



Council Agenda Correspondence

DATE: April 1, 2025

TO: Mayor and Council

FROM: Timmi Tway, Community Development Director
Prepared by: Hannah Hanh, Associate Planner
Luke Schwartz, Transportation Manager

VIA: Whitney McDonald, City Manager

SUBJECT: ITEM 8A – REVIEW OF AN INITIATION OF A GENERAL PLAN AMENDMENT, REZONE, AND ANNEXATION TO FACILITATE BROADSTONE VILLAGE, A PHASED RESIDENTIAL PROJECT, AT 12500 AND 12501 LOS OSOS VALLEY ROAD

Staff has received the following questions regarding the Broadstone Village project. Questions with similar themes have been combined in the responses below. The questions are **bolded** with staff's responses shown in *italics*:

Bob Jones Trail

- 1) Why does the project include a realigned Bob Jones Trail extension that runs alongside the LOVR Bypass between LOVR and South Higuera, instead of the previously proposed pathway alignment along San Luis Creek?**

The applicant has proposed a modified Bob Jones Trail alignment that runs parallel to the proposed LOVR Bypass Road primarily for the purposes of placing the trail in a more visible location to reduce potential for undesirable behaviors (i.e. illegal dumping, camping, etc.) and public safety concerns for trail users. The modified alignment would also place the path outside of the creek setback and riparian zone, reducing potential for environmental and flooding concerns. It should also be noted that, while the City allows construction of shared-use paths within creek setbacks with approval of a setback exception request, the City's Active Transportation Plan recommends locating shared-use paths outside of creek setbacks.

The alignment for this particular segment of the Bob Jones Trail was previously evaluated in a 2013 study, which recommended a preferred trail alignment that follows the creek corridor. The 2013 study recommended a Creekside alignment primarily to reduce impacts to the adjacent agricultural fields and farming operations. The 2013 study did note that if the future LOVR Bypass is advanced prior to the Bob Jones Trail construction, the "pathway would align with the Bypass and include separation from the roadway".

Ultimately, the project applicant and staff are supportive of (a) retaining the Bob Jones Trail alignment along the creek as previously approved, (b) aligning the trail parallel to the Bypass Road as proposed in the current Broadstone Village Project Plans, or (c) exploring a hybrid alternative that aligns the trail parallel to the creek along the development site to avoid driveway conflicts before aligning parallel to the Bypass Road south of the development to increase visibility. Attachment A (Bob Jones Trail Alignment Options), included in this correspondence, provides an illustrative map showing these options.

Staff will be seeking input from the Council, Active Transportation Committee, and community to guide further development of the project circulation plans if Council supports initiating this planning effort.

2) How would the proposed relocation of the Bob Jones Trail from the approved Creekside location affect bicycle and pedestrian safety?

The safety benefits of the modified alignment are greater public visibility of the trail and less potential for vagrancy and undesirable behaviors. The trade-off with the modified alignment proposal is that the trail would cross the two Broadstone Village site driveways south of LOVR, which creates a conflict point between vehicles, pedestrians and cyclists. The current design proposal assumes design strategies to minimize conflicts at these driveways, including a raised crosswalk, lighting, and high-visibility crosswalk markings.

The benefits of the previously approved Bob Jones Trail alignment are that the trail would not cross the Broadstone Village site driveways by aligning along the creek. The trade-off would be less visibility of the trail and likely greater potential for public safety concerns.

As noted in a previous response above, the applicant and staff are supportive of the previously approved Bob Jones Trail alignment following the creek, the modified alignment presented with this development proposal that parallels the LOVR Bypass Road, or a hybrid combining features of each alignment. Final designs for the trail would be based on Council direction, as well as additional input from the Active Transportation Committee and community, and the environmental review and analysis of any potential design constraints.

3) Can you provide more detail on why the Bob Jones Trail alignment is being proposed over the previously-approved alignment? How will this work with the approved design for the Higuera Complete Streets project? Do we need to rethink any elements of the three projects in relationship to one another?

As noted in a previous response above, the modified Bob Jones Trail alignment was proposed to increase visibility of the trail for the safety/comfort of trail users, as well as to increase separation between the trail and creek riparian zone to reduce potential for environmental concerns. Staff and the applicant are supportive

of retaining the previously approved alignment or the modified alignment proposal. The Higuera Complete Streets Project includes proposed intersection crossing improvements at the LOVR/Higuera intersection, including addition of a southbound bicycle signal phase. The Bob Jones Trail extension contemplated with this development proposal provides another opportunity for cyclists to cross LOVR but does not conflict with or eliminate the need for the crossing improvements proposed as part of the Higuera Complete Streets Project.

- 4) The applicant indicated three reasons for the BJT realignment:**
- a. Alignment with county land and lack of county permission to build the BJT in the riparian zone.**
 - b. Distance from creek (environmental concerns). Previous approved alignment was too close to the creek.**
 - c. Safety, cleanliness**

In correspondence from members of the ATC and public, there was push back on two of these items. There is a belief that the county had already agreed to the riparian alignment and was not a part of the new proposed alignment. Can you speak to the involvement of the county up to this point and their take on both alignments?

The reasons for the proposed modified Bob Jones Trail alignment are summarized in the previous responses above, as well as confirmation that the applicant and City staff would be supportive of the previously approved alignment or the modified alignment proposal, pending input from the Council, ATC and community. The City has not had direct conversations with the County regarding the modified trail alignment; however, the County has indicated that annexation of the Hayashi Property (APN 076-081-030) by the City would be required to support the proposed LOVR Bypass Road and Bob Jones Trail extension, which would allow the roadway and trail to be designed pursuant to City standards and policy direction.

- 5) Will the connection between the existing BJT and the new BJT be fully separated from LOVR? Rendering on page 290 of the staff report shows separation in the northern new development but seems to move out to LOVR on the city land.**

Final design details for the connection between the existing Bob Jones Trail terminus and the proposed extension south of LOVR will be refined pending input from the Council, Active Transportation Committee, and community. There are opportunities to provide this connection as a Class I bikeway (shared-use path) or via separate Class IV bikeway (protected bike lane) and sidewalks, or a combination of the two, on the north or south sides of LOVR, depending on whether the LOVR Bypass Road and new signalized intersection are recommended for advancement. Either way, the intent is to provide a facility that is physically separated from LOVR traffic.

Environmental Review / Traffic Concerns**6) What environmental impacts would the project foreseeably have on the Hayashi Property? On traffic? On the neighborhoods?**

If Council authorizes the initiation of the project, environmental review will be completed in accordance with CEQA. This would include a range of technical studies to evaluate the potential environmental impacts of the project, and the environmental analysis would be considered by decisionmakers in the future. A formal transportation impact study has not yet been prepared for the development proposal to confirm potential traffic impacts and mitigation requirements. Based on findings of previous traffic studies for other large development projects in this vicinity, it is anticipated that focused analysis will be required for the LOVR/US 101 Interchange, Los Verdes Park driveways, LOVR/S. Higuera intersection and along the S. Higuera corridor, including future considerations both with and without the Prado Road/US 101 Interchange. Further, future traffic analysis scenarios will also assume the Higuera Complete Streets Project has been implemented.

7) The Applicant's project description discusses water modeling that was completed for the project. What is this model and who did the modeling?

The City contracts with Wallace Group Engineering to maintain and provide technical support for the City's hydraulic model. This model allows for impacts to domestic water and fire water service to be evaluated for proposed projects. The water modeling for this specific project was completed by Wallace Group in December 2024. No issues were found to exist with this analysis. Any significant changes in the plans modeled may require additional analyses (Attachment C).

8) Members of the public have remarked that the County has significant flooding concerns about the bypass road. Is there a flooding analysis on their land that would garner that conclusion?

A comprehensive study of the project's impacts on the floodway will occur during the environmental review process if the project review moves forward. Future analysis will identify potential project-related impacts and recommended mitigation strategies for future consideration.

9) Agenda correspondence from the Applicant references future traffic studies. What happens if the future analysis shows untenable traffic flow impacts, can they build without providing any mitigations?

A comprehensive transportation impact study has not yet been prepared for the development proposal. If the Council chooses to authorize further processing of the General Plan Amendment, Rezoning, and Annexation applications, it should be noted that authorization to initiate the project review does not require the Council to approve the final development proposal, as currently presented. If the

project review progresses, there may be changes to the project scope based on new and more detailed information. The pending traffic impact study will identify potential project-related impacts and recommended mitigation strategies to guide future review of project entitlements by the Planning Commission and City Council. Ultimately, if there are traffic impacts that are unacceptable, the project could be denied, approved with conditions, or modified to address impacts.

10)The alternative for no annexations presented on pages 236-237 would result in the construction of more units, but would traffic analysis support the building of the project in that form?

The developer has indicated that without the annexation, they would propose more units, however, the review process, including the environmental and traffic analysis, will inform what is actually proposed or allowed for approval and construction.

A comprehensive transportation impact study has not yet been prepared for the development proposal with or without the potential annexation and LOVR Bypass Road. Based on preliminary due diligence analysis prepared to date, it is likely that without the proposed LOVR Bypass Road, there will be insufficient traffic from the development to warrant installation of a traffic signal at the new site driveways on LOVR. Further, due to proximity of the new site driveways to existing signalized intersections, left-turn movements exiting both the north and south Broadstone Village sites would likely need to be prohibited per City Access Management Standards.

11)Was residential development of this property included in the plans for the Prado Road Interchange? Was residential development of this property included in traffic engineering plans? What would the impact of this project be on traffic congestion? On the neighborhoods near the LOVR and South Higuera intersection?

Transportation studies prepared previously for the Prado Road/US 101 Interchange Project as well as other large development proposals (San Luis Ranch, Avila Ranch, Froom Ranch, etc.) assumed future development of these properties, but with a lower level of density (approximately 160 dwelling units) compared to the current project proposal (409 total dwelling units).

A detailed traffic impact study will be prepared for the current development proposal to identify potential off-site transportation impacts and mitigation recommendations, where appropriate. Based on the findings of other recent transportation impact studies, this traffic study will include increased focus on circulation within the southern portion of the City, including potential impacts on the Los Verdes Park driveways, LOVR corridor (including US 101 Interchange), Higuera Street corridor, and future traffic conditions with and without the planned Prado Road/US 101 Interchange in place.

Annexation

- 12) Is the Hayashi Property (parcel proposed for annexation) currently protected by an Open Space/Conservation easement in the County? If yes, what entity is the easement holder? If no, is it zoned agriculture? When was its last agricultural use?**

Yes – There is an open space easement on a portion of the Hayashi Property as described and accepted by the Board of Supervisors in Resolution No. 81-485 (Attachment B). If annexation of this property is initiated, City staff would be working with County staff to have this easement conveyed from the County to the City as part of the review process. The property is in the County Agriculture land use category (AG) and is currently used for agricultural operations.

- 13) Was the annexation of this property included in the LUCE update or in any specific plan? If yes, which one/s? If no, why not? Was residential development of this property included in the City's General Plan build out plans? If no, how would the additional units impact buildout?**

Annexation of the Hayashi Property is not specifically identified in the 2014 LUCE update. However, the property is eligible for annexation by the City since it is in the City's Sphere of Influence (SOI). It should be noted that all residential development would occur on properties, currently within the existing City limits and urban reserve line (URL), and annexation is only intended to enable construction of the LOVR Bypass along with an extension of the Bob Jones Trail through the north portion of this property. The LOVR Bypass Road was discussed in the 2014 General Plan Circulation Element as a potential connection to be evaluated with any future planning efforts related to the Creekside Special Planning Area. Based on preliminary communications with the County of San Luis Obispo, the County is not interested in pursuing a roadway if the Hayashi Property remains within their jurisdiction. Therefore, the LOVR Bypass (and accompanying trail extension through the Hayashi Property) would only be achieved if the City pursues annexation and facilitates its construction as part of the development project.

As detailed in the staff report, the 2020 Housing Element identified the North Site and South Sites (proposed for residential development) for possible rezoning to the R-3 zone, instead of the currently proposed R-4 zone for both sites. The request for the R-4 zone would result in approximately 55 additional density units, which have not been accounted for in the General Plan, and therefore would be studied for project impacts as part of the review process, if these applications are initiated.

Growth Management**14)What would be the sprawl-inducing impact on our greenbelt?**

The residential development would be located on properties (i.e., North and South Sites) that are currently within the existing City limits and URL. Any improvements outside of the existing City limits and URL are specific to the LOVR Bypass and Bob Jones Trail extension, which would be possible features of the project, if the City Council authorizes processing of the Annexation application. The remaining majority of the Hayashi Property would be designated for agricultural use or as open space and would not induce sprawl outside of the URL. Note – If the annexation request is not supportable and this application is not authorized by the City Council for processing, then the applicant has indicated they would only pursue the residential development project on properties within City limits.

In addition, growth inducing impacts of the project would be analyzed as part of the environmental review processes should the project move forward.

15)What other housing projects are currently entitled? How would this project affect the timing of other projects already in the works, i.e. the Madonna on LOVR property? How would it impact the City's 1% Growth Management Ordinance that the City exceeded this year?

There are over 1,000 housing units currently entitled but not yet constructed in the City. Many of these units are found in Avila Ranch, and the Orcutt Area and Airport Area Specific Plans. In addition, staff has received submittals seeking entitlements for development in the [Froom Ranch Specific Plan](#) area, which includes a total of 809 housing units. Traffic impact studies for large development proposals such as this one, include analysis of the proposed project under existing traffic conditions, as well as future near-term (5-10 year horizon) and cumulative (20 year horizon) conditions, which allows for evaluation of project impacts in conjunction with other planned and approved development projects, such as San Luis Ranch, Avila Ranch and the Froom Ranch Specific Plan.

If the Broadstone project applications are authorized by Council for processing, staff's subsequent review and evaluation would include an analysis of the impacts of these other entitled major planning projects. The phasing schedule of construction associated with the development of the Broadstone project would also be reviewed by staff for consistency with the City's growth management limitations specified in Land Use Element Policy 1.11.2. Any deed-restricted affordable housing units included in the project would not be subject to the City's growth management limitations. It is likely that the Broadstone project will take between 5-10 years to reach completion. At this point, the City will be in a new Housing Element cycle and possibly under updated General Plan Land Use and Circulation Elements.

Project Design**16) Los Verdes Park single entry issues: Are they mandated under state law for fire safety to accept the additional entry point?**

There is no statewide mandate in California that explicitly requires an existing residential development to accept an additional entry point for fire and life safety.

17) Homes appear to be turned away from the riparian area. Is there a reason that they're oriented this way?

This initiation hearing is for early policy consideration. The plans provided by the applicant are preliminary and a full policy analysis of the design will occur should the project move forward. If directed by the Council, staff would work with the applicant if there is desire to incorporate the creek as an amenity in the project design.

Funding**18) How much general fund money would be required to build the proposed bypass road, to extend water/sewer service to the area, provide public safety services, etc.? Can the City afford this expenditure of public funds, given the upcoming projected budget deficits?**

An estimate of general fund needed to support the project would require a fiscal impact study. Since a detailed project description is required to inform the fiscal impact study, and the project description would be affected by whether and how Council chooses to initiate these project applications, this study has not yet been completed. If Council directs staff to process these applications, a fiscal impact study could be required as part of the review process to inform Council's final decision on the project. The fiscal impact study would evaluate ongoing costs associated with maintenance of new infrastructure, services, etc. Additionally, it should also be noted that staff is recommending that no general fund commitments be made to support the construction of the LOVR Bypass as described in the Council Agenda Report.

Airport Land Use Commission**19) Would the Airport Land Use commission have jurisdiction over this property?**

Yes – All three (3) project sites are located entirely or mostly within the boundaries of the Airport Influence Area (AIA), specifically Safety Zone 6 (Traffic Pattern) of the AIA. Since the project includes various legislative applications, review by the Airport Land Use Commission for a consistency determination with applicable standards in the Airport Land Use Plan is required.

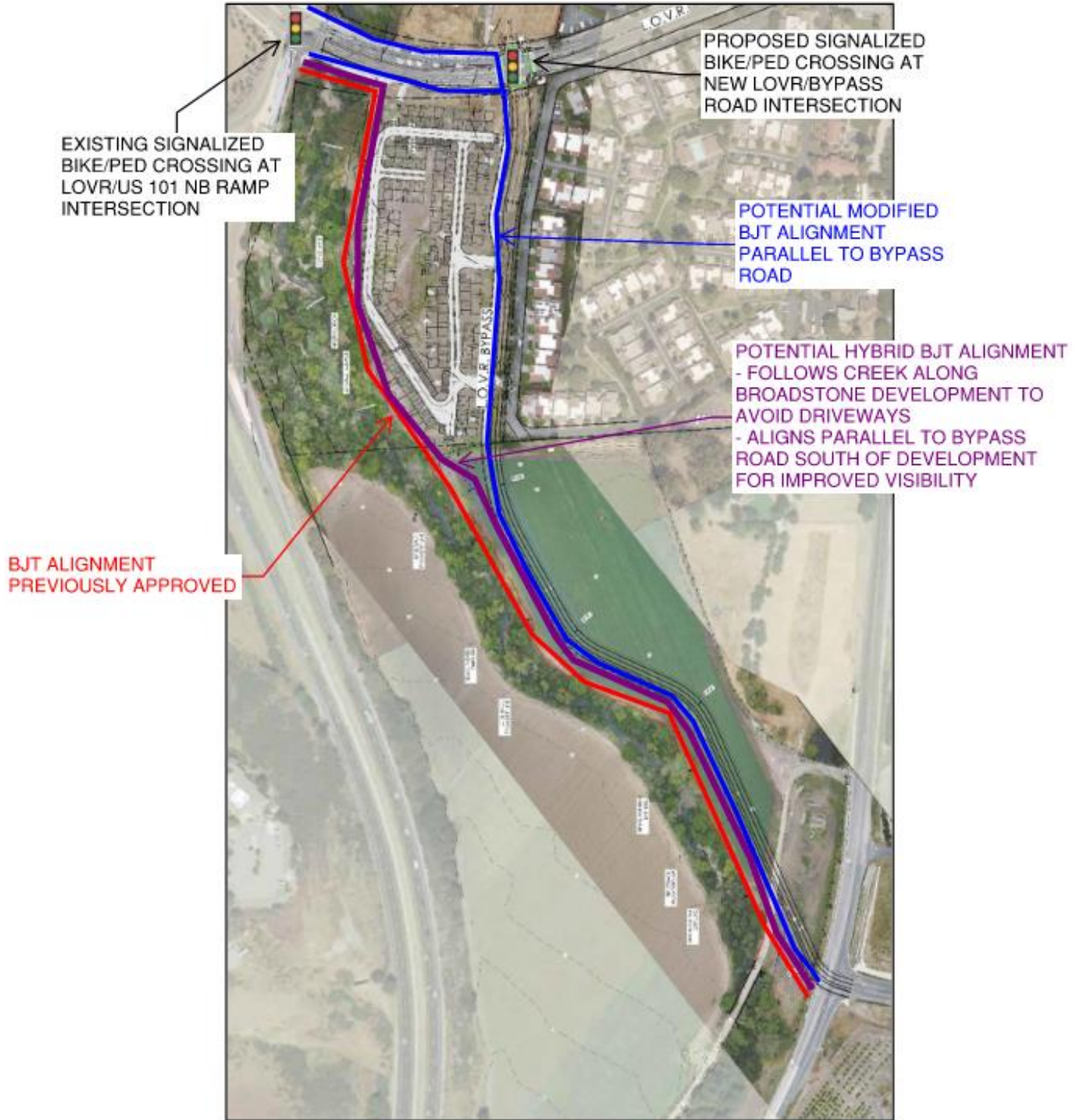
Affordable Housing

20) How many affordable housing units should be considered beyond what is required if we are hoping to get closer to our goal of the additional 1200 needed in the next 3 years? Some correspondence mentioned a reduction in the number of required affordable units because these are designed for seniors.

The affordable units that would be associated with this development, if there are any, are likely to benefit the City in the next housing element cycle, due to the timing of the project. On pages 246-247 of the staff report, staff has provided an analysis of the number of units that would have been required of the project if it did not include a senior housing component (which has exempted it from the City's inclusionary housing ordinance). This analysis is provided to facilitate a conversation about deed restricted units in the project, should the Council wish to provide direction.

ATTACHMENTS

- A – BJT Alignment Options
- B – Open Space Easement
- C – Water Model Results



PROCEEDING REGULATED BY AND
 RULES ENFORCED RETURN TO:
 CO. CLERK

IN THE BOARD OF SUPERVISORS
COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA

Mon day December 7 19 81

PRESENT: Supervisors Jerry Diefenderfer, Kurt P. Kupper, Howard D. Mankins,
 Jeff Jorgensen, and Chairmen Steve Mac Elvaine

ABSENT: None

RESOLUTION NO. 81-485

RESOLUTION ACCEPTING DEDICATION OF AN
 OPEN-SPACE EASEMENT AND A BUILDING RESTRICTION
 WITHIN THE FLOOD HAZARD AREAS SHOWN
 ON PARCEL MAP CO 79-218

11955
 DOC. NO.
 OFFICIAL RECORDS
 SAN LUIS OBISPO CO., CAL

MAR 24 1982
 WILLIAM E. ZIMARIK
 COUNTY RECORDER
 TIME 8:50 PM

The following resolution is now offered and read:

WHEREAS, the County of San Luis Obispo has been duly requested to accept a certain offer to dedicate to the public as open-space all of Parcel 2 on Parcel Map CO 79-218, except those portions designated thereon as a "residential use area", subject to the further limitations and conditions contained on the Map; and

WHEREAS, the County of San Luis Obispo has been duly requested to accept a certain grant and offer to dedicate to the County of San Luis Obispo the right to restrict the erection of buildings or other structures within the flood hazard areas shown on Parcel Map CO 79-218; and

WHEREAS, the County Engineer by letter dated November 30, 1981, has duly recommended that the Board of Supervisors accept the offers of dedication to the public of open-space land and the building restrictions within the flood hazard areas shown on Parcel Map CO 79-218.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Supervisors of the County of San Luis Obispo, State of California, as follows:

1. That the Board of Supervisors finds and determines that the preservation of the land offered for dedication to the public as open-space on Parcel Map CO 79-218 is consistent with the General Plan of the County; that the land is essentially unimproved and if retained in its natural state has scenic value to the

public and is valuable as a watershed, and the offer of dedication contained on the Map contains appropriate covenants to that end; and that it is in the public interest that the land be retained as open-space because such land will add to the amenities of living in neighboring urbanized areas.

2. That the Board of Supervisors finds and determines that the restriction upon the erection of buildings or other structures within the flood hazard areas shown and delineated on Parcel Map CO 79-218 is consistent with the General Plan of the County; that the flood hazard areas are essentially unimproved and if retained in their natural state have scenic value to the public and are valuable as a watershed, and the grant and offer of dedication contained on the Map contains appropriate covenants to that end; and that it is in the public interest that the flood hazard areas be retained in their natural state because such land in its natural state will add to the amenities of living in neighboring urbanized areas.

3. That the offer to dedicate to the public as open-space, the land as shown on Parcel Map CO 79-218 as filed in Book 31, Page 35 in the office of the County Recorder, is hereby accepted.

4. That the grant and offer to dedicate to the County of San Luis Obispo the right to restrict the erection of buildings or other structures within the flood hazard areas as shown on Parcel Map CO 79-218 as filed in Book 31, Page 35 in the office of the County Recorder, is hereby accepted.

5. That the Clerk of the Board of Supervisors is authorized and directed to record a copy of this resolution in the office of the County Recorder of the County of San Luis Obispo.

Upon motion of Supervisor Diefenderfer, seconded by Supervisor Mankins, and on the following roll call vote, to-wit:

AYES: Supervisors Diefenderfer, Mankins, Kupper, Jorgensen, Chairman
Mac Elvaine

NOES: None

ABSENT: None

ABSTAINING: None

The foregoing resolution is hereby adopted.

Steve MacLean
Chairman of the Board of Supervisors

ATTEST:

James B. Lindholm, Jr.
Clerk of the Board of Supervisors

[SEAL]

APPROVED AS TO FORM AND LEGAL EFFECT:

JAMES B. LINDHOLM, JR.
County Counsel

By: /s/ James B. Orton
James B. Orton
Deputy County Counsel

Dated: November 30, 1981

STATE OF CALIFORNIA)
COUNTY OF SAN LUIS OBISPO) ss

I, FRANCIS M. COONEY, County Clerk of the above
entitled County, and Ex-Officio Clerk of the Board of
Supervisors thereof, do hereby certify the foregoing to
be a full, true and correct copy of an order entered in the
minutes of said Board of Supervisors, and now remain-
ing of record in my office.

Witness, my hand and seal of said Board of Super-
visors this 16 day of December
1981

FRANCIS M. COONEY
County Clerk and Ex-Officio Clerk of the
Board of Supervisors
By: *Francis M. Cooney*
Deputy Clerk

URE 11-24-81

OWNER'S CERTIFICATE

We, the undersigned, hereby certify that we are all the owners of, and all recordholders of security interest in, and all parties having any record title in the real property included within the subdivision and project shown on this map, and that each of us does hereby consent to the filing and/or recordation of this map. WE HEREBY DEDICATE TO THE PUBLIC AS OPEN-SPACE ALL OF PARCEL 2, EXCEPT THOSE PORTIONS DESIGNATED ON THE MAP AS 'RESIDENTIAL USE AREAS', BEING THE COMMON AREA, RESERVING TO THE OWNER, ITS SUCCESSORS and assigns the right to use the underlying land for recreational purposes, agricultural purposes and vehicular access, provided however, that said use shall not interfere with the open-space use of said lot; and provided that no improvements other than landscaping, agriculture, or recreational facilities shall be placed upon said land without the approval of the County; and provided further that the approval of the Grantee of any improvement shall not constitute an abandonment of the open-space use, and we hereby grant and dedicate to the County of San Luis Obispo the right to restrict the erection of buildings or other structures within those AREAS DESIGNATED ON THE MAP AS FLOOD HAZARD AREAS. WE HEREBY GRANT TO SOUTHERN CALIFORNIA GAS CO. AN EASEMENT FOR PIPELINE PURPOSES AS SHOWN ON THE ATTACHED MAP.

Thomas M James
 THOMAS M JAMES, EXECUTOR FOR THE HEIRS OR DEVISEES OF LUIZ ANTHONY PEREIRA, DECEASED

NOTARIAL

State of California)
 Santa Barbara)ss
 County Of San Luis Obispo)

On this 11 day of November, 1981, before me, the undersigned, a Notary Public in and for said State, personally appeared THOMAS M. JAMES known to me to be the Executor of the estate of Luiz Anthony Periera, deceased and acknowledged to me that pursuant to an order of the Superior Court of the State of California, in and for the County of San Luis Obispo, in Case No. 17568, he signed and executed the within instrument on behalf of said estate.

Jane D Calder
 NOTARY PUBLIC



TRUSTEE CERTIFICATE

THE FEDERAL LAND BANK OF BERKELEY, a Corporation, as trustee under a deed of trust recorded December 2, 1975 in Book 1866 of Official Records at Page 115.

NOTARIAL

State of California
 County of Santa Barbara

On this 11 day of November, 1981, before me, the undersigned, a Notary Public in and for said State, personally appeared John J. Spano known to me to be the President and Special Agent known to me to be the Secretary of THE FEDERAL LAND BANK OF BERKELEY, the corporation that executed the within instrument and known to me to be the persons who executed the within instrument on behalf of the corporation herein named and acknowledged to me that such corporation executed the same, as trustee.

Jane D Calder

BOARD OF SUPERVISORS CERTIFICATE

I do hereby certify that the Board of Supervisors of the County of San Luis Obispo, State of California, did, on November 11, 1981, approve this map of Co-79-218 in accordance with the provisions of the Subdivision Map Act and the offers of dedication shown hereon for open-space and building restriction on the flood hazard area for a 100-year storm were accepted on behalf of the public.

Dated: December 15, 1981

John Carrey
 Clerk of the Board of Supervisors
 County of San Luis Obispo
 State of California

RECORDERS CERTIFICATE

Filed this 18th day of DECEMBER, 1981, at 8:01 A.M., in Book 31 of Parcel Maps at Page 35, at the request of Terence Orton. Doc. No. 58628. Fee \$800.

William E. Zimark by: Spada Oliveira
 County Recorder Deputy

ENGINEER'S CERTIFICATE

This map was prepared by me or under my direction and is based upon a field survey in conformance with the requirements of the Subdivision Map Act and local ordinance at the request of David Periera on June 1981. I hereby state that this parcel map substantially conforms to the approved or conditionally approved tentative map, if any.

Terence K Orton 11/12/81
 Terence K. Orton, P.E. 21807

COUNTY SURVEYOR'S CERTIFICATE

This map conforms with the requirements of the Subdivision Map Act and local ordinances.

Dated: 1 Dec 1981

J.C. Patton
 County Surveyor, R.C.E. 10197

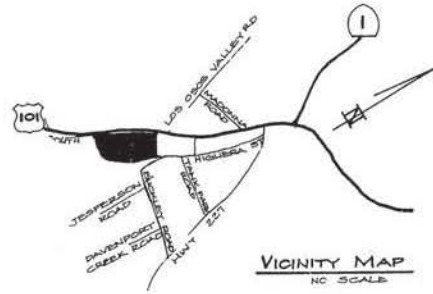
**PARCEL MAP
CO-79-218**

BEING PORTION OF LOT 38 OF RANCHITA DE SANTA FE IN TOWNSHIP 31 SOUTH, RANGE 12 EAST, MOUNT DIABLO MERIDIAN, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA.

REQUESTED BY: DAVID PERIERA
 PREPARED BY: WESTLAND ENGINEERING COMPANY
 755 FRANCIS STREET
 SAN LUIS OBISPO, CA 93401
 (805) 541-2394

JULY 1981

SHEET 1 OF 2



VICINITY MAP
NO SCALE



MEMORANDUM

Landstone Partners XV LLC
Bypass Rd Bike Path Alt Analysis – 1763-0001

Date: December 13, 2024
To: Ricardo Gomez, RRM
From: Kari Wagner, PE
Travis Vazquez, PE
Subject: Water Modeling Analysis for Broadstone Village

CIVIL AND
TRANSPORTATION
ENGINEERING

CONSTRUCTION
MANAGEMENT

LANDSCAPE
ARCHITECTURE

MECHANICAL
ENGINEERING

PLANNING

PUBLIC WORKS
ADMINISTRATION

SURVEYING /
GIS SOLUTIONS

WATER RESOURCES

Wallace Group was requested by Ricardo Gomez of RRM Design Group to provide hydraulic data for the proposed Broadstone Village development located at 12500 Los Osos Valley Road. The proposed residential development is split by Los Osos Valley Road (LOVR) into two sites– the north site is bound by LOVR to the south, Los Verdes Dr to the east, Chuparrosa Dr to the north, and San Luis Obispo Creek to the west, see Attachment A for the Utility Plan. The southern site is contained by LOVR to the north, Los Palos Dr. to the east, an agricultural field to the south, and San Luis Obispo Creek to the west. Figure 1 shows the proposed site and the City of San Luis Obispo (SLO) Edna Saddle water pressure zone in teal.

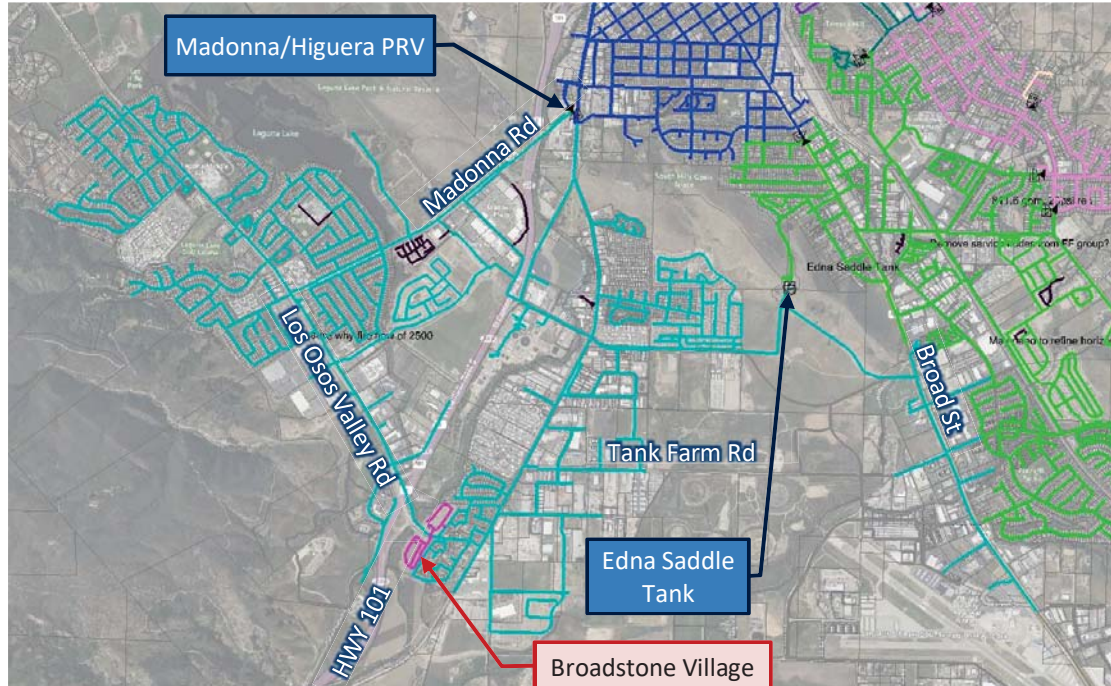


Figure 1. Overview of the City Edna Saddle pressure zone and location of Broadstone Village.

WALLACE GROUP
A California Corporation

612 CLARION CT
SAN LUIS OBISPO
CALIFORNIA 93401

T 805 544-4011
F 805 544-4294

www.wallacegroup.us

Site Description

Both sites propose separate private domestic and fire water systems, each 8-inch diameter. On the north site, there will be two connections to the existing City of San Luis Obispo network: one connection to the existing 18-inch ductile iron pipe at LOVR, and the other to the existing 8-inch PVC at Los Verdes Drive.

The southern site proposes a new 12" public water main from the 18-inch ductile iron pipe in LOVR through the frontage of the property. The 8-inch private domestic and fire water systems connect to the proposed 12-inch public water main at two locations to create a looped network. An 8-inch public main is proposed to connect the new 12" public water main to the existing City 8-inch main in Los Palos Drive. See Figure 2 in the following section.

To obtain the requested data, Wallace Group used the hydraulic water model developed for the preparation of the December 2015 Final Water Master Plan (WMP). The model was updated and calibrated in October 2022. The model results presented below include the following:

- To estimate the pressure losses at the 8-inch backflow prevention devices as shown on the utility plan, a loss curve from an 8-inch Wilkins Model 375 Reduced Pressure Principle Assembly was built into the model.
- All proposed pipe is assumed to be PVC, with a Hazen-Williams C factor of 150

The following information is reflective of the water pressures and flows available at the proposed Broadstone Village:

Water Distribution System Information

Pressure Zone	Edna Saddle
Water Supply	Edna Saddle Tank Madonna/Higuera PRV
Tank Elevation during Average Day Demand (ADD)	345'
Tank Elevation during Maximum Day Demand (MDD)	339'
Tank Elevation during Peak Hour Demand (PHD)	333'
Madonna/Higuera PRV HGL	340'
Development Elevation	Varies from 103' to 114'
Required Fire Flow (FF) for high density residential per the WMP	2,000 gpm

Note: required FF is without fire sprinklers, Fire Marshall has final say on required FF.

Water Model Results

Figure 2 shows the proposed (pink) and existing (teal) water mains as modeled in WaterCAD. Note that while each site will have parallel plumbing (separate fire and domestic systems), only the fire system was built into the model being that fire flow demands greatly surpass domestic demands; the fire system is the hydraulically critical one of the two.

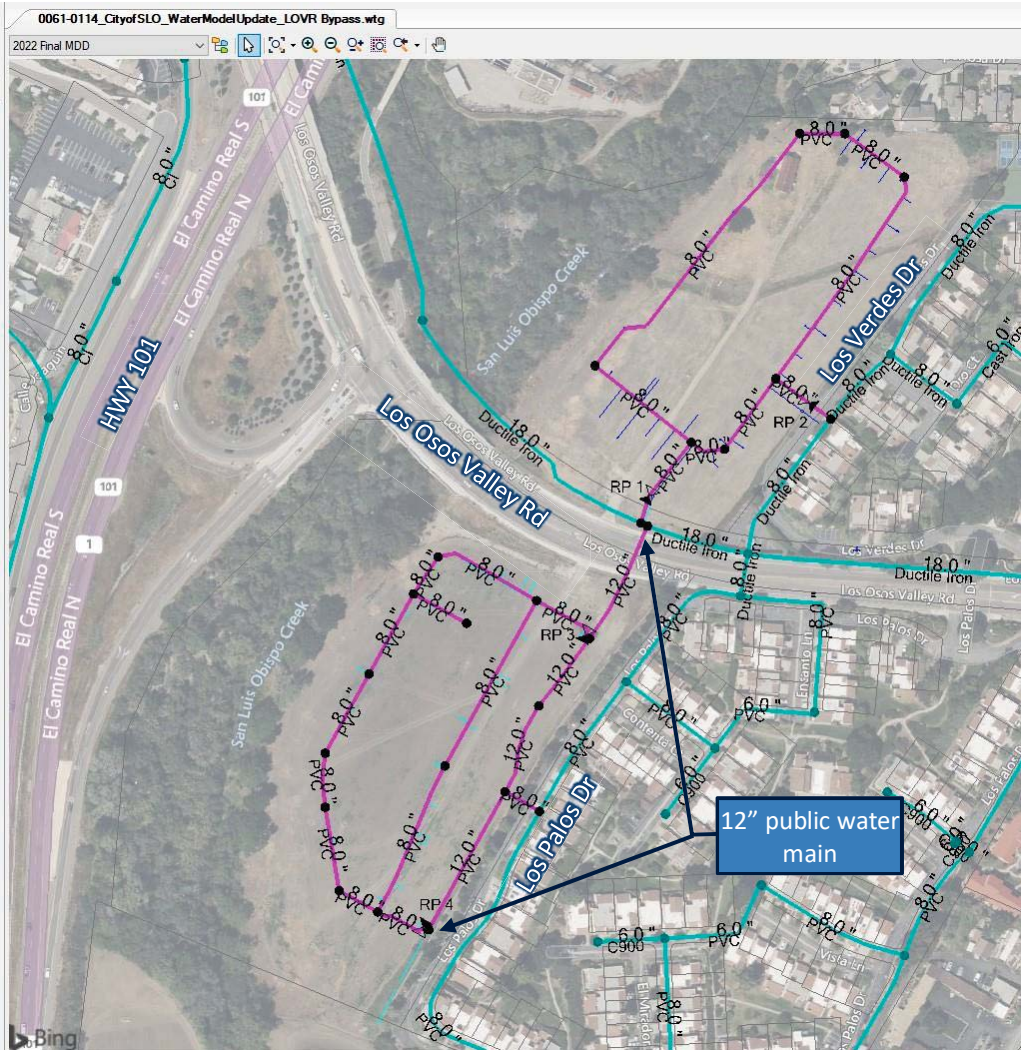


Figure 2. Overview of proposed water system.

Elevations for each junction were assigned based on the “finish floor” elevations of the nearby pads per Attachment A, to represent the approximate pressure available at each unit. The assumed elevations are displayed in Figure 3 and Figure 4.

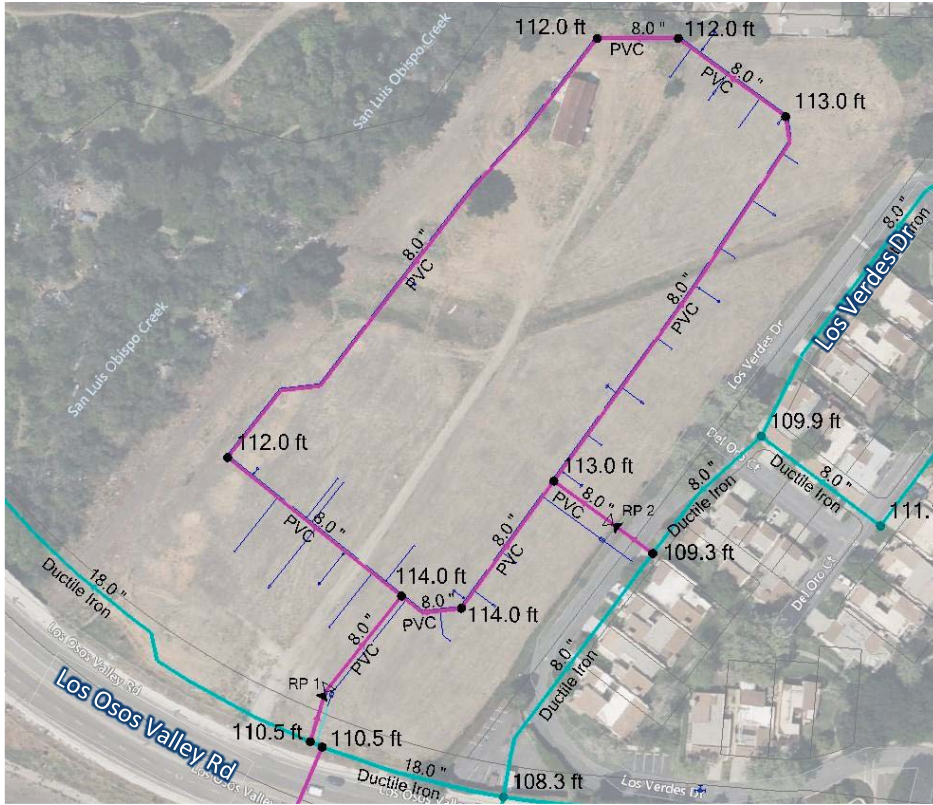


Figure 3. Junction elevations for the north site.



Figure 4. Junction elevations for the south site.

Pressures During Average Day Demand (ADD)

Pressures during ADD range from 91-103 psi.

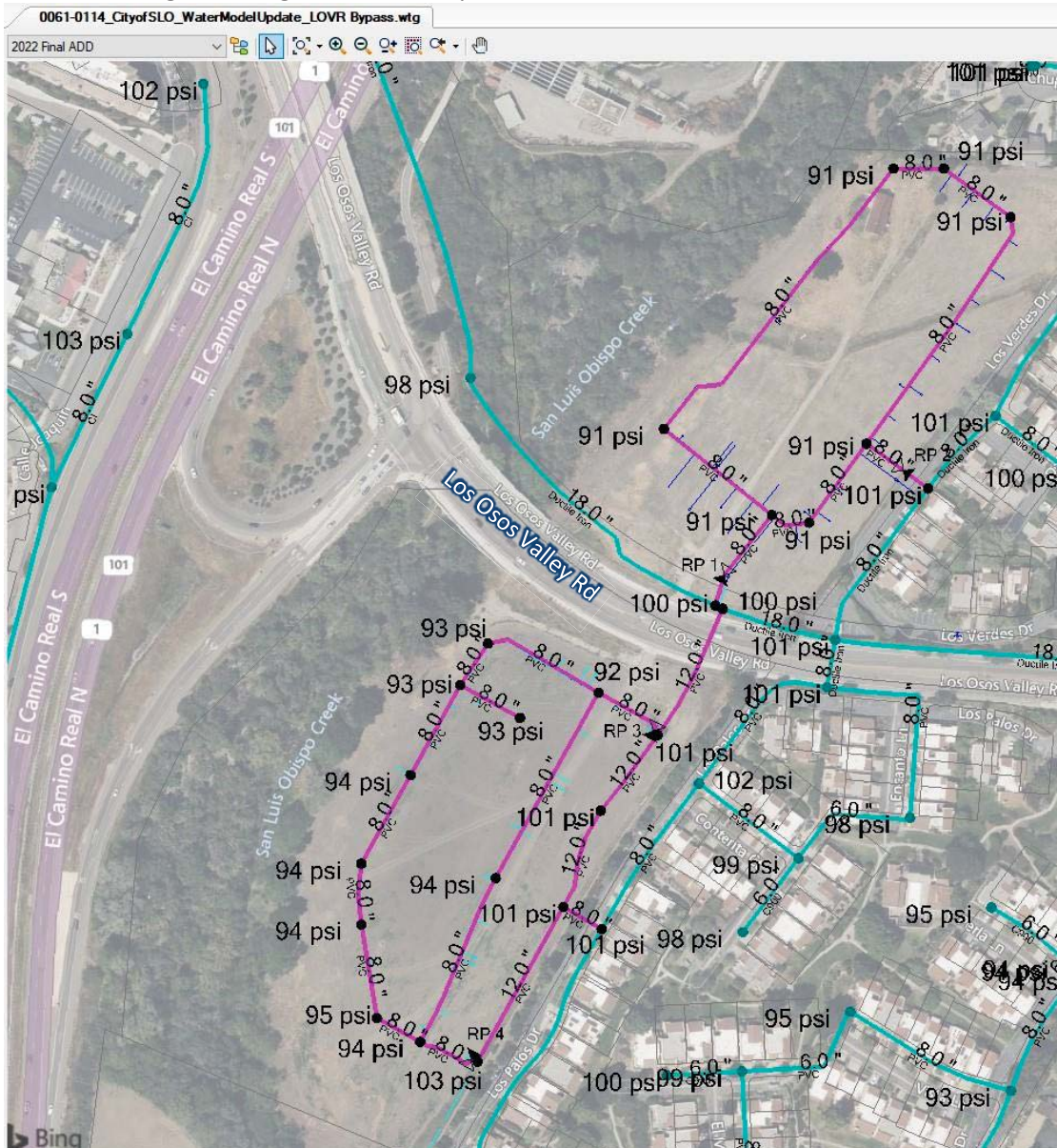


Figure 5. Pressures during ADD.

Pressures During Max Day Demand (MDD)

Pressures during MDD range from 89-101 psi.

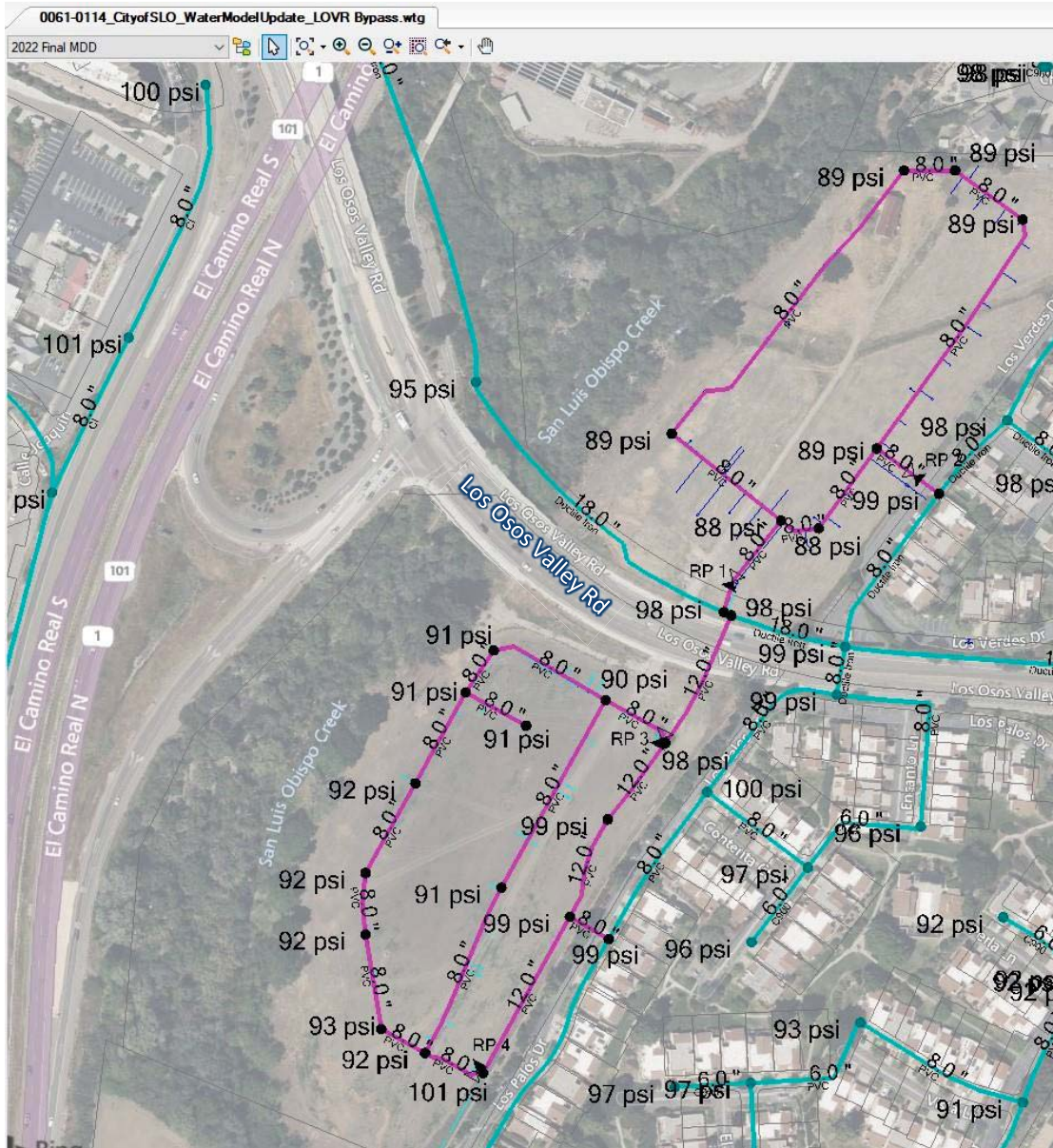


Figure 6. Pressures during MDD.

Pressures during Peak Hour Demand (PHD)

Pressures range from 83-96 psi

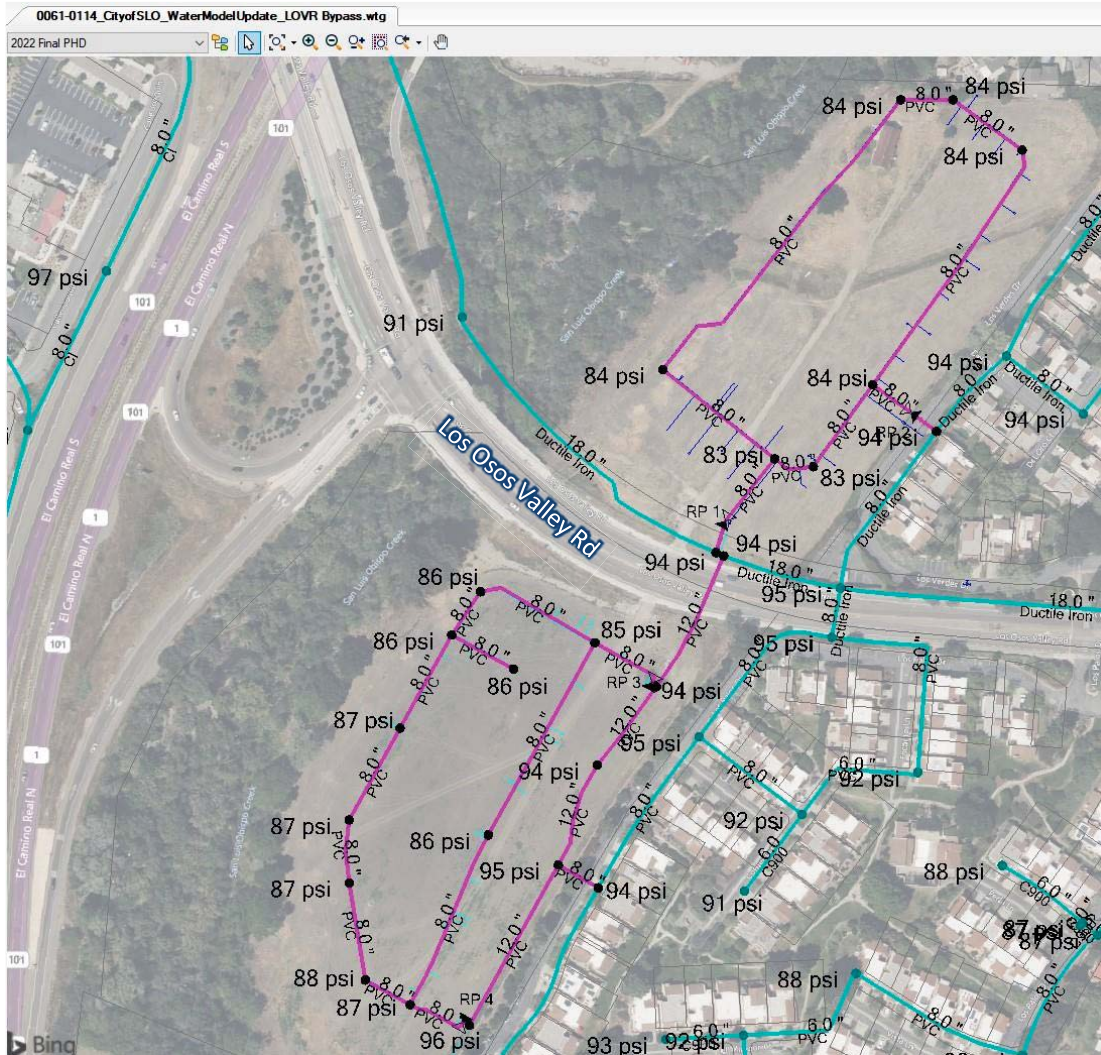


Figure 7. Pressures during PHD.

Available Fire Flow During MDD

Available fire flow at each junction is shown in Figure 8 and Figure 9. These values represent the maximum fire flow that can be supplied at the junction without dropping pressure anywhere in the system below 20 psi. Note this does not represent the flow available out of any single hydrant, as it does not account for any losses through the hydrant valve, body, or orifice; these values represent the flow that the water mains can deliver without dropping below 20 psi. The lowest available fire flow of 5,200 gpm is at the north end of the north site; this significantly exceeds the highest requirement of 2,000 gpm for high density residential.

Residual Pressure at Fire Flow Needed – North Site

Figure 10 and Figure 11 show the residual pressure at the total fire flow needed – 2,000 gpm. Note that these results reflect a single fire flow occurring at a time for each junction.

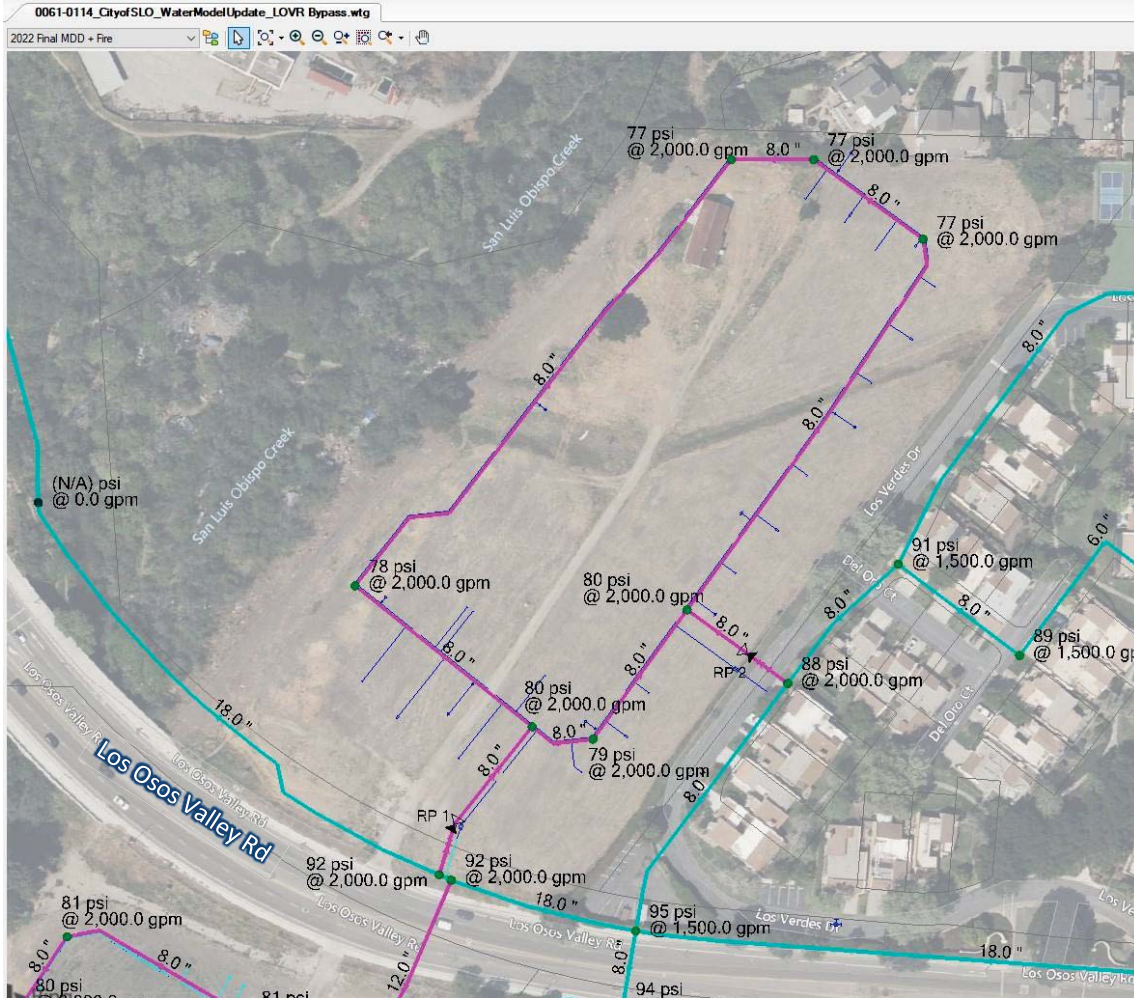


Figure 10. Residual pressure at fire flow needed, north site.

Residual Pressure at Fire Flow Needed – South Site

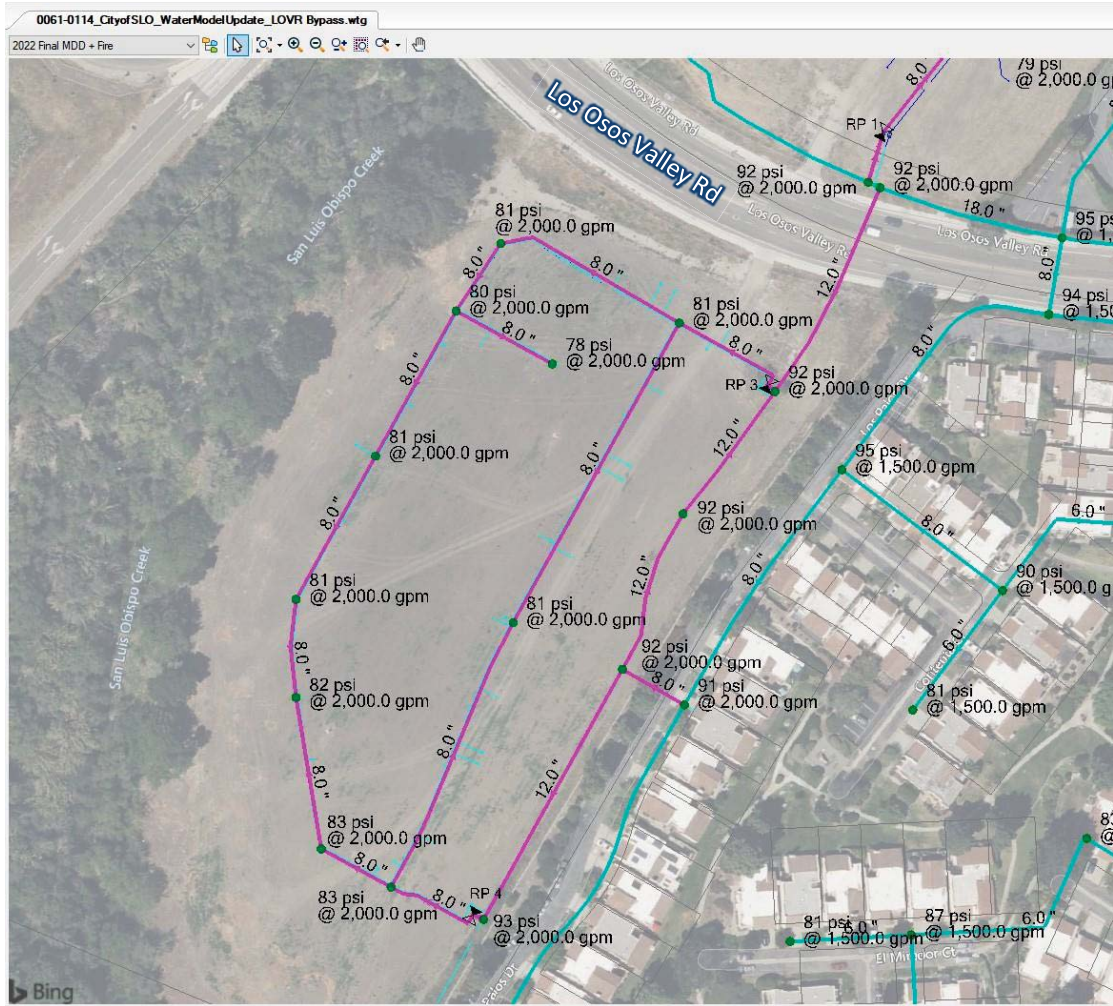


Figure 11. Residual pressure at fire flow needed, south site.

Discussion

Static pressures for all scenarios are above 80 psi, therefore per California Plumbing Code individual pressure reducing valves (PRVs) will be required at each domestic service. Alternatively, a PRV can be installed at each connection to the City main on the domestic systems (immediately downstream the backflow prevention device) to create a lower pressure zone below 80 psi on the private systems.

The proposed water system will have positive impacts on the City of SLO water system due to the new 12" City water main which creates an additional loop to the Edna Saddle pressure zone.

Please let me know if you have any questions regarding the data provided. You can contact me at (805) 544-4011. Thank you.

Sincerely,

Wallace Group

Prepared By:

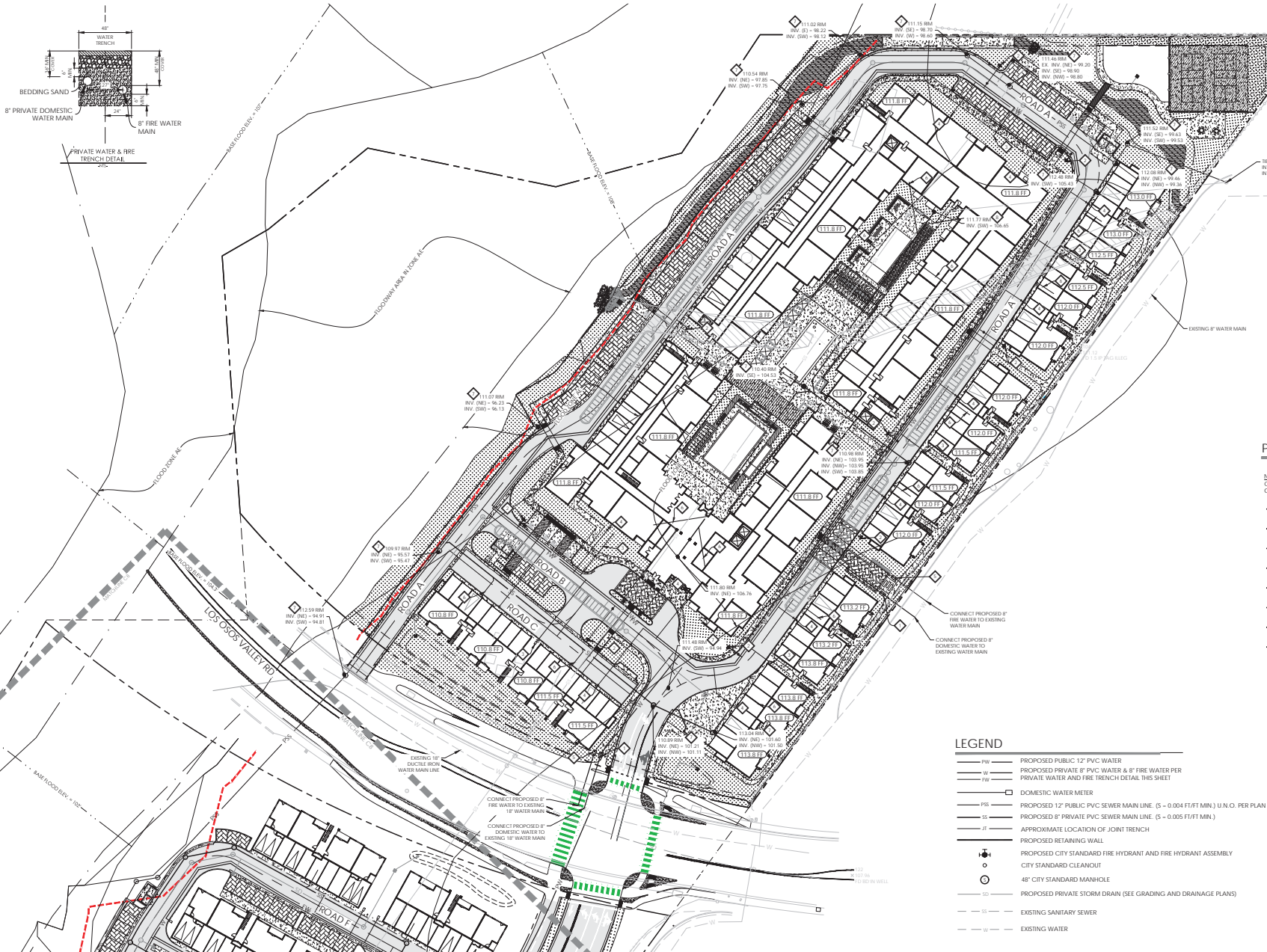


P.E. 66026

_____ of Water Resources



ATTACHMENT A UTILITY PLAN



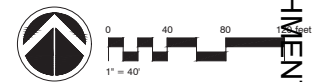
PRELIMINARY KEY NOTES

NOTE: UTILITIES ARE IN CONFORMANCE WITH THE LATEST VERSION OF THE CITY OF SAN JOSE C88050 STANDARD PLANS AND SPECIFICATIONS UNLESS OTHERWISE NOTED.

- ◆ 8" REDUCE PRESSURE PRINCIPLE BACKFLOW DEVICE PER STD. 6550
- ◆ FIRE HYDRANT ASSEMBLY PER STD. 6310
- ◆ DOMESTIC 2" WATER SERVICE AND METER PER STD. 6210
- ◆ 4" FIRE WATER SERVICE PER STD. 6530
- ◆ 8" DOUBLE CHECK BACKFLOW PREVENTION DEVICE PER STD. 6420
- ◆ SEWER LATERAL SERVICE PER STD. 6810
- ◆ 48" SEWER MANHOLE PER STD. 6610
- ◆ SEWER CLEANOUT PER STD. 6710

LEGEND

- PW — PROPOSED PUBLIC 12" PVC WATER
- W — PROPOSED PRIVATE 8" PVC WATER & 8" FIRE WATER PER PRIVATE WATER AND FIRE TRENCH DETAIL THIS SHEET
- SW — EXISTING SANITARY SEWER
- W — EXISTING WATER
- DOMESTIC WATER METER
- PPS — PROPOSED 12" PUBLIC PVC SEWER MAIN LINE (S = 0.004 FT/FT MIN.) U.N.O. PER PLAN
- SS — PROPOSED 8" PRIVATE PVC SEWER MAIN LINE (S = 0.005 FT/FT MIN.)
- JT — APPROXIMATE LOCATION OF JOINT TRENCH
- PROPOSED RETAINING WALL
- ◆ PROPOSED CITY STANDARD FIRE HYDRANT AND FIRE HYDRANT ASSEMBLY
- CITY STANDARD CLEANOUT
- 48" CITY STANDARD MANHOLE
- PROPOSED PRIVATE STORM DRAIN (SEE GRADING AND DRAINAGE PLANS)
- EXISTING SANITARY SEWER
- EXISTING WATER



NOVEMBER 22, 2025

**UTILITY PLAN - NORTH
BROADSTONE VILLAGE**

ATTACHMENT C7

