.

Population and Housing. The FEIR did not identify any significant impacts related to this issue. Its conclusion that development will occur within the City's adopted growth rate (Impact PH-1) is still true for the proposed project modification, because development would still be subject to the City's policies related to growth, and subject to market constraints, as it is part of a long-term phased buildout of the ARDP. As a project that provides housing, other impacts related to

improving jobs-housing balance and the provision of affordable housing were found to be beneficial. Increased housing opportunities would tend to reinforce these conclusions.

Public Services. The FEIR did not identify any significant impacts related to this issue. Increased demand for police and fire services (Impacts PS-1 and PS-2) were found to be significant but mitigable with the payment of required fees to offset potential impacts, and in the case of impacts to law enforcement, the creation of a Security Plan for the ARDP. The small increase in development potential would still be subject to the same mitigation requirements. No increase in severity of impacts or new mitigation measures would be required.

Impacts related to schools and public parks (Impacts PS-3 and PS-4) were found to be less than significant, and with an incremental increase in population from these 20 additional units, impacts would remain less than significant.

Transportation and Traffic. The FEIR identified the following significant transportation impacts that could be affected by an increase in population or housing:

- TRANS-1. Short-term construction traffic.
- TRANS-2. Transportation deficiencies.
- TRANS-3. Turning movement conflicts and intersections and driveways.
- TRANS-4. Transportation volume threshold exceedances on certain roads.
- TRANS-5. Buckley/227 Operation.
- TRANS-6. South Street/Higuera impacts.
- TRANS-7. S. Higuera intersections impacts.
- TRANS-8. LOVR intersections.
- TRANS-10. Pedestrian level of service.
- TRANS-11. Bicycle facility demand.
- TRANS-12. Transit demand.
- TRANS-13. Near-term Buckley/227 Operation.
- TRANS-14. Near-term bike and pedestrian facility demand.
- TRANS-15. Cumulative impacts to intersections.

Some of these impacts were found to be significant and unavoidable, including those related to the operation of the intersection of Buckley Road/SR 227 (Impacts TRANS-5 and TRANS-13). All other impacts were all found to be significant but mitigable, either through the payment of appropriate fees toward future improvements, or by making some of those roadway improvements directly as requirements of project approval. These improvements are programmed into the approved Development Agreement for the project. The impact to operations on US 101 (Impact TRANS-9) was found to be less than significant.

The incremental increase in development would not change any of the conclusions or required mitigation measures described in the FEIR. Please refer to the attached October 2023 memorandum prepared by Central Coast Transportation Consulting and reviewed by City staff for more information about trip generation and related potential effects from these additional 20 units not addressed in the FEIR. That memorandum concludes that no new impacts would occur, nor would any new or modified mitigation measures be required.

Utilities. The FEIR did not identify any significant impacts related to this issue. Increased demand for utility infrastructure (Impact UT-2) was found to be significant but mitigable with a variety of mitigation measures to offset potential impacts, including city review and approval of infrastructure plans. The small increase in development potential would still be subject to the same mitigation requirements. No increase in severity of impacts or new mitigation measures would be required.

Impacts related wastewater collection (Impact UT-1) were found to be less than significant, and with an incremental increase in population from these 20 additional units, impacts would remain less than significant.

DETERMINATION

In accordance with Section 15164 of the State CEQA Guidelines, the City of San Luis Obispo has determined that this Addendum to the certified Final EIR is necessary to document changes or additions that have occurred since the Final EIR was originally certified. The changes proposed are relatively minor in nature and, as documented above, would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Additionally, no new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous Final EIR was adopted has been identified.

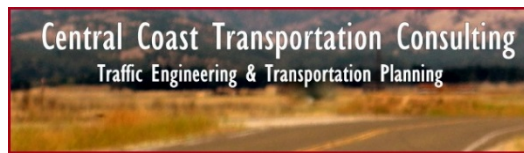
The preparation of a subsequent environmental document is not necessary because:

1. None of the circumstances included in Section 15162 of the CEQA Guidelines have occurred which require a subsequent environmental document:
 - a. The project changes do not result in new or substantially more severe environmental impacts.
 - b. The circumstances under which the project is undertaken will not require major changes to the IS/MND.
 - c. The modified project does not require any substantive changes to previously approved mitigation measures.
2. The changes are consistent with City General Plan goals and policies that promote provision of additional housing within the City.

The City has reviewed and considered the information contained in this Addendum and finds that the preparation of subsequent CEQA analysis that would require public circulation is not necessary. This Addendum does not require circulation because it does not provide significant new information that changes the adopted Final EIR in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect. The City shall consider this

Addendum with the certified Final EIR as part of the basis for potential approval of on- and off-site subdivision improvements for the Avila Ranch Project.

Attachment: Avila Ranch Transportation Analysis, October 19, 2023



MEMORANDUM

Date: October 19, 2023
To: Carol Florence, Oasis Associates, Inc.
From: Joe Fernandez and Summer Merrill, CCTC
Subject: **Avila Ranch Density Bonus Units –Transportation Analysis**

This memorandum summarizes our transportation analysis for the revised project description under consideration for Avila Ranch Affordable Housing Apartments.

PROJECT TRIP GENERATION

The revised project description would add 20 new low-income housing units, resulting in a total of 60 affordable housing units, under the State’s Density Bonus Law. Two land uses were considered for the trip generation estimate, Affordable Housing and Mid-Rise Multi-Family Housing. The latter option produced fewer trips and is therefore used in this analysis. The trip generation estimate is shown in **Table 1**.

Table 1: Trip Generation

Project Trip Generation								
Land Use	Size	Daily	AM			PM		
			In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise) ¹	20 units	91	2	5	7	5	3	8
1. ITE Land Use Code #221, Multi-Family Housing (Mid-Rise). Average rates used. Source: ITE <i>Trip Generation Manual</i> , 11th Edition, 2017; CCTC, 2023.								

The proposed units would generate 91 daily trips, seven AM peak hour trips, and eight PM peak hour trips.

CEQA ANALYSIS

This section presents analysis relevant to the California Environmental Quality Act (CEQA), notably analysis of vehicle miles traveled (VMT) and impacts in the project’s Final Environmental Impact Report (FEIR).

Vehicle Miles Traveled

The City of San Luis Obispo provides guidelines for VMT analysis in the 2020 document *Multimodal Transportation Impact Guidelines*. They describe screening criteria for projects consistent with the General Plan presumed to have a less-than-significant impact based on project type, intensity, or location. Affordable housing can be pre-screened; generally, developments are assumed to improve the jobs-housing balance and consequently reduce commutes and vehicle use. The document states that if the project is in an area with low-VMT, per City guidelines, and shows evidence of low VMT-generating traits then it can be assumed to have a less than significant impact on VMT in the region. Small projects that generate fewer than 110 daily trips are assumed to have little to no impact. As seen in **Table 1**, this project produces 91 peak hour trips and is therefore would prescreened from further VMT analysis if the previously approved project is the CEQA baseline.

The Avila Ranch project’s FEIR estimates VMT in Table 3.12-10. The addition of 20 affordable housing units would not result in new impacts to VMT, as affordable housing is generally presumed to be less impactful to VMT than market-rate housing per OPR guidance. Therefore, if the additional units had been included in the

previous project description the impacts to residential VMT per capita would have been lower than the approved project.

Mitigation Measures

The FEIR identified numerous CEQA mitigation measures associated with transportation impacts. The tables below summarize the project impacts, mitigation measures, and how the 20 affordable housing units would affect both.

Table 2: Project Mitigation Measures

IMPACTS	MITIGATION MEASURE SUMMARY	EFFECT OF 20 AFFORDABLE UNITS
TRANS-1	The Applicant shall prepare a Construction Transportation Management Plan for all phases of the proposed Project for review and approval by the City prior to issuance of grading or building permits to address and manage traffic during construction.	No effect.
TRANS-2a	The Applicant shall create and submit a Transportation Improvement Phasing Plan to the City for review and approval, and shall ensure that construction of the Project follows the sequential phasing order utilized in the TIS for such improvements. The Plan shall address the timing and general design of all on and offsite transportation improvements.	No effect.
TRANS-3a	Project roadway and driveway design shall be reviewed and approved by the City to ensure compliance with City engineering standards and not conflict with intersection functional areas (e.g., aligning driveways on opposite sides of the roadway, position driveways as far upstream from intersections as possible).	No effect.
TRANS-3b	The Applicant shall install traffic calming measures (e.g., speed bumps, pedestrian bulb-outs, etc.) to control speed levels along internal roadways of the Project site, including the extensions of Venture Drive, Horizon Lane, and Jespersen Road as required by Policy 8.1.3.	No effect.
TRANS-4	The Applicant shall prepare an improvement plan for Horizon Lane, Earthwood Lane, and Suburban Road, including roadway, bicycle, and pedestrian improvements. Improvements shall be constructed by the Applicant in coordination with the phasing plan required by MM TRANS-2a, to ensure the Applicant constructs all offsite roadway improvements in a timely manner consistent with Project phasing.	No effect.
TRANS-5	The Applicant shall pay a pro-rata fair share fee to fund the installation of a roundabout at the Buckley Road/SR 227 intersection as identified in the SLOCOG SR 227 Operations Study. The City shall collect the fair share fee and coordinate payment of Project fair share fees to help fund improvements with the County. Alternatively, the City should consider an amendment of the AASP impact fee program to establish a new areawide fee to help fund improvements to the intersection to offset cumulative development impacts. If an amended AASP fee is created by the City it will suffice as appropriate mitigation for the Project's participation in these improvements.	Of total 8 PM peak hour trips, 5% will use the Buckley/227 corridor. This amounts to less than one peak hour trip using this intersection as a result of this project. The single added peak hour trip was conservatively assumed to go south on SR 227, traveling through the SR 227 intersections with Buckley Road, Crestmont Drive, and Los Ranchos Road. The combined County SR 227 road improvement fee cost for an additional peak hour trip through these three intersections is \$2,508.

IMPACTS	MITIGATION MEASURE SUMMARY	EFFECT OF 20 AFFORDABLE UNITS
TRANS-6	The Applicant shall design and construct the extension of the northbound right turn-lane at the South Street/Higuera Street intersection, to provide more storage capacity.	Completed, no effect.
TRANS-7a	The Applicant shall design and construct a second northbound left-turn lane at the intersection of South Higuera Street/Prado Road. The Applicant shall also pay a fair share fee for the widening of Prado Road Creek Bridge west of South Higuera Street by participating in the citywide transportation impact fee program.	Project payment of TIF constitutes fair share contribution. Of total 8 PM peak hour trips, 6% will use South Higuera Street/Prado Road. This amounts to less than one peak hour trip using this intersection as a result of this project.
TRANS-7b	The Applicant shall design and construct a second southbound left-turn lane at the Tank Farm Road/South Higuera Street intersection.	Completed, no effect.
TRANS-8a	The Project is located within the Los Osos Valley Road interchange Sub Area fee program, and, as such, the Applicant shall pay the Los Osos Valley Road subarea fee, for the cost of reconstructing the Los Osos Valley Road/U.S. Highway 101 interchange project and improvements along Los Osos Valley Road. The fee shall be associated with the number of dwelling units and the square footage of commercial development in the Project site and shall be paid the time of building permit issuance.	Project payment of TIF constitutes fair share contribution.
TRANS-8b	In coordination with the Applicant, the City shall retime the traffic signal at Los Osos Valley Road/South Higuera Street intersection and installation of signage at the South Higuera Street/Buckley Road intersection (terminus of the Buckley Road Extension) to inform drivers of additional access to U.S. Highway 101 at Ontario Road. The City Public Works Department shall ensure the improvements and signage meet safety criteria.	Completed, no effect.
TRANS-10a	The Applicant shall design and construct ADA-compliant sidewalks and ADA ramps on the east side of South Higuera Street to provide continuous paths of travel from the City limit line to Los Osos Valley Road.	No effect.
TRANS-10b	The Applicant shall design and construct continuous sidewalks along the east side of South Higuera Street from Vachell Lane to Los Osos Valley Road including ADA ramps at the Vachell Lane and South Higuera Street intersection, as illustrated in Figure 3.12-6 in the FEIR.	No effect.
TRANS-10c	The Applicant shall design and construct continuous ADA-compliant sidewalks and ADA ramps along the south side of Suburban Road from South Higuera Street to Earthwood Lane. A receiving ramp shall be installed on the north side of Suburban Road at Earthwood Lane.	No effect.

IMPACTS	MITIGATION MEASURE SUMMARY	EFFECT OF 20 AFFORDABLE UNITS
TRANS-11	The Applicant shall construct two (2) separated bicycle bridges on each side of Buckley Road at Tank Farm Creek and provide connections to Buckley Road so as to provide continuous and safe bicycle routing along Buckley Road. These sections of roadway and creek crossings are under the jurisdiction of the County and would need to meet both City and County design standards to the greatest extent feasible and are subject to approval of the City's Public Works Director.	No effect.
TRANS-12	The Applicant shall coordinate with SLO Transit to ensure that adequate service would be provided to the two proposed bus stops and Project area. The bus stops shall be constructed by the Applicant within the respective phase's development area. To assure adequate service is provided to the two new bus stops onsite, the Applicant shall pay for and install any physical improvements to Earthwood Lane and Suburban Road needed to accommodate future service to the site. In addition, the proposed transit service onsite shall meet standards stated in Policy 3.1.6, Service Standards.	No effect.
TRANS-13	The City shall amend the Citywide TIF to include a fee program for the installation of a second southbound right-turn lane at the Los Osos Valley Road/South Higuera Street intersection, or create a separate mitigation fee for this purpose. The Applicant shall pay its fair share of the improvement costs through the payment of the Citywide TIF or the ad hoc mitigation fees, as appropriate, to the City prior to issuance of building permits.	No effect.
TRANS-14	If approved by City Council, the City shall amend the TIF, or some other fee program, to include a fee program for the installation of a Class I bicycle path from Buckley Road/South Higuera Street intersection to Los Osos Valley Road/U.S. Highway 101 southbound ramps intersection, connecting to the Bob Jones Trail. The Applicant shall pay its fair share fee to fund the improvement through the adopted fee program. Alternatively, the City may establish a special or ad hoc mitigation fee program to fund the Project's share of these improvements.	No effect.
TRANS-15a	The Applicant shall pay its fair share fee to the City to fund the widening of the Prado Road/South Higuera Street intersection to accommodate a dual left-turn lane, dual thru-lanes, and a right-turn lane on all approaches. Part of this share may be contained within existing fee programs or ultimately incorporated into the Citywide TIF program. If amended into the Citywide TIF an impact fee program, payment of those fees will address project impacts.	Project payment of TIF constitutes fair share contribution.
TRANS-15b	The Applicant shall pay its fair share mitigation fees to fund improvements to the intersection of Higuera/Tank Farm Road to provide: 1) the installation of a "pork chop" island to assist pedestrian crossings, and 2) widening on the south side of Tank Farm to provide a slip lane for right turning traffic. The City should consider incorporating this improvement into the AASP Fee program.	Project payment of TIF constitutes fair share contribution.
TRANS-15c	The City shall review the cross sections for improvements to Tank Farm Road/Horizon Lane intersection as proposed within AASP to ensure long-term geometrics meet the objectives of the General Plan. The Applicant shall pay fair share mitigation fees to fund the installation of an additional northbound right-turn lane or a roundabout at the Tank Farm Road/Horizon Lane intersection. The City should consider incorporating this improvement into the AASP fee program.	No effect.
TRANS-15d	The Applicant shall pay its fair share fees to fund the installation of a traffic signal or a single-lane roundabout at the Buckley Road/Vachell Lane intersection. While not required, this work may be implemented as part of the Buckley Road extension being installed as part of Phase 2 of the Project. The City should consider incorporating this improvement into the AASP fee program.	The previous fair share fee per the Development Agreement was \$107,250. The previously approved project generated 554 PM peak hour trips, corresponding to \$193.59 per peak hour trip. The 20 affordable units will generate eight PM peak hour trips, corresponding to an additional fee of \$1,548.74. The Development Agreement also included a fair share mitigation fee of \$230,000 for future Buckley Road improvements (at Davenport). This corresponds to \$415.16 per PM peak hour trip, or \$3,321.30 for the eight additional trips generated by the 20 affordable housing units.

The 20 affordable housing units would not result in additional transportation impacts and would not require additional mitigation measures.

The transportation analysis in the FEIR was also reviewed to determine if the 20 proposed affordable units would trigger new impacts beyond those described above. The review found that due to the low trip generation of the additional units no new impacts to automobile, transit, bicycle, or pedestrian operations would result from the additional units.

Please let us know if you have any questions.

REFERENCES

City of San Luis Obispo. 2020. Multimodal Transportation Impact Guidelines, 2nd Edition.

_____. 2016. Avila Ranch Development Project Final EIR, Section 3.12 Transportation and Traffic.

Murray Duncan Architects, et al. 2023. Architectural Development Review, Avila Ranch Phase 3 Apartments.