General Plan Land Use Element

2.3.1. Mixed Uses and Convenience

The City shall promote a mix of compatible uses in neighborhoods to serve the daily needs of nearby residents, including schools, parks, churches, and convenience retail stores. Neighborhood shopping and services should be available within about one mile of all dwellings. When nonresidential, neighborhood serving uses are developed, existing housing shall be preserved and new housing added where possible. If existing dwellings are removed for such uses, the development shall include replacement dwellings (no net loss of residential units).

Response: The project provides residential uses in an area with significant jobs and shopping. The project contributes to the improvement of the jobs-housing balance in the community.

2.3.6. Housing and Businesses

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

Response: The project adds housing to an area with significant jobs, shopping and services.

7.3. Airport Land Use Plan

Land use density and intensity shall carefully balance noise impacts and the progression in the degree of reduced safety risk further away from the runways, using guidance from the San Luis Obispo County Regional Airport Land Use Plan, State Aeronautics Act, and California Airport Land Use Planning Handbook guidelines. The City shall use the Airport Master Plan forecasts of aviation activity as a reasonably foreseeable projection of ultimate aviation activity sufficient for long-term land use planning purposes. Prospective buyers of property subject to airport influence should be so informed.

Response: The project was found to be compatible with the County ALUP.

7.9. Internal Open Space

The City shall ensure areas designated for urban uses in the Airport Area Specific Plan, but not necessarily each parcel, include open areas as site amenities and to protect resources, consistent with the Conservation and Open Space Element. In addition, the City shall ensure wildlife corridors across the Airport Area shall be identified and preserved.

Response: The project include internal open space, adjacent open space with Acacia Creek and the Flower Mound, and complies with the open space requirements of the ALUP.

<u>Airport Area Specific Plan</u>

<u>Community Design Guidelines</u>

Goal 5.1 A continuous, well-defined streetscape edge that unifies and enhances the character of the development areas and that supports pedestrian activity through its site planning and design.

Guidelines

A. Buildings are encouraged to front directly on the landscaped setback adjacent to the street right-of-way, rather than locating parking between the street and building.

B. Parking should be located behind or along the sides of buildings.

C. The main entrance to any building with frontage on the primary street serving the project should be oriented toward the primary street.

D. *Building setbacks on adjacent parcels should be varied to provide visual interest, but not so much that the variation destroys the continuity of the streetscape frontage. The variation between setbacks along a streetscape frontage should not be more than 5 meters (16 feet).*

Response: Buildings front on to Acacia Creek, Tank Farm and Santa Fe. All parking is located behind the commercial buildings fronting on Tank Farm Road and Santa Fe. Articulation is provided along both public street frontages.

<u>Standards</u>

5.1.1 Principal buildings shall be oriented parallel to the street.

5.1.2 No more than one double-loaded parking bay will be allowed between the street and the front of the building.

5.1.3 Direct pedestrian access shall be provided from the street serving the project to the main entrance.

5.1.4 Buildings shall have architecturally articulated entry features facing the street.

Response: All buildings along the public street frontages are parallel to the street centerlines.

Goal 5.2: New development fully integrated with a comprehensive open space framework. Pedestrian (bike and peds) access is provided by way of sidewalks and intersecting project sidewalks. Entry features are clearly marked and articulated.

Guidelines

A. On sites with multiple buildings, building heights and separation between structures should be coordinated to allow views to surrounding open space and landforms.

B. Development adjacent to public open space and trails should allow for public access to the open space from developments that do not share adjacency or direct access to the open space system.

C. The siting of buildings, service facilities, circulation, parking, and other elements of new development should take into consideration established development patterns adjacent to the site. Potentially incompatible uses or design elements (e.g., loading areas, refuse collection areas, and high traffic access drives) shall be sited away from sensitive existing use areas on adjacent sites, such as entrances, plazas, lunch areas and other gathering places.

Standards

A.1.1 On properties adjacent to public open space and trails, convenient pedestrian and bicycle connections shall be provided for employees between the buildings and the open space system and to connect residential, commercial and recreational areas.

Response: Finished floor elevations range from 154 MSL to 179 MSL. Building height finished elevations provide a range that allows views of open space, as illustrated in Sheet A7 of the entitlement submittal. Access is provided to open space areas by onsite sidewalks at least every other building.

Goal 5.4: Safe and efficient vehicular parking areas that are designed to be in scale with and visually subordinate to the development and landscape setting. In addition, parking is to be provided as a buffer element between residential uses and non-residential uses, and between residential uses and areas of greater noise exposure.

Guidelines

A. On-street parking is encouraged along all streets providing direct access to a development site.

Response: Onstreet parking is not permitted.

B. The number of parking area entrances and exits should be minimized to reduce vehicular conflicts at intersections. Parking lots with more than 100 spaces should have more than one street access.

Response: There are two access points to the main commercial parking lot. An additional access point is provided for the residential portions. These access points are interconnected and there three drives that provide direct or indirect access to the residential and commercial portions of the site.

C. Where possible, parking lots on adjacent parcels should have vehicular and pedestrian connections between lots of adjacent developments in order to facilitate circulation.

D. Parking areas should be divided into multiple small lots, rather than one large lot, through the siting of internal circulation corridors, landscaped medians, and buildings.

E. *The use of porous surfaces that reduce heat buildup and stormwater runoff are encouraged for parking areas, particularly in overflow parking areas and those adjacent to open space (see drainage guidelines at the end of this chapter).*

F. *Use low (approximately one meter in height) hedges, shrub masses or walls between parking areas and street.*

G. For each parking lot, a single tree species should be used for all end-of-aisle planting islands, and that species, or one additional species, should be used for planter areas between stalls.

H. The use of native plant materials that reference the natural landscape or ornamental versions of orchard-type tree species that reference the area's agricultural heritage are encouraged. Orchard-style planting of parking areas can be achieved with an equally-spaced planting of trees at a ratio of one tree for every four parking spaces for Business Park development, and one tree for every six parking spaces for Services and Manufacturing development.

I. In R-3 and R-4 zones, parking bays and garages shall be placed adjacent to non-residential uses or adjacent to noise exposure areas to buffer sound impacts.

Response: There are two access points to the main commercial parking lot. An additional access point is provided for the residential portions. These access points are interconnected and there three drives that provide direct or indirect access to the residential and commercial portions of the site. The project complies with Guidelines G, H and I regarding landscaping.

<u>Standards</u>

5.4.1. Parking lots shall be located at the rear or side of buildings, rather than between the front facade of the building and the street. Side parking shall not exceed 40 percent of the frontage of the lot on the primary street.

Response: All parking is located behind street-side buildings. Parking provided on the building sides is less than 40 percent of the total frontage.

5.4.2 Where parking layout exceeds two rows in depth (i.e., one double-loaded parking bay), parking lot aisles shall be oriented perpendicular to the building(s) (i.e., aligned in direction of pedestrian movement) to increase pedestrian safety.

5.4.3 A pedestrian path or sidewalk located within the landscape median between parking bays is required in cases where there are more than three bays of parking or the configuration of the bays makes it difficult for pedestrians to access the buildings, to the discretion of the Community Development Director.

Response: The commercial parking lot is perpendicular to the longest leg of the L-shaped commercial building. A pedestrian path is provided through the parking lot. See Sheet A3.

5.4.4 Parking lots shall be planted with shade trees in a pattern and number that can be reasonably expected to shade at least 50 percent of the lot surface within ten (10) years of planting, and provide a nearly continuous canopy at maturity.

Response: See Sheets A40 and A41.

5.4.5 A 10 percent reduction in the required number of parking spaces may be granted by the Director for development within one-quarter mile of a regularly scheduled transit stop.

5.4.6 A 5 percent reduction in the required number of parking spaces may be granted by the Director for development that provides showers and changing rooms, in addition to the secure, sheltered bicycle parking facilities already required by City code.

5.4.7 A 5 percent reduction in the required number of parking spaces may be granted by the Director for development of parking areas that increase storm water infiltration (see Drainage guidelines in section 5.2.4).

Response: The project is within one-fourth mile of the transit stop on Broad/Tank Farm Road. A five percent parking reduction is requested.

Goal 5.8 Roadway View Protection

Tank Farm Road	Davenport Hills to south; South Street Hills to north	Building volume and mature street trees allow view of at least 60% of the scenic resources visible before development, as seen from 1.5 meters (5 feet) above opposite side of roadway, looking perpendicular to road. (see following illustration.)

Santa Fe Road (Buckley Road to Prado Road)	South Street Hills to north; Davenport Hills to south	View of these features will be preserved mainly looking in the direction of the road rather than perpendicular to it.

Response: Project drives and building articulations provides views to South Hills, Acacia Creek and other open space resources to the extent practicable.

Goal 5.10: Building massing that adds visual interest, maintains human scale, and expresses building function.

Guidelines

A. Bold offsets and articulations of the wall plane should be used to reduce the apparent overall building mass; create a play of shadow; provide visual interest; and maintain a sense of scale.

B. Facades that face public streets shall be articulated to give human scale, reduce the apparent mass of large buildings, to add visual interest and avoid the uniform, impersonal appearance typical of many large industrial and office type buildings.

C. Massing may vary from building to building but must reinforce the concept of a harmonious and unified cluster of buildings.

D. Building forms and placement should be used to create pedestrian areas that are protected from the wind, but have appropriate sun exposure.

Response: Building massing and articulation provides for variation. See Sheets A13, A14. The project also provides variations in building styles, colors schemes, wall planes, and building orientation.

<u>Standards</u>

5.10.1 Building facades visible from streets shall vary in modules of 20 meters (66 feet) or less. On any building facade, continuous wall planes longer than 30 meters (100 feet) should be avoided. Where interior functions require longer continuous spaces, exterior walls should have architectural features such as columns or pilasters at least every 20 meters. Such architectural features shall have a depth of at least 3 percent of the length of the facade, and shall extend at least 20 percent of the length of the facade.

Response: The project complies with the requirements.

5.10.2 Facades that face public streets shall use elements such as arcades, awnings, entry features, windows, or other such animating features along at least 60 percent of their horizontal length.

Response: Awnings, arcades, windows, entry features and other details are present in 90 percent of building street frontages.

Goal 5.11: An overall development profile that contributes to the unity and harmony of the planning area when viewed as a whole, but also has enough variety to contribute visual interest and avoid monotony.

Guidelines

A. Building height profile should be designed to create a harmonious relationship with adjacent buildings both within the site and on adjacent sites.

B. Building heights should be varied both within and between sites to provide visual interest and to mitigate the scale of the buildings. Lower building heights should be used near entrances, plazas and other gathering places to maintain human scale.

C. Rooflines should be varied to add character and interest to buildings. Roof forms that reference rural, agricultural building prototypes are preferred over flat roofs.

D. Rooftop equipment shall be consolidated as much as possible and screened from public views, including open space areas open to the public. Enclosures for rooftop equipment shall be integrated into the overall design of the structure.

Response: The building masses are consistent with those of the adjoining property (650 Tank Farm Road. Finished building elevations are varied because of the sloping nature of the site, and the variation is roof styles and slopes.

<u>Standard</u>

A.11.1 Table 4-9 shows building height standards for the planning area. See the Zoning Regulations for allowed height in the R-2 zone.

Response: Sheet 1 summarizes the building heigh requirements per Table 4-9 of the AASP. Occupied portions of structures are permitted to be 36'-0" above average existing grade (210'msl), and non-occupied portions of structures are permitted to be 46'-0" above average existing grade (220' msl). Sheets A16, A18, A20, A25 and A28 show how the building comply with this standard.

Goal 5.12: Architectural detailing that gives buildings human scale, visual interest and distinctiveness through the use of high-quality finishes and materials that are harmoniously combined to unify individual buildings and to ensure a consistent level of design quality.

Guidelines

A. Arcades and/or recessed exterior balconies should be used to articulate building form, provide a sense of scale, and create a play of light and shadow.

B. Wall and window surface planes should be articulated with reveals, trim, recesses, projections, or other details to provide visual interest and a sense of scale.

C. Rooftop equipment should be shielded to provide pleasant roof views from taller adjacent buildings or other elevated viewpoints such as open space areas and trails.

D. Building entries should be clearly defined and highly visible. This can be accomplished through architectural feature such as a portico, overhang, decorative cornice, canopy or arcade, and accentuated with a change in materials and color, and accent plantings.

E. Emphasize main building entries with entry courtyards or other features so they are easily recognizable from approaching automobiles and to provide "ceremonial" entry for pedestrians.

F. Exterior gutters, scuppers, leaders, leader heads and other exterior rainwater drainage devices are allowed only if they are visually integrated into the building design as a decorative enhancement.

Response: Sheets A16, A18, A20, A25 and A28 show how the buildings comply with these guidelines.

Goal 5.13: A unified identity through use of a harmonious, but varied, palette of materials and colors that is coordinated with landscape elements and signage.

Guidelines

Exterior Materials

A. Within a given architectural design, the exterior appearance of a building should receive a consistent treatment of material and colors on all sides, although the proportion of materials may vary.

B. In general, materials should be used honestly, reflecting their natural character, and artificial versions of natural materials such as wood, rock, and masonry should be avoided.

C. Reflective or shiny exterior finishes such as glazed roofing tiles, enameled metals, reflective glass, and glossy vinyl coatings are discouraged. When used, glass panels or windows that cover a large portion of the building facade should be clear or moderately reflective. Highly reflective mirror glass is discouraged.

Color

D. In general, colors should be restrained. Colors that are compatible and complementary with the range of natural tones found in the surrounding landscape are preferable for exterior walls. Trim and accent colors may be brighter, but should still be somewhat muted.

Response: Sheets A16, A18, A20, A25 and A28 show how the buildings comply with these guidelines.

Goal 5.14: An attractive and sustainable landscape pattern that unifies and enhances the quality of the proposed development, while being compatible with the rural agricultural landscape that bounds the area to the south and east.

Guidelines

A. Street trees in the Airport Area should be planted to enhance the area's image, and create a strong sense of identity and unity regardless of the variety in land uses and architectural styles.

B. Landscaping along streets and trails should employ a relatively simple palette of plants and other materials that is repeated throughout the area to create a sense of continuity and visual coherence.

C. *Focal areas, such as the Airport Area gateways, key intersections and project entries should be highlighted through the introduction of specimen trees, intensified planting schemes, special paving and other landscape enhancements.*

D. Native and naturalized plant species (plants that can easily survive local climatic and soil conditions) are favored over exotic species that require more water, higher maintenance, and are less compatible with the natural landscape.

E. *The use of native trees and those associated with the agricultural landscape are encouraged throughout the area. For example, Oak trees are a recognized resource in the area. The use of oak species, including Quercus agrifolia (coast live oak) and Quercus lobata (valley oak), in focal areas and landmark locations is encouraged. California sycamore is another appropriate species, particularly in areas adjacent to riparian corridors and wetland areas.*

F. *The character of planted areas near riparian corridors should respect and respond to the natural landscape character of these areas. A gradual transition should be created between zones of purely native vegetation and predominantly ornamental planting areas.*

G. *The use of specimen trees and ornamental species is appropriate to highlight the importance of building entries and distinguish them from the rest of the site landscape.*

H. Development in the Avila Ranch area shall be designed so the projected annual water consumption is 35 percent less than the average annual community water consumption. To meet this goal, the following performance standards shall be used:

1. Turf shall not be permitted for individual yard landscaping. Landscape plans shall be developed which require lower water usage and lower maintenance. Landscape plans shall reflect the local climate zones and local plant material.
2. Turf may be used where it is associated with a common open space, parkways, sports field or other common area. Where feasible, these areas will be irrigated with recycled water.
3. Landscape and irrigation plans should use drip irrigation systems to the extent feasible. General broadcast irrigation is discouraged.
4. EPA Watersense fixtures shall be used.

Goal 5.17: A consistent, high quality system of signs that allows for creativity in design and commercial identification, while avoiding extremes of size, number, color, height, and shape.

Guidelines

A. Signs should be visually integrated with the contours, forms, colors and detailing of the landscape design. Low-profile monument signs are generally preferred.

B. The colors and materials of signs should reflect the visual attributes of the buildings to which they refer. Harsh or garish colors for background or lettering are discouraged.

C. The total square-footage of on-site signage is governed by the City's Sign Regulations.

Response: See sheets A35, A36, A40 and A41 for the overall landscape plan, plant materials, and site details that show compliance with these guidelines.

<u>Standards</u>

Goal 5.17.1: Building identity signs shall be limited to major site entries from public roadways. Corporate and business identity signs can be placed on the buildings themselves, if they are located near the building entrance and are for identification within the site (i.e., not from public roadways).

Goal 5.17.2: Signs on poles or other raised structures are not allowed in the planning area.

Goal 5.17.3: All signs shall be located on private property.

Goal 5.17.4: Entry signs shall be externally illuminated. The light source shall be fully shielded from view from roadways and pedestrian walkways. Lighting levels shall be as low as possible while providing adequate illumination for signs to be seen by motorists.

Response: Commercial building signage and entry signs will be covered under a separate permit. Sheet A37 shows the proposed signage concepts.

Goal 5.18: A low level of ambient lighting that protects the rural ambience, while being consistent with public safety needs.

Guidelines

A. When illuminated, pedestrian pathways and plazas within development parcels should use light standards that limit the splay of light. Fixtures mounted no higher than 42 inches above the ground are preferred, but light standards up to 12 feet tall are acceptable.

B. On-site lighting to complement and enhance architecture, building identity and site design should be restrained in its application. Fixtures should be concealed to avoid glare and light intrusion into adjacent properties and streets.

C. Service area lighting should be contained within the service area boundaries and enclosure walls. Light "spill over" outside service areas should be minimized.

<u>Standards</u>

5.18.1 Provide minimum levels of lighting consistent with public safety standards along public roadways.

5.18.2 At a minimum, streetlights shall be required at intersections, marked pedestrian crossings, and directional/warning signs. Where used, street lighting shall emphasize the creation of "pools" of light around areas of concern, rather than providing a constant, even lighting across the entire area.

5.18.3 Luminaire height shall not exceed 30 feet on arterials and major collectors such as Broad Street, Prado Road, and Tank Farm Road.

5.18.4 To maintain a pedestrian scale and reduce ambient light levels, streetlights shall not exceed 20 feet on all other streets.

5.18.5 Provide adequate illumination for safe use of parking lots after dark.

5.18.6 Color-balanced lights that do not cast a tinted light are preferred.

5.18.7 Light fixtures shall be cut-off type fixtures that focus light downward and shield the light source from surrounding areas not intended to be illuminated.

5.18.8 Luminaire height should be uniform over the parking lot and not exceed 20 feet.

5.18.9 Parking area lighting should be designed to minimize shadow/light interference by siting light standards between trees and below mature canopy tree height.

Response: Lighting will be permitted under a separate permit. The project will demonstrate compliance under that permit.

Goal 5.20: Drainage systems that employ Best Management Practices, consistent with City-wide drainage standards, and are designed to be an integral part of the natural landscape.

Guidelines

A. Use of surface stormwater collection systems, including swales, detention ponds, and energy dissipaters, is encouraged to slow stormwater runoff and improve stormwater quality. Features such as sediment basins, filter strips, and infiltration beds can be included to further enhance the removal of pollutants from runoff.

B. Where soils and water tables permit, developers are encouraged to use techniques for increasing stormwater infiltration. Such techniques could include infiltration basins, infiltration trenches, swales with check dams, and/or permeable pavements.

C. Use of permeable pavements, such as porous asphalt, porous concrete, and open-celled pavers, is encouraged for pedestrian walkways, courtyards, parking areas and low-volume roads.

D. Use of parking lot planter strips as "bioswales" or infiltration beds that capture runoff from the parking area in the planter areas is preferable to raised planter areas that drain off onto the paved areas. The City can give up to a five percent reduction in required parking in exchange for effective use of surface stormwater collection techniques that increase infiltration.

E. Catchment and diversion of stormwater runoff from rooftops into surface collection/detention/infiltration facilities is encouraged.

Response: The project will use an interconnected system of bioswales to manage stormwater consistent with Regional Board and Drainage Management Plan guidelines. See sheet A5.

<u>Community Design Guidelines</u>

<u>Residential Project Design</u>

A. Develop neighborhoods. Each new residential project should be designed to integrate with the surrounding neighborhood to ensure that it maintains the established character. Subdivisions in City expansion areas should be designed so that individual, separately developed projects work together to create distinct neighborhoods, instead of disjointed or isolated enclaves.

Response: The project integrates to the employment areas, shopping, service areas, and nearby recreation areas. It is integrated with the adjacent residential project with ped and bike accessways.

B. Integrate open space. New subdivisions adjacent to planned or existing parks or other public open spaces (e.g., creeks, riparian areas), or the landscaped grounds of schools or other public facilities should maximize visibility and pedestrian access to these areas. Where these facilities are not already planned, the subdivision should be designed to provide usable public open spaces in the form of parks, linear bicycle and pedestrian trails, squares, and greens, as appropriate.

Response: Acacia Creek and the Flow Mound are used as site amenities. Buildings and view areas are oriented to these areas. Buildings are used to define local open spaces and yards.

C. Edges. "Gated communities," and other residential developments designed to appear as continuous walled-off areas, disconnected and isolated from the rest of the community, are strongly discouraged. While walls and fences may be useful for security, sound attenuation and privacy, these objectives can often be met by creative

design that controls the height and length of walls, develops breaks and variations in relief, and uses landscaping, along with natural topographical changes, for screening.

Response: There are no exterior walls. Buildings are used to line the public streets, per AASP requirements.

D. Scale. New residential subdivisions, and groups of subdivisions that, in effect, collectively create a new neighborhood, should be designed to provide a "walkable" scale, that places all homes within 1/4 mile of neighborhood shopping opportunities, a neighborhood park, or a public facility that can serve as a "center" for the neighborhood. Ideally, each neighborhood should have a center that includes all three facilities.

Response: The project is within walking distance of the shopping, services and jobs. The clubhouse and recreation center (see Sheets A13, A28 and A32) services as the meeting area and focal point for the project.

E. Site planning. Residential subdivision and multi-family project site planning should emphasize the needs of pedestrians and cyclists rather than cars

1. Street layout. New public streets and sidewalks should be aligned with, and be connected to those of adjacent developments to interconnect the community.

a. Pedestrian orientation. Subdivision design should emphasize pedestrian connectivity within each project, to adjacent neighborhoods, nearby schools and parks, and to transit stops within 1/4-mile of planned residential areas. All streets and walkways should be designed to provide safe and pleasant conditions for pedestrians, including the disabled, and cyclists.

Response: The project is connected to services and jobs with on-site and offsite bike paths and sidewalks. The Tank Farm/Broad transit stop is located within one-quarter mile.

b. Block length. The length of block faces between intersecting streets should be as short as possible, ideally no more than 400 feet, to provide pedestrian connectivity.

Response: N/A. There are no internal public streets.

c. Street width and design speed. Streets within neighborhoods should be no wider than needed to accommodate parking and two low-speed travel lanes. Streets in new subdivisions should be designed to accommodate

traffic speeds of 25 miles per hour or less, with most streets in a subdivision designed for lower speeds.

Response: Street widths and design speeds are defined by the City's improvements standards, and the AASP.

d. Parkway/planting strips. Sidewalks should be separated from curbs by parkway strips of at least five feet in width. The parkways should be planted with canopy trees at an interval appropriate to the species of the selected street tree that will produce a continuously shaded sidewalk. The parkways should also be planted with ground covers and other plant materials that will withstand pedestrian traffic.

Response: Parkway strips on Santa Fe and Tank Farm Road comply with City standards in the Circulation Element and the AASP.

e. Access to open areas. Single-loaded streets (those with residential development on one side and open space on the other) should be used to provide public access to, and visibility of natural open spaces, public parks, and neighborhood schools, as well as a means for buffering homes from parks and schools. Where single-loaded streets are not feasible or desirable, other methods that provide similar access and visibility may be used, including private streets, bike and pedestrian paths, or the placement of private common open space or recreation facilities adjacent to the public open space.

Response: There are no public street defined adjacent to Acacia Creek. Drainage basins and bioswales adjacent provide open vistas to the Acacia Creek corridor.

f. Cul-de-sac streets. The use of cul-de-sac streets should be avoided wherever possible. If cul-de-sacs are necessary, the end of each cul-de-sac should provide a pedestrian walkway and bikeway between private parcels to link with an adjacent cul-de-sac, street, and/or park, school, or open space area.

Response: Santa Fe is an interim cul-de-sac/turnaround. Ped and bike access are provided to and through the cul-de-sac.

g. Alleys. Alleys may be provided for garage access, otherwise individual lots should be wide enough to accommodate a side yard driveway to a detached garage at the rear of the lot, so that appearance of the street frontage is not dominated by garages and pavement.

Response: There are no alleys.

2. Open space and natural features. Providing open space and integrating natural features into a residential project can significantly increase the appreciation of residents in their neighborhoods, provide safe places for children and families to play, and maintain a strong sense of connection with the surrounding natural environment in the city as a whole.

   a. Natural amenities (such as views, mature trees, creeks, riparian corridors, rock outcrops, and similar features) should be preserved and incorporated into proposed development to the greatest extent feasible. Reduced density and the clustering of units in hillside areas is encouraged as a means of achieving this goal.

   b. Development adjacent to parks or other public open spaces should be designed to provide maximum visibility of these areas.

   c. Development on hillsides should generally follow the natural terrain contour. Stepped building pads, larger lot sizes, and setbacks should be used to preserve the general shape of natural land forms and to minimize grade differentials with adjacent streets and with adjoining properties.

   d. Public access and visibility to creeks, and the separation of residences and other uses from creeks should be provided through the use of single-loaded frontage roads in combination with multi-use trails. Pedestrian access to and along creeks and riparian corridors may need to be restricted to flatter areas (e.g. beyond top of bank, natural benches) where grading needs and erosion potential are minimal, and where sensitive environmental resources require protection.

Response: Acacia Creek, the Flower Mound, and Damon-Garcia Sports Park are integrated to the project through orientation of buildings, sidewalks, a Class I bike path along Acacia Creek. The Class I bike path along Acacia Creek is according to the Circulation Element and the Active Transportation Plan.

E. Exterior finish materials. Exterior finish materials should be durable and require low maintenance. The use of combined materials (such as stucco and wood siding) can provide visual interest and texture; however, all sides of each single-family dwelling or multi-family structure should employ the same materials, design details, and window treatment. No residential structure should have a carefully designed and detailed facade facing the street, and use bland, featureless stucco or other simple materials on the other exterior building walls. Each residential structure should look like the same building from all sides.

Response: Response: Sheets A16, A18, A20, A25 and A28 show how the buildings comply with this guideline.

F. Windows. Where one or more windows are proposed 10 feet or less from a side lot line, or within 10 feet of another dwelling, the windows should be located and/or screened to provide privacy for the residents of both structures. In some cases, glass block or translucent glass may be appropriate to provide light, but also provide privacy between buildings.

Response: All residential building are typically separated from others by at least 15 feet.

H. Garages and carports. Accommodating vehicle storage in both single-family dwellings and multi-family projects should avoid the common problem of creating streets that appear garage- and driveway-dominated.

1. In the limited instances where an exception is granted for a setback to a garage of less than 20 feet from a property line or internal driveway, the garage shall be equipped with a roll-up door. This requirement is intended to discourage vehicles from parking in front of garages and blocking the adjacent driveway or sidewalk.

2. Where carports are provided, they may be bordered by patio walls, or used to define public and private open space, but should not be located adjacent to perimeter streets. Each carport end should be screened by a low wall, berm, and/or landscaping.

3. Where multiple garages are located together, landscaped tree wells should be placed between every two garage doors. Each tree well should be a minimum of 10 square feet.

4. Carports and detached garages should be designed as an integral part of a project. Their materials, color, and details should be the same as the principal structures. Carports may have flat roofs but should not project above the exterior walls of any buildings adjacent to streets. Prefabricated metal or canvas tent-like carports should not be used. Where garages are utilized, doors should appear set into walls rather than flush with the exterior wall.

5. The use of quality materials, windows, and features with horizontal and vertical relief are encouraged to add interest and character to the design of garage doors and to coordinate their design with the architecture of the primary residence.

Response: There are no residential garages or carports that front onto, or have direct access from public streets. Parking spaces are located at driveway entrances, but these areas comprise less than 15 percent of any public street frontage. See Sheets A3, A11 and A14.

<u>5.4 - Multi-Family and Clustered Housing Design</u>

A. Site planning. Site planning for a multi-family or clustered housing project should create a pleasant, comfortable, safe, and distinct place for residents, without the project "turning its back" on the surrounding neighborhood

1. The placement of new units should consider the existing character of the surrounding residential area. New development should respect the privacy of adjacent residential uses through appropriate building orientation and structure height, so that windows do not overlook and impair the privacy of the indoor or outdoor living space of adjacent units.

Response: The project is screened and buffered to the project to the east (650 Tank Farm Creek) by Acacia Creek.

2. Multi-family units should be clustered. A project of more than 10 units outside the Downtown should separate the units into structures of six or fewer units. See Figure 5-1.

Response: The guideline is feasible for projects at densities of 15 units per the acre or less. It is not feasible for projects of greater density, or for smaller unit sizes as proposed for this project. In order to comply with this requirement, the units would have to be 75% larger which conflicts with the City and project objectives for the development of the site.

3. Multi-family structures should be set back from adjacent public streets consistent with the prevailing setback pattern of the immediate neighborhood.

Response: There is no prevailing setback pattern. The project setbacks are consistent with those established in the AASP.

4. Lower density multi-family projects should be comprised of "walk-up" rather than "stacked" units, with each unit adjacent to a street having its primary pedestrian entrance from the street sidewalk. Higher density projects should be designed either with ground floor units having individual sidewalk entrances, or as courtyard projects with at least one significant pedestrian entrance from the street sidewalk. Where individual units have access to the street sidewalk, private "front yard" outdoor space may be differentiated from the public right-of-way by a porch, or small yard enclosed by a low fence. See Figures 5-1 and 5-2.

Response: The project is a higher-density multi-family project. N/A.

5. Residential units and activity areas not adjacent to a street should be accessible via pedestrian walkway and driveways.

Response: See Sheet A10 for site circulation.

B. Parking and driveways. Individual closeable garages are the preferred method for providing parking for residents in multi-family projects. If garages within the residential structures are not provided, dispersed parking courts are acceptable.

1. Long, monotonous parking drives and large, undivided parking lots are discouraged.

2. The main vehicle access into a multi-family site should be through an attractive entry drive. Colored and textured paving treatment is encouraged outside of the public street right-of-way, and within the project.

3. Parking areas should be visible from the residential units to the extent possible.

4. Safe and protected bicycle parking should be located convenient to each dwelling unit.

5. Parking courts, with or without carports, should not consist of more than two double-loaded parking aisles (bays) adjacent to each other. The length of a parking court should not exceed the width of eight adjoining stalls.

6. Parking courts should be separated from each other by buildings within the project or by landscape or natural open space areas at least 30 feet wide.

7. Large scale multi-family projects (i.e., more than 20 units) with internal streets should have the streets designed as if they were pleasant public streets, with comprehensive streetscapes including sidewalks, and planting strips between curb and sidewalk with canopy trees.

Response: A quarter of the residential parking is provided in garages that are tucked under residential structures. There are approximately 200 residential parking spaces that are provided in 10 separate parking lots. Bike parking is provided per City building codes and Active Transportation Plan regulations.

C. Multi-family project architecture. The exterior design of multi-family projects should be derived from architectural styles in the surrounding neighborhood. Often, these types of projects are adjacent to single family neighborhoods, and care in design should ensure that the height and bulk of the higher density projects do not impact adjacent lower density residential areas.

1. Facade and roof articulation. A structure with three or more attached units should incorporate significant wall and roof articulation to reduce apparent scale. Changes in wall planes and roof heights, and the inclusion of elements such as balconies, porches, arcades, dormers, and cross gables can avoid the barracks-like quality of long flat walls and roofs. Secondary hipped or gabled roofs

covering the entire mass of a building are preferable to mansard roofs or segments of pitched roof applied at the structure's edge. Structures (including garages and carports) exceeding 150 feet in length are discouraged. See Figures 5-2 and 5-4.

2. Scale. Because multi-family projects are usually taller than one story, their bulk can impose on surrounding uses. The larger scale of these projects should be considered within the context of their surroundings. Structures with greater height may require additional setbacks at the ground floor level and/or upper levels (stepped-down) along the street frontage so they do not shade adjacent properties or visually dominate the neighborhood. Large projects should be broken up into groups of structures, and large single structures should be avoided. See Figure 5-4.

3. Balconies, porches, and patios. The use of balconies, porches, and patios as part of multi-family structures is encouraged for both practical and aesthetic value. These elements should be used to break up large wall masses, offset floor setbacks, and add human scale to structures. Multi-family units with individual access to the street sidewalk should have individual covered porches. See Figure 5-4.

4. Dwelling unit access. The use of balconies and corridors to provide access to five or more units should be avoided. Access points to units should instead be clustered in groups of four or less. To the extent possible, main entrances to individual units should be from adjoining streets. Distinctive architectural elements and materials should be used to highlight primary entrances.

5. Exterior stairways. Stairways providing access to the upper levels of multi-family structures should be located mostly within the buildings themselves. Where exterior stairways are necessary, they should provide residents and visitors protection from weather, and should be of stucco, plaster or wood, with accent trim to match the main structure. Thin-looking, open metal, prefabricated stairs that are not integrated with the design of the structure are discouraged.

6. Accessory structures. Accessory structures should be designed as an integral part of a project. Their materials, color, and details should be the same as the principal structures on the site.

Response: See Sheets A12, A14, A16, A18, A20, A22, A25 and A26 for building elevations and details which comply with these guidelines. The longest residential structure is less than 165 feet long.

Miscellaneous Design Details

A. Energy and resource conservation. Site planning and building design should take advantage of all reasonable opportunities to reduce energy and other resource consumption, in compliance with the Energy Conservation Element of the General Plan. The City also encourages all proposed development to comply with the standards for Leadership in Energy and Environmental Design (LEED) developed by the Green Building Council (www.usgbc.org).

1. The placement of a building on a site and the building itself should be designed to maximize opportunities for the optimal operation of passive systems for heating, cooling and lighting. Sunlight should be used for direct heating and illumination whenever possible. Natural ventilation and shading should be used to cool a building.

2. The use of exterior shading devices, skylights, daylighting controls, high performance glazing that allows the transmission of light with minimal heat gain, and high thermal mass building components is encouraged.

3. An application for proposed building construction shall include a solid waste recycling plan for recycling discarded building materials, such as concrete, sheetrock, wood, and metals from the construction site. The plan must be submitted for approval by the Community Development Director, prior to building permit issuance.

Response: The project complies with the most recent version of the CalGreen Code, city building codes, Climate Action Plan, and the City's Clean Energy Choice Program.

B. Fences and walls. Fences and walls can effectively provide safety, security, screening, and privacy, but can also be unsightly site elements because of their length and visibility, unless thoughtfully designed.

1. The design and placement of fences, retaining walls, gates, arbors, footbridges and other site features should relate well to building architecture and site topography. These elements should be of the same quality in design and materials as the buildings.

2. The color of fence and wall materials should complement the other structures on the site. The use of chain-link fencing and "crib" retaining wall designs are discouraged. Tall retaining walls (five feet and higher) should be divided up into two or more shorter walls (depending on height), with the upper portion of the wall set back from the lower wall at least two feet, with the slope between the

walls not exceeding 4:1. Landscaping (with an irrigation system) should be installed in the space between walls.

3. Long, monotonous fences or walls should be avoided. Fences and walls should be offset at least every 10 feet. Landscaping should be installed in offset areas where appropriate. Landscaping along fences and walls should be coordinated with the street tree planting scheme.

Response: The project uses stained-wood with contrasting black hog wire patio and balcony fences for private patio areas (see Sheet A30). See Sheet A38 for site walls and fencing. Otherwise, buildings are used to define and contain interior spaces.

C. Lighting. Exterior lighting should be designed to be compatible with the architectural and landscape design of the project while preserving the night sky, and not create a nuisance for adjacent and nearby properties. See also the Night Sky Preservation standards in Chapter 17.23 of the Zoning Regulations.

1. Outdoor lighting fixtures, including lighting for outdoor recreational facilities, shall be cutoff fixtures designed and installed so that no emitted light will break a horizontal plane passing through the lowest point of the fixture (See Figure 6-1).

2. Outdoor lighting shall be fully shielded, recessed, directed downward and not spill onto adjacent properties and public rights-of-way (See Figure 6-1).

3. An appropriate hierarchy of lighting fixtures/structures and intensity should be considered when designing the lighting for the various elements of a project (i.e., building and site entrances, walkways, parking areas, or other areas of the site).

4. To achieve the desired lighting level for parking and pedestrian areas, it is preferred to have more, smaller scale lights instead of fewer, overly tall and large lights. Parking lot lights shall be as low in height as possible, and shall not exceed a height of 21 feet from the approved finished grade to the bottom of the fixture.

5. The design of outdoor light fixtures should be in keeping with the architectural style of adjacent structures. Outdoor wall-mounted fixtures should not exceed a height of 15 feet from grade or the height of the building, whichever is less.

6. The maximum light intensity on residential and nonresidential sites shall not exceed a maintained value of 10 footcandles at grade. Exceptions are allowed for sports lighting.

7. No lighting on private property shall produce an illumination level greater than two maintained horizontal footcandles at grade on any property within a residential zoning district except on the site of the light source.

8. The use of exterior lighting to accent building architecture is encouraged. When neon tubing is used to illuminate portions of a building it should be concealed from view by parapets, cornices or ledges. Small portions of exposed neon tubing may be used to add special emphasis to an architectural feature, but this must be well thought out and integrated into the overall design.

9. No permanently installed lighting shall blink, flash, rotate or be of unusually high intensity or brightness.

10. Exterior lighting should enhance building design and landscaping, as well as provide for safety and security, but should not create glare for residents or neighbors. Cut sheets or details of lighting fixtures shall be submitted with plans to confirm that lighting will be cast downward, rather than spreading glare onto adjacent properties.

11. Lighting fixtures should be durable, and of a design that complements building design and landscaping.

12. The Architectural Review Commission can approve an exception to these standards based on specific extenuating circumstances.

Response: Lighting will be permitted under a separate permit. The project will demonstrate compliance with these guidelines and the City's Dark Sky regulations under that permit.

D. Mechanical equipment. The attractive appearance of an otherwise appropriate building design can be ruined by the placement of mechanical equipment (for example, heating, ventilation, and air conditioning) in visible locations on the roof, or on the ground adjacent to the structure. Equipment that is not effectively integrated into the building design should be screened as follows.

1. All mechanical equipment (e.g., compressors, air conditioners, pumps, heating and ventilating equipment, generators, solar collectors, satellite dishes, communications equipment, etc.) and any other type of mechanical equipment should be concealed from view of public streets, and neighboring properties, and should be insulated as necessary to prevent noise generated by the equipment from being audible off the property.

2. Roof-mounted mechanical equipment should be screened by a building parapet or other effective roof design. If equipment will be visible above the parapet,

some other type of screen shall be proposed. Plans must clearly call out the height of equipment and demonstrate how equipment will be adequately screened. A line of site diagram may be needed to confirm that proposed screening will be adequate. Ground or interior-mounted mechanical equipment (with appropriate screening) is encouraged as an alternative to roof-mounting.

3. Roof penetrations (such as plumbing and exhaust vents, air conditioner units, and transformer boxes) should be grouped together where feasible to minimize their visual impact. The roof design should help to screen or camouflage rooftop protrusions.

4. Solar heating equipment should be as unobtrusive as possible and complement the building design.

5. Standpipes for fire sprinkler systems should be shown on plans early in the review process so that their visual impact will be understood. They should preferably be placed within the building.

Response: See Sheets A12, A14, A16, A18, A20, A22, A25 and A26 for building elevations, details and mechanical equipment screening which comply with these guidelines.

F. Outdoor storage. Outdoor storage areas shall be screened with a solid fence, wall or mature hedge or other screen planting at least six feet high (per Zoning Regulations Section 17.6.090).

Response: There are no outdoor storage areas.

F. Trash/recycling enclosures & service areas. Refuse containers, service areas, loading docks, and similar facilities should be located out of view from the general public, and so that their use does not interfere with on-site parking or circulation areas, and adjacent uses, especially residential uses.

1. Trash/recycling enclosures and service and loading docks should be conveniently located and large enough to accommodate the uses on the site, but must not interfere with other circulation or parking on the site.

2. Trash containers should be located away from public streets and primary building entrances, and should be completely screened with materials that are consistent with those on adjacent building exteriors.

3. If space constraints or excessive site slope mandate that a trash/recycling enclosure be installed in a street yard, then it should be located so it gates do not face the street; finished with high quality materials to match the architecture of the project buildings; and utilize surrounding landscaping to further screen and

enhance its appearance. Screening techniques such as trailing vines on walls, berming alongside and rear walls, and overhead trellises are all encouraged.

4. Trash storage areas that are visible from the upper stories of adjacent structures should be screened with a trellis or other horizontal cover to mitigate unsightly views. The covering structure should be consistent with the architectural style of adjacent buildings.

5. Enclosures should be designed for long-term use and made of durable materials built on a concrete pad, in compliance with the standards for trash enclosure design in Appendix B, "City of San Luis Obispo Development Standards for Solid Waste Services."

6. Pedestrian access through a separate gate to trash/recycling enclosures is required for developments with multiple businesses, and multi-family residential projects, such as condominiums and planned developments, consistent with Section D of Exhibit 4. of the Bin Enclosure Standards available at www.slocity.org/utilities/recycling.asp.

Response: See Sheet A6 for the location of trash enclosures. See Sheet A36 for waste receptacles to be used on the site, and Sheet A39 for trash enclosure details that meet these guidelines.

G. Utilities. The location of meters and electrical transformers, control boxes, utility poles and lines, fire safety apparatus and any other utility equipment needs to be conceptually shown on plans submitted for architectural review pending final utility company approval. Equipment and fixtures must be accessible for their intended purposes, but also located and otherwise designed to be as unobtrusive as possible.

1. Utility service equipment (for example, electric and gas meters, electrical panels, and junction boxes) should be located in a utility room within the structure, or enclosed utility cabinets at the rear of the structure that are consistent with building architecture and, where feasible, integral to the building. Locations of meter boxes and other similar equipment should be clearly shown on elevations.

Response: See Sheets A12, A14, A16, A18, A20, A22, A25 and A26 for building elevations, details and utility location and screening which comply with these guidelines.

2. Transformers must be placed so that they are not visible from streets adjacent to the site. When transformers are unavoidable in a front setback, they should be placed below grade. If below grade placement is not possible, they should be completely screened by walls and/or thick landscaping, and should be located to not obstruct views of tenant spaces, monument signs, windows, and/or

driveways. Underground placement and screening is also necessary when transformers must be located in side setbacks that are visible from the street.

Response: Transformers, switchgear and other utility structures will be located in accordance with the design requirements of the relevant utility. Where feasible and permissible, they are located underground. However, transformers and switchgear must be accessible from a public road or utility easement without obstruction.

3. The location of any required backflow prevention devices shall be shown on all site plans, including the landscaping plan, as part of an application for architectural review. When buildings are located within 20 feet of the front right-of-way line, the backflow preventer may be installed just inside this front part of the building in direct alignment with the fire service lateral from the water main in the street. Exterior backflow prevention devices shall be painted to blend in with the landscaping or other background material. In addition, the backflow prevention device shall be screened using a combination of slopes, landscaping, or other site improvements such as garden walls. Specific screening proposals shall allow access to the device for required annual testing, and shall be subject to review and approval by the Community Development Director, or for projects requiring their approval, the Architectural Review Commission.

Response: These details will be included in the Construction Plans.

<u>6.2 – Landscaping</u>

A. Goals for landscaping. The landscape design goals for the City include landscape that:

1. Enhances building architecture.
2. Reflects local climate and is water conserving
3. Emphasizes native species while providing botanical and visual diversity
4. Helps to preserve and create views
5. Is low maintenance, while in keeping with the City's high standards for the best of design
6. Provides aesthetic links and transitions between centers of activity
7. Uses plantings as examples of design, creative combinations of shapes, textures, and colors
8. Provides shade, either seasonal or year round
9. Provides seasonal variety

10. Preserves and utilizes historic plantings

11. Preserves and establishes landmark trees

12. Provides imaginative combinations of plantings and hardscape

B. Landscape design guidelines. The following guidelines are intended to assist in achieving the above goals.

1. Overall landscaping guidelines. Planting areas should be integrated with the building design, enhance the appearance and enjoyment of the project and soften the visual impact of buildings and paving. Landscaping should use a combination of trees, shrubs, and ground cover. Project plantings should blend with vegetation on nearby property if the neighboring greenery is healthy and appropriate. The City encourages innovation in planting design and choice of landscape materials.

2. Vegetation and natural features. Healthy existing vegetation and natural rock formations should be kept and incorporated into site and planting plans if they improve site appearance or enhance its proposed use.

3. Extent of landscaping. A site should be adequately planted on all sides, and within its interior. Trees must be planted along streets in compliance with the City's Tree Regulations, and should be selected from the City's "street tree" list. Trees not on the list may be used if approved by the City's Arborist. Trees may also be required at other locations on a site for screening.

4. Plant selection. The purpose of planting for shade, screening, erosion control or appearance should inform the selection of plant types. Thickness, height, color, seasonal characteristics and ultimate growth should be considered. Where planting is intended to perform a function such as screening or shading, its initial size and spacing should be selected to achieve its purpose within two years, or it should be supplemented by temporary architectural features such as screen fencing or an arbor.

5. Water conservation. The conservation and efficient use of water are important City goals. To that end, the City Council adopted Ordinance 1547 (2010 series) that promotes the use of native and drought tolerant materials and sets water efficient landscape standards consistent with State law. The purpose of the standards are to provide landscape designers and project applicants with the tools they will need to design a landscape that is consistent with the Community Design Guidelines goals and meet the more stringent requirements for water conservation. The landscape standards apply to the following types of development:

- New construction and rehabilitated landscapes for institutional, commercial and multi-family development projects with a landscape area equal to or greater than 2,500 square feet which are otherwise subject to a building permit or development review.
- Developer-installed single-family residential landscapes and common areas of a project with a landscape area equal to or greater than 2,500 square feet which are otherwise subject to a building permit or development review. Where model homes are included, the developer shall install at least two model homes with landscapes that comply with the City Engineering Standards requirements and include signs and printed materials explaining design strategies and plant materials for water conservation.
- New construction landscapes which are homeowner-provided and/or homeowner-hired in single-family projects with a total project landscape area equal to or greater than 5,000 square feet requiring a building permit or development review.

Response: See sheets A35, A36, A40 and A41 for the overall landscape plan, plant materials, and site details that show compliance with these guidelines.

<u>6.3 - Parking Facilities</u>

A. General design principles. Parking areas should be designed to serve pedestrian needs as effectively as vehicle parking needs.

1. The City strongly encourages shared parking arrangements. Parking areas on adjoining parcels should be connected to allow continuous vehicle, bicycle, and pedestrian access. Pedestrian linkages between parcels should be located separately from vehicle connections where possible and, in all cases, clearly differentiated from vehicle ways.
2. Pedestrian ways should connect parking areas to streets.
3. Pedestrian ways should be incorporated in parking lots, where practical, using such elements as accented paving, trellises, and lighting.

Response: Parking is provided adjacent to the mixed use building, in dedicated residential garages, and in distributed parking lots. A quarter of the residential parking is provided in garages that are tucked under residential structures. There are approximately 200 residential parking spaces that are provided in 10 separate parking lots. Bike parking is provided per City building codes and Active Transportation Plan regulations. See Sheet A10 for site circulation

and pedestrian connections to parking, and special pedestrian connections through parking lots.

B. Siting and screening. Parking lots should not dominate street views of projects. Wherever possible, parking lots should be placed behind buildings.

1. Motorcycle and bicycle parking spaces and accessible parking spaces should be located for convenience and safety.

2. When parking lots are proposed along street frontages, they shall be screened by a three-foot (minimum) high wall, fence, hedge consisting of five gallon or larger plants, or landscaped berm. The area between such screen and the street shall be landscaped. (per Parking and Driveway Standards).

3. A parking lot on a non-residential site adjacent to a residential use shall be screened by a solid six-foot high wall, fence or an existing mature hedge.

4. Structured parking is encouraged to minimize "vast seas of parking" in large commercial projects.

5. The number of driveway entries to a site should be minimized, and located as far away as feasible from adjacent street intersections. Opportunities for common driveways and shared parking areas through reciprocal easements should be pursued.

6. Where there is adequate space to do so, planters should be created along the edge of driveways leading to parking lots, rather than up to the property line.

Response: There are no residential garages or carports that front onto, or have direct access from public streets. Parking spaces are located at driveway entrances, but these areas comprise less than 15 percent of any public street frontage. See Sheets A3, A11 and A14. Access points on Santa Fe and Tank Farm Road are separated from the intersection by at least 250 lineal feet, and the number of entries is limited to that required for adequate fire access and per the AASP.

C. Landscaping in parking areas. The City encourages landscaping in parking lots to provide visual interest, buffers between land uses and shading for cars and people.

1. A minimum of five percent of the total area of a parking lot shall be devoted to landscaping, in compliance with the City's Parking and Driveway Standards.

2. To provide for trees in parking lots, planters shall be placed after each six parking spaces in any row, and at the ends of each row of parking spaces, in compliance with Parking and Driveway Standards Section I.1.

3. Trees in parking lots should be selected to provide adequate visual interest and shading when they mature. Trees with messy fruit and excessive litter should be avoided.

4. Landscape areas shall have a minimum dimension of four feet exclusive of any car overhang area, and eight feet where intended to accommodate trees. Landscape areas shall be defined by concrete curbing at least six inches wide, designed to minimize damage to pavement caused by irrigation of landscaping.

5. Landscaping in parking lots should be located and maintained so as to not block a driver's view.

6. Planter areas should be provided between buildings and adjacent parking lots to visually break up the hard surfaces.

Response: See sheets A35, A36, A40 and A41 for the overall landscape plan, plant materials, and site details that show compliance with these guidelines. Parking is provided in conformance with the Improvement Plans and Standards. Statistically, the commercial parking lot contains 6.5% of total area as landscape. The project complies with dimension minimums specified above.

D. Pedestrian access. Parking lots should be designed to help direct pedestrians comfortably and safely to building entrances.

1. Walkways should be clearly delineated by changes in the color or texture of paving materials.

2. Parking lot aisles should generally be oriented to run perpendicular to the building's entry to allow pedestrians to walk parallel to moving cars. This strategy also minimizes the need for the pedestrian to cross parking aisles and landscaped areas.

3. The design of pedestrian access within a site should also consider pedestrian access to adjacent sites and uses.

Response: See Sheet A10 for overall pedestrian and bicycle access to and through the site. See Sheet A33 for usage of materials and identifying pedestrian facilities

D. Alternative paving materials. The City supports the use of innovative paving materials such as colored and/or stamped concrete, brick or grasscrete to help define an entry or walkway, to minimize the visual expansiveness of large paved areas, or to help save a specimen tree. However, care should be taken that walkways connecting disabled-accessible parking stalls or public sidewalks and transit stops to proposed uses are constructed with smooth surface materials that can be comfortably.

Response: See Sheets A5 and A33 for the areas where pervious paving materials are proposed.

F. Bicycle parking. Adequate on-site facilities for bicycle parking throughout the City will encourage more widespread bicycle use.

1. Each new multi-family, office, commercial, or industrial project that requires 10 or more automobile parking spaces must provide both short-term (racks) and long-term (lockers or interior space) bicycle parking. The number of spaces required is based on the percentages included in Section 17.16.060, Table 6.5 of the Zoning Regulations. Section 17.16.060 E. of the City's Zoning Regulations allows a project that provides more bicycle and/or motorcycle spaces than required, to reduce its vehicle parking requirement at the rate of one vehicle space for each additional five motorcycle or bicycle spaces, up to a 10 percent reduction.

2. Each bicycle rack should:

   a. Stand a minimum of 30 inches from ground level and support each bike in a stable position by providing at least two vertical contact points for a bicycle frame. The rack should be coated with, or constructed of a durable material that prevents rust and corrosion. Inverted "U" racks or "Peak Racks" bike racks have been identified as complying with the City's standards, illustrated in Figure 6-4. Other similar designs may be allowed upon approval by the Public Works Director.

   b. Allow the frame and both wheels (one wheel removed from the frame) to be locked to the rack using a common locking device such as a standard-sized "U"-lock.

   c. Be installed with mounting brackets on a concrete surface with access provided in accordance with the manufacturer's specifications for placement and clearance from obstructions as shown in Figure 6-5.

   d. Be installed at highly visible locations that are as close to the main entrance of the destination as possible and be located at least as conveniently as the most convenient automobile parking space available to the general public.

   e. Be distributed to serve all tenants/visitors on sites that contain more than one structure or building entry.

   f. Be visible from the interior of the destination.

   g. Be placed where they will not be damaged by vehicles or vandals.

h. Be located where clear and safe pedestrian circulation is ensured.

i. Be illuminated at night to the extent that the destination supports nighttime activity.

j. Be sheltered, when shelter can be attractively integrated with project architecture.

Response: See Sheet A1 for bicycle parking calculations. See Sheet A6 for location of bicycle parking.

7.1 - Creekside Development

A. Streambed analysis. The project permit application shall include a site-specific streambed analysis prepared by a hydrologist, civil engineer, or other qualified professional to determine the precise boundary/top of bank of the waterway. The Director may waive this requirement if it is determined that the project, because of its size, location, or design will not have an impact on the waterway, or that sufficient information already exists, and further analysis is not necessary. A required streambed analysis shall include all information and materials required by the Department.

B. Creek setback development guidelines. Each proposed structure shall comply with the following guidelines.

1. A building setback line along the waterway shall be measured from the existing top of bank or from the edge of the predominant pattern of riparian vegetation, whichever is farther from the creek flow line. Applicants should review the City Creek Setback Standards (Municipal Code Section 17.16.025), for additional information and exceptions for creek setback measurements and requirements.

2. A path or trail may be located within a creekside setback where biological and habitat value will not be compromised; however, no other structure, road, parking access, parking space, paved area, or swimming pool should be constructed within a creek or creekside setback area. The surfacing of a path or trail may most appropriately be permeable; the type of surface will be based on the need to protect riparian resources and minimize runoff to the creek channel.

3. No grading or filling, planting of exotic/non-native or non-riparian plant species, or removal of native vegetation shall occur within a creek or creekside setback area.

4. Where drainage improvements are required within a creek or creek setback area, they shall be placed in the least visible locations and naturalized through

the use of river rock, earthtone concrete, and landscaping with native plant materials.

5. Proposed development should incorporate permeable surfaces in hardscape areas (for example, wood decks, sand-joined bricks, and stone walkways) where feasible, to minimize off-site flows and facilitate the absorption of water into the ground.

6. Development or land use changes that increase impervious surfaces or sedimentation may result in channel erosion. This may require measures to stabilize creek banks.

a. Creek rehabilitation is the preferred method of stabilization, with the objective of maintaining the natural character and quality of the creek and riparian area. Rehabilitation may include enlarging the channel at points of obstruction, clearing obstructions at points of constriction, limiting uses in areas of excessive erosion, and restoring riparian vegetation.

b. Concrete channels and other mechanical stabilization measures are not appropriate, and should be considered for use on a case-by-case basis and only unless no other alternative exists.

c. If bank stabilization requires other rehabilitation or vegetative methods, hand-placed stone or rock rip-rap are the preferred methods.

7. Public access and visibility to creeks should be provided through the use of single-loaded frontage roads adjacent to creeks, but outside of the creek setback. Structures, or lots that back-on to creeks are discouraged. However, certain areas along the creek may not be appropriate for public access due to on-going conservation plans and programs. These areas are determined by the City's Natural Resource Manager.

Response: Building setbacks have been provided in conformance with Zoning Regulation requirements based on the average setback across the eastern property boundary. The setbacks vary, and areas within the statutory setbacks were determined to not have a significant affect on wildlife or plant life. The modified setbacks have been reviewed by the Natural Resources Manager.