

Broadstone North and South

Project Description and Summary

Summary and Requested Actions

A project is proposed at 12501 Los Osos Valley Road (APN 053-161-020) and 12500 Los Osos Valley Road (APN: 053-141-013) that will provide for 208 senior age-restricted units and 201 rental and ownership residential units (“the project”). See **Figure 1** for the project location. The project directly addresses and fulfills City Council priorities for the development of higher intensity residential uses at this location. These sites are Sites “J” and “K” referenced in Housing Element Policy 6.13 to “Consider General Plan amendments, as projects are proposed, to rezone commercial, manufacturing, or public facility zoned areas for higher-density, infill or mixed-use housing, where compatible with surrounding development.” The proposed project would include approximately 208 age-restricted senior units on the “North” site on 6.84 net acres, and 201 units on 6.84 net acres on the “South” Site.

While on separate sites, the two properties are functionally related because of the access issues to Los Osos Valley Road, and their collective treatment in the City Land Use and Circulation Element (LUCE). During the adoption of the LUCE, these properties were identified as the “LOVR Creekside” area. According to LUCE Policy 8.1.2 this area “...was to have flooding and access issues resolved prior to development.” Also, future development is to be compatible with adjacent residential areas (Los Verdes) to the east. San Luis Obispo Creek will need to be addressed as part of any proposed development.

Also, during the LUCE, a new street was considered that would connect South Higuera to LOVR by way of an “LOVR Bypass” through an extension of Buckley Road through the property to the south of the South property (the “Hayashi” property). There was no final resolution of that new connection in the LUCE, but the connection was to be further analyzed and re-evaluated as part of and development proposed in the Creekside Special Planning Area, including conducting a detailed subarea traffic analysis to determine final feasibility of implementing the LOVR Bypass, and the beneficial effects of the project on relieving traffic congestion and queues at the LOVR/Higuera intersection, additional access for Los Verdes Unit No. 1 and Los Verdes Unit No. 2, and impacts to sensitive noise receptors, agriculture operations, open space, creek, traffic and biological resources.

Based on a review of the design of the road with the City and County, the feasibility of constructing the roadway will depend on annexing the Hayashi property to the City of San Luis Obispo so that the bike path and bypass can be located and designed according to city standards, and so the City will have maintenance and enforcement responsibilities. The issues related to annexation are discussed in greater detail herein, including the consistency with City land use and growth policies, fiscal impacts, and development phasing. The annexation is also necessary to implement the extension of the remaining City portion of the Bob Jones Trail (a Tier 2 improvement in the Active Transportation Plan) from Los Osos Valley Road to South Higuera. As noted herein, the annexation of the Hayashi property would not result in the development of that property. The property is subject to a conservation easement that would be transferred to the City upon annexation. Further, while the Hayashi property is within the City’s Sphere of Influence (SOI), it is not in the City’s Urban Reserve Line (URL), and the project is not requesting that it be moved.

The development plans for the individual properties are shown on **Figure 3** for Broadstone North, and **Figure 4** for Broadstone South. Both the North and the South components are being proposed as one project for CEQA and entitlement purposes, along with the extension of the Bob Jones Trail and the LOVR Bypass. An alternative site plan has been prepared for the South site as an “actionable alternative” if the LOVR Bypass is deemed infeasible or undesirable. This “actionable alternative” is shown in **Figure 5**.

Conformance With Major City Goals

The project meets a number of Major City Goals, as well as fulfilling important Housing Element and Circulation Element policies and programs, as follows.

Economic Recovery and Fiscal Sustainability: The project will provide a range of housing, These kinds of housing are necessary to support the growth of the local economy. The project's age-restricted units will also provide housing options for those already living in the community or new to the community that provide appropriate features and amenities so that these residents' homes can be made available for families. Development of the properties will provide significant one-time and ongoing revenue through development impact fees and tax revenue, without significant additional costs to the City. As noted herein, implementation of the LOVR Bypass would reduce the financial obligations for the General Fund to address road and bike improvements in the vicinity.

Diversity, Equity, & Inclusion: The project will promote a mixed-income, multi-generational neighborhood like those described in the Housing Element that would include a wide range of for-sale and for-rent housing that are fully integrated into one geographic area.

Housing & Homelessness: The sites are identified in the Housing Element for higher density residential development to ensure that the City will meet its housing supply obligations. The project would also increase the quality and livability of the existing and proposed neighborhoods by increasing and improving traffic operations, avoiding impacts to the Los Verdes neighborhoods that will result from road improvements that are necessary without the LOVR Bypass, and will increase the compliance of the Los Verdes neighborhoods with the City's current Fire Code and Fire and Emergency Apparatus Access Requirements.

Climate Action, Open Space & Sustainable Transportation: The project will construct the LOVR Bypass and the Bob Jones Trail between Los Osos Valley Road and Higuera. These connections will provide a safer connection for pedestrians and bicycle traffic along the LOVR and Higuera corridors which are congested. The project also provides the opportunity for secondary connections for Los Verdes Park No. I and Los Verdes Park No. II. These developments do not currently have adequate emergency public safety vehicle access that conforms to current City building codes. Broadstone North and Broadstone South show where limited offers of access are to be provided. The project would also, after annexation of the Hayashi property, allow the city to control the land uses and development for that property. The project, including the annexation of the Hayashi Property, will allow the City to fully implement the Active Transportation Plan.

City policy allows use of annexation to "protect open space" as well as to "enable appropriate development". This policy has been used by the City to actively annex open space in the Margarita (South Hills), Laguna (Laguna Lake), Airport Area (Chevron Open Space, Buckley road corridor, airport open space), Froom Ranch (upper terrace and creeks), Avila Ranch (Tank Farm Creek, Buckley Road frontage), and San Luis Ranch. The City has always used annexations to preserve open space as well as provide public facilities. LAFCo defines the Sphere of Influence as the area anticipated to be developed in the next 20 years. "The City may annex an area long before development is to occur, and the City may annex areas which are to remain permanently as open space."

Finally, reports prepared for the project have determined that without the bypass there are traffic approach failures for north bound left turns and south bound through trips and an LOS of F for the Los Osos Valley Road/Higuera intersection. With the bypass there are no movement failures. Central Coast Transportation Consultants (CCTC) concluded that bike/ped facilities cannot be adequately accommodated at and through the LOVR/South Higuera intersection without the bypass. The bypass is necessary to achieve minimum multimodal LOS requirements at that intersection.

Requested Action: General Plan Land Use and Zoning Amendments, and Annexation

Per Housing Element Policy 6.13 the request is to change the current land use designation for Broadstone North from 6.8 acres of Medium Density Residential (R-2 Zoning) and 3.13 acres of C/OS to 6.84 acres of High Density Residential and 3.09 acres of C/OS. Broadstone South would be changed from 7.73 acres of Low Density Residential (R-1 Zoning) and 5.92 acres of C/OS to 6.84 acres of High Density Residential, 1.38 acres for public rights of way, and 5.03 acres of C/OS. **Table 1** shows a summary of the land use and zoning changes proposed for each of the Project parcels. For Broadstone North, there is a small increase (.04 acres) in the amount of developable land because of a more precise mapping of the riparian edge. For Broadstone South, the increase is somewhat more significant due to FEMA's change in the designated floodway and the results of the survey of the riparian edge, with the total developable area increasing by 0.89 acres from 7.33 acres to 8.22 acres; however, the bypass takes up 1.38 acres of Broadstone South, so there is net reduction of developable land. The overall number of permitted density units for the two Project sites would increase from 139.6 under the existing zoning to 328.3 under the proposed zoning. The Hayashi property is subject to a conservation easement that would be retained and it is proposed to have a General Plan land use designation of Open Space and/or Agriculture with a corresponding zoning designation.

Requested Action: General Plan Circulation Element Amendments

Based on the results of the traffic study and circulation analysis for the LOVR Bypass and the Bob Jones Trail, the Circulation Element map shall be amended to reflect the recommended alignment for each. The LOVR Bypass will be designed to a special Residential Collector road standard that will ensure appropriate traffic calming, and compatibility with existing and future residential developments. An appropriate portion of the LOVR Bypass shall be included for reimbursement from Transportation Impact Fee funding in lieu of existing planned improvements to LOVR/Higuera, and planned improvements to South Higuera between Suburban Road and Buckley Road. A traffic signal at Los Osos Valley Road/LOVR Bypass shall also be designated and findings included to provide for a traffic signal. An appropriate portion of the traffic signal shall be included for reimbursement from Transportation Impact Fee funding. The Active Transportation Plan shall also be amended to reflect the revised alignment for the Bob Jones Trail.

Requested Action: Hayashi Property Annexation

Consultations with the County and the City have revealed that the feasibility of the bypass is dependent on annexation of the Hayashi property, APN: 076-081-030. City Land Use Element Policy 1.13.3. permits annexation *"...as a growth management tool, both to enable appropriate urban development and to protect open space. Areas within the urban reserve line which are to be developed with urban uses should be annexed before urban development occurs. The City may annex an area long before such development is to occur, and the City may annex areas which are to remain permanently as open space. An area may be annexed in phases, consistent with the city-approved specific plan or development plan for the area. Phasing of annexation and development will reflect topography, needed capital facilities and funding, open space objectives, and existing and proposed land uses and roads."* Including the Hayashi property in the City limits will ensure that the roadways and bike paths that are developed will be to City standards. Currently the Hayashi property is located in the County, and outside of the designated Urban Reserve line, so Land Use Element Policy 7.10.B, which requires development to City standards. Currently, County standards and County zoning standards would apply. LAFCo policies (San Luis Obispo County LAFCo Policy 2.2 "City Annexation Policies") permit annexations if they are consistent with General Plan, within the Sphere of Influence, and if the loss of prime agricultural land is mitigated. The property proposed for annexation is bounded on about half (47.4%) of its perimeter by existing city limits and is therefore "substantially surrounded" by existing City boundaries, in conformance with LAFCo Agricultural Policy 2.9.2. The parcel to be annexed is otherwise not bordered by any agricultural lands. Upon development of the Broadstone parcels, the parcel to be annexed would be surrounded on two sides (51.2% of the perimeter) by urban development (not including major roads such as South Higuera and Highway 101 as "urban development").

TABLE 1 GENERAL PLAN LAND USE AND ZONING CHANGES

	North	South	Total
Existing	Per Parcel Size and Survey		
Total Parcel Area	9.93	13.25	23.18
Open Space/Riparian	3.09	5.03	8.12
Streets	-		-
R-1		8.22	8.22
R-2	6.84		6.84
R-4			-
Total Developable	6.84	8.22	15.06
Permitted Density Units	82.08	57.54	57.54
Proposed			
Total Parcel Area	9.93	13.25	23.18
Open Space/Riparian	3.09	5.03	8.12
Streets	-	1.38	1.38
R-1			-
R-2			-
R-4	6.84	6.84	13.68
Net Site Area	6.84	6.84	13.68
Permitted Density Units	164.16	164.16	328.32

Requested Action: Major Development Permit

The project will include a Major Development Permit for the project elements, which will be submitted after the annexation, General Plan amendment and Zoning Ordinance amendment. Upon the completion of the initial elements of the environmental review to inform final project design, the Major Development Permit will be completed so that it can be approved concurrent with or immediately after the General Plan and Zoning amendments. No urban improvements are proposed for the Hayashi Property.



FIGURE 1 SITE LOCATION AND VICINITY

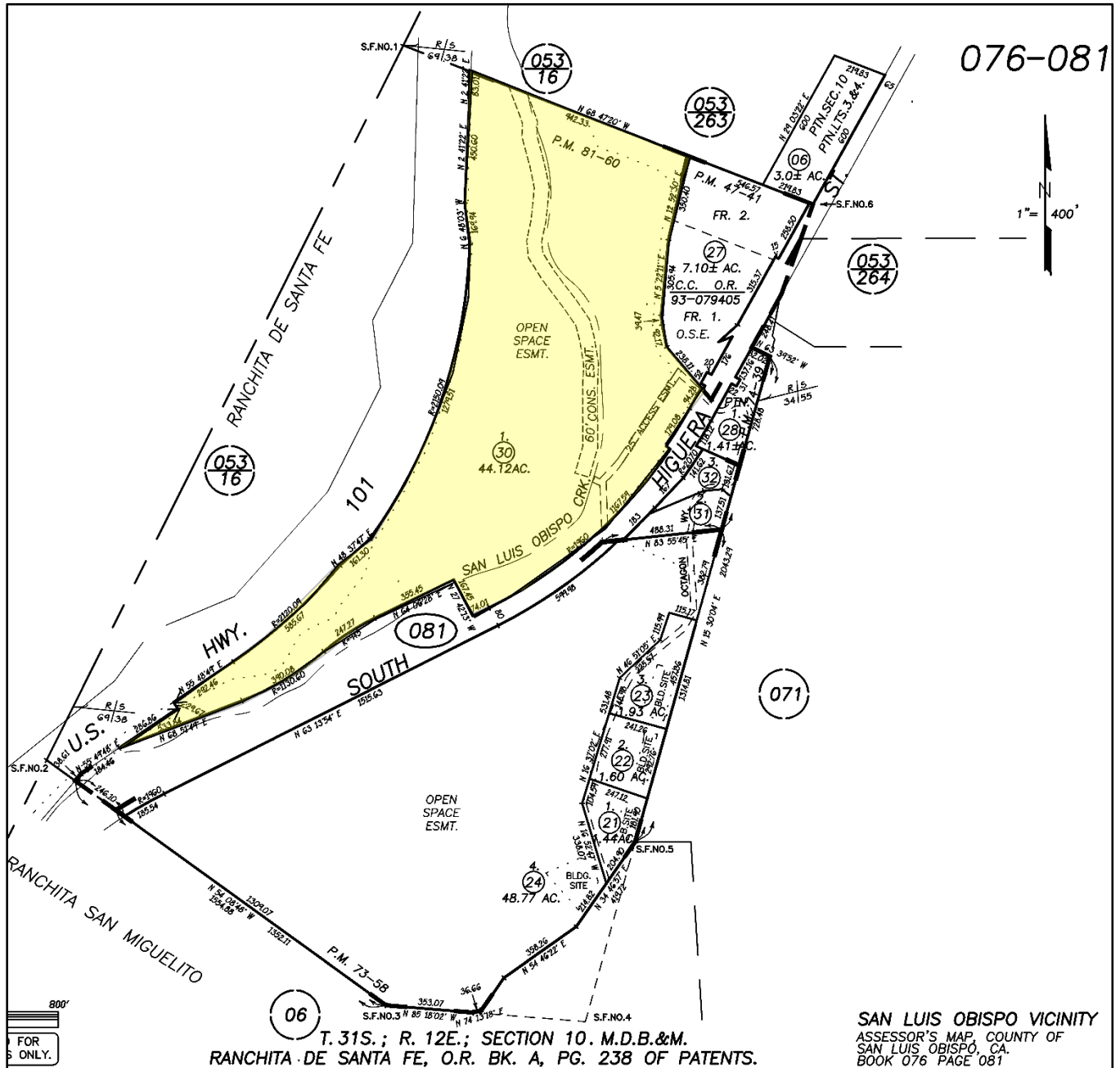


FIGURE 2 HAYASHI PARCEL TO BE ANNEXED

Project Data and Design

The project plans in **Figure 3** and **Figure 4**, show a mixture of stacked flat and townhome units ranging in size from 490 SF studios to 1,175 SF 3-bedroom units for Broadstone North, and 400 square foot studios to 1,250 square foot 2-bedroom units for Broadstone South. Both units have central amenities including meeting spaces, clubhouses, play courts, pools, and tot lots. The total density of the project is 337.4 density units. A density bonus is being applied to Broadstone North for a qualified senior housing development LOVR North will be a qualified senior housing project and will be seeking a 5.6% density bonus for a total density of 173.3 density units per acre versus to 164.16 density units per acre allowed by the proposed R-4 zoning. **Table 2** shows the summary of the land uses and the development. As currently programmed and summarized in **Table 2**, LOVR North is a for-sale senior development, and LOVR South a mix of for-rent and for-sale market rate project. As a for-sale project, Broadstone South would have 165 dwelling units with 140 2BR/2B units, 15 1BR units, and 10 3BR/2B units. For the purposes of the environmental analysis, the greater number of units in the multifamily rental program should be used. A 0.44-acre ponding basin would be located to the south on Parcel APN: 076-081-009 (“Hayashi Property”) for storm drainage for Broadstone South, and to ensure no net fill. The Hayashi Property would also have 2.04 acres used for the LOVR Bypass and Bob Jones Trail extensions.

Because the approval of the LOVR Bypass won’t be finally determined until final project approvals, an “actionable alternative” site plan has been developed for Broadstone South. This site plan is illustrated in **Figure 5** and deletes the 1.38-acre LOVR Bypass right of way, and increases the number of buildings and dwelling units. The “Broadstone South Alternative” has 240 dwelling units (197 density units) on 8.22 net acres of R-4 land. An alternative is also being considered for Broadstone North that would remove the age restriction and include only “Building B” with parking around the perimeter. Under this option for Broadstone North, there would be 182 total dwelling units on 6.84 net R-4 acres.

Each site would have transportation demand and management strategies to reduce necessary onsite parking, reduce vehicle trips, and reduce single occupant vehicle trips. These may include access to Bob Jones Trail connections to shopping and regional destinations, walking distance (2,500 ft) to general market and shopping, a transit stop at Higuera/LOVR (Routes 2A/2B), transit passes to residents, onsite recreation services, shared parking between LOVR North and LOVR South, bicycle provided for each room in a unit (either by common check out for rentals, or as part of sale of home), or onsite project transit. A parking requirement reduction will be requested for LOVR South based on these actions, and LOVR North will request a 0.5/parking space per unit requirement as part of its density bonus application (156 parking spaces will be provided for LOVR North, 0.75 spaces per unit).

Table 2 represents the site areas based on property and title records and using the predominant riparian edge as the division line between the Open Space/Riparian zone and the current R-1 and R-2 designations. The zoning map’s boundaries do not follow a property line and the zone boundary has been interpreted to be the riparian edge, based on customary city practice, and guidance provided by Figure 3-2 of the zoning ordinance. Using the predominant riparian edge as the zone boundary there is 8.22 acres of net site area on the south property, compared to the 7.33 acres in the City’s GIS; and, the north property has 6.84 acres of net site area compared to the 6.8 acres contained in the City’s GIS. The total area of the south property is 13.25 acres compared to the 13.1 acres in the GIS; and, the total area of north property is 9.93 acres compared to the 9.5 acres stated in the GIS. The variations in site areas are NOT the result of modifying the riparian corridor in any way.

TABLE 2 LAND USE AND DEVELOPMENT SUMMARY

	Program		
	Total	North	South
Total Parcel Area	23.18	9.93	13.25
Open Space/Riparian	8.12	3.09	5.03
Streets	2.76	-	1.38
Net Site Area	13.68	6.84	6.84
Permitted Density Units	328.32	164.16	164.16
Permitted Doors	398.72	197.03	201.69
Units	408	208	201
Studio	52	36	17
1BR	162	80	85
2BR	173	71	99
3BR	21	21	
Density Units	337.42	173.30	163.60
Density Units/Unit		0.83	0.81
Density Units/Net Acre	24.67	25.34	23.92
Doors/Net Acre	29.82	30.41	29.39
FAR	5.7%	5.5%	6.0%
Total Conditioned Area	34,205	16,250	17,956

Project Phasing

The project will be phased into three sequential phases to reflect expected market demand and logical extension of utilities, as described below. **Table 3** summarizes the buildout according to each of these phases.

Phase 1. Phase 1 will include the 48 units in the three Buildings A on Broadstone North along the southern and eastern perimeter. For Broadstone North, all of the LOVR frontage improvements would be completed along with the intersection improvements, relocation of the existing City sewer facilities, and installation of the main entry roads. For Broadstone South, the LOVR Bypass would be extended from LOVR to the project entrance, the community amenities would be constructed, along with 91 dwelling units. This phase would include the offer of connection for Los Verdes Park I for a secondary access.

Phase 2. Phase 2 would include the 62 units in the first phase of the Building B of Broadstone North, common areas and some common area amenities; and, the remaining 110 units for Broadstone South. Phase 2 would also include the extension of Bob Jones Trail and LOVR Bypass to South Higuera Road, and the installation of the traffic signal at LOVR Bypass/Los Osos Valley Road. This phase would include the offer of access to Los Verdes Park II for a secondary access.

Phase 3. Phase 3 of the project would include the remaining 98 units for Broadstone North Building B.

TABLE 3 PROJECT PHASING

	Total	Phase 1	Phase 2	Phase 3
Total Parcel Area	23.18	9.93	13.25	
Streets	3.43	0.88	2.55	
Development Site Area	13.68	5.77	4.58	3.33
Units	408	180	127	101
Studio	52	21	10	21
1BR	162	76	50	36
2BR	173	78	59	36
3BR	21	5	8	8
Density Units	337.42	146.16	109.00	82.26



Figure 3 Broadstone North Site Plan



FIGURE 4 BROADSTONE SOUTH SITE PLAN



FIGURE 5 BROADSTONE SOUTH ALTERNATIVE SITE PLAN

Site Utilities and Services

The project has ready access to sewer, water, storm drainage and roads. Existing sewer lines would be relocated. The principal public infrastructure issues related to the site are circulation and traffic. The extension of the LOVR Bypass between LOVR and South Higuera was studied during the LUCE, but no final conclusions were drawn other than to study it further because the potential traffic benefits did not appear to warrant the cost. There were also questions about the feasibility of the project given its location in the County, property ownership, agricultural use and open space easements. The Hayashi Property is now owned by Landstone Properties (same owner as the Project) and the County has indicated that the LOVR Bypass may be considered a permitted use under the open space easement which permits “vehicular access”. A conceptual plan for the LOVR Bypass has been developed and is shown in **Figure 7** that provides for the turn movements, traffic volumes and turn queues estimated in the preliminary traffic study.

A test fit of a roundabout has been performed at the Bypass/LOVR intersection and the conclusion has been made that a roundabout would significantly shorten the existing turn pocket serving the left turn on to northbound US 101, and would not meet basic roundabout design standards. A roundabout at this location would be sandwiched between two signals at either end, each less than 1,000 feet away. The traffic study determined that this would be undesirable due to differing flow characteristics of roundabouts compared to signals. A roundabout is not recommended at this location due to the impact on the LOVR/US 101 Northbound Ramp intersection and proximity to nearby signals. Consequently, a traffic signal is being evaluated at the LOVR/Bypass intersection that would accommodate pedestrian, bicycle and vehicle traffic. The traffic study concluded that the LOVR Bypass would eliminate the need for further improvements at LOVR/South Higuera and on South Higuera between Suburban and Buckley Road to accommodate current and projected traffic.

As noted in the LOVR Bypass Feasibility Study prepared by the Wallace Group, construction of the LOVR Bypass would occur in a mapped floodplain and there would need to be 42,500 cubic yards of cut from 6.3 acres of grading on the west side of San Luis Creek to compensate for the elevated roadway and reduction in capacity on the east side of the San Luis Creek. After this modification, the graded area would function as a continuation of the floodway boundary that already occurs on west side of San Luis Creek. The graded area on the west side of San Luis Creek would remain as a functional agricultural area. Half of this cut on the west side would be used for 22,500 cubic yards of fill to construct the LOVR Bypass, and the balance would be applied to the remaining agricultural property east of the LOVR Bypass.

The other major circulation element is the connection of Bob Jones Trail to Higuera from its current terminus at the signal at the northbound Hwy 101 ramp on Los Osos Valley Road. As currently planned in the Active Transportation Plan, there would be a “grade-separated” crossing from the north side of Los Osos Valley Road to the south side, and the Bob Jones Trail would be extended along and in the riparian setback for San Luis Creek, as described in the Bob Jones Pathway Octagon Barn Connection Study (2013). The designation of this route predated the LUCE and the LOVR Bypass consideration, as well as recent issues with conflicts between users of the Bob Jones Trail and homeless persons residing in the creek. Per staff’s direction, a location along the LVOR Bypass may be preferred for safety and efficiency.

Water

Existing Conditions: Potable water for the project will be supplied by the City of San Luis Obispo. There is an existing 18-inch ductile iron water line in Los Osos Valley Road that is continuous and runs the entire length of the LOVR north and south frontages. There is an existing 8-inch PVC water line within Los Verdes Drive which parallels the southeast LOVR North property line. There is an existing 8-inch PVC water line within Los Palos Drive which parallels the southeast LOVR South property line.

Proposed Water Infrastructure. Based on typical residential water demand in San Luis Obispo, water demand for the 408 units is estimated to be 40,600 gallons per day, with peak month demand of 61,700 gallons per day. By comparison the water demand for the Creekside development described in the LUCE EIR is 40,400. The

water system for the LOVR North development is proposed to be comprised of a private 8-inch water main that would connect to the existing 18-inch main in Los Osos Valley Road, follow the internal road alignment heading north and then head east to tie-into the existing public 8-inch main in Los Verdes Drive creating a loop. The water system for LOVR South is proposed to be comprised of a public 12-inch water main in the LOVR Bypass that would connect to the existing 18-inch main in Los Osos Valley Road, and follow the public 'LOVR Bypass' Road alignment to the south end of LOVR South. Private domestic water services for each development area would branch off the 12-inch public water main and utilize the City standards water service and meter. The public mains will also provide fire suppression to the development areas with fire hydrants located at intersections and appropriate spacing. The 12" public main in the LOVR Bypass would be intertied to the public water main in Los Verdes II. The private fire water systems for the development areas will be protected at each connection point to the public system with a double detector check assembly. Based on the information obtained from the City of San Luis Obispo, a 12" recycled water line is assumed to extend through Los Osos Valley Road to the intersection at South Higuera Street. The City has determined that a recycled water line will not need to be extended to the project site.

Water modeling has been done to determine the adequacy of this system and it was determined that there is adequate pressure, adequate residual pressure with required fire flow, and adequate fire flow for the planned occupancies.

Wastewater

Existing Conditions. Sanitary sewer for the LOVR and Hayashi development projects will be served by the City of San Luis Obispo. There are two existing 8-inch VCP sewer mains coming from the existing Los Verdes Park 1 development at the northeast corner of the LOVR North project. They tie-into an existing sewer manhole located in the middle of the northern third of the LOVR North project. An existing 10-inch VCP sewer main continues southwest through the LOVR North project, crosses under Los Osos Valley Road and has a series of manholes along the way, with one existing manhole within the Los Osos Valley Road right-of-way. There is an existing 8-inch VCP sewer main coming from the Los Verdes Park 2 development at the southeast corner of the LOVR South project. It ties into an existing sewer manhole located in the middle of the southern third of the LOVR South project. The existing 10-inch VCP sewer main from Los Verdes Park 1 also ties into this existing sewer manhole. An existing 12-inch VCP sewer main continues northwest through the LOVR South project and under Highway 101, where it ties into an existing sewer lift station in front of the existing Motel 6 on Calle Joaquin.

Proposed Sanitary Sewer Infrastructure. Normal dry day sewer flows from the project are projected to be 33,200 gallons a day based on a flow of 45 gallons per day per person. The sanitary sewer system for the project is proposed to be comprised of private sewer laterals for each development area that tie-into either the existing 8-inch sewer main or the existing 10-inch sewer main, depending on proximity, slope and depth. The sanitary sewer system for the LOVR South development is proposed to be comprised of private sewer laterals for each development area that tie-into either the existing 10-inch sewer main or the existing 12-inch sewer main, depending on proximity, slope and depth.

Public Participation and Neighborhood Consultation

The project sites are bordered on the east by Los Verdes Park I ("LVP I") on the north, and Los Verdes Park II ("LVP II") on the south. Both of these neighborhoods and their homeowner's associations have expressed concerns about development projects in their vicinity, primarily relating to ingress and egress from their neighborhoods and about noise impacts from development projects. Both LVP I and LVP II were developed in the mid-1970's and their development pre-dates the connection of Los Osos Valley Road to State Highway 101 (although that connection was planned at the time), as well as the development of the Los Osos Valley Road commercial corridor, Avila Ranch, and Froom Ranch.

Both of the Los Verdes developments were designed with one entrance and exit point to Los Osos Valley Road. This access point is within the operating area of the Los Osos Valley Road/South Higuera intersection and eastbound left turning vehicles often block the entrances to LVP I and LVP II, especially left-turn exits. Because of

their close proximity to the LOVR/South Higuera intersection, any sort of signalization at this location has been determined to not be feasible.

As part of the pre-application due diligence for the project, a total of six meetings were held with these groups to identify ways in which the project could address existing issues, and mitigate potential issues created by the project itself. The residents' issues included access to the planned signalized intersection at LOVR and the LOVR Bypass, noise attenuation, viewshed preservation and screening, compliance with the City's "Edge Conditions" between higher density and lower density projects, and cooperation on landscaping and design. The project team hosted two community meetings at the SLO Public Market, one for each neighborhood, onsite meetings with HOA representatives to review areas of concern, and two onsite follow-up meeting with residents at their respective community meeting centers. In total, approximately 135 persons attended these six meetings, 75 from LVP I and 60 from LVP II. Each neighborhood was provided with a review of the Broadstone North and Broadstone South portions of the project (with special emphasis on the particular development adjacent to their neighborhood), as well as the design of the LOVR Bypass.

During the meeting, participants were asked to provide comments on the project plans about areas of concern or opportunities. Issues and comments that were made from LVP I attendees included:

LVP I Comments

1. Make “Bldg A” on LOVR North one story on the LVP I/LOVR North property line.
2. “Bldg A” on the east property line is too close.
3. Who will pay for upkeep and maintenance of the access gate?
4. In favor of access, Locate at LVP I intersection.
5. Review potential for traffic backing up at access gate.
6. Larger landscape buffer and more trees along east property line.
7. Relocate access to the northern corner near Bocce Ball/Tennis Courts.
8. Walking access between parks would be nice.
9. Generally, in favor of Bypass and traffic signal. Better than no signal.
10. Prefer solid soundwall along property line.
11. LVP I will soon be putting in new walls along the perimeter along road frontages.
12. Clarify how much traffic will be diverted with LOVR Bypass.
13. Can U-turns be made at new signal intersection (to avoid U-turns at LVP park entrances).
14. Supportive of LOVR Bypass. No explicit objections.
15. Why not build something like LVP I and LVP II?
16. Need to analyze turn movement detail before and after the proposed project, including the intersections at the proposed bypass signal and the LOVR entrances.
17. Concern that more dwelling units will make a bad situation worse.
18. Left turns and U turns at LVP entrance. Suggestion by one participant that a median across frontage with U turns at bypass signal and LOVR/Higuera would work.
19. Need clear description of the traffic operations and impacts under the “no bypass” option.
20. Validation of the number of trips diverted from Higuera and LOVR to the bypass. What is the net change in trips on LOVR and Higuera with project traffic.
21. Documentation of why a roundabout can’t work.
22. Photo sims and cross sections for views from LVP 1 to Broadstone North would be desirable.
23. When will there be more meetings and hearings on the project?
24. Feasibility of truck turning movements at Higuera/Buckley to make sure that large trucks get diverted to be bypass too.

LVP II Comments

Comments from the meeting with the LVP II neighborhood included:

1. Please include traffic signal and bypass in the project.
2. Want noise mitigation/sound wall along the LOVR Bypass.
3. No 3 story units. Please restrict housing to one or two stories.
4. I live on Los Palos Drive II. I am against 3 story buildings blocking my existing views.

5. Restrict height to two stories (along Bypass). Step up to 3 stories.
6. Not enough water for these units. Far, far too many units.
7. Concern for location of existing school bus stop on LOVR.
8. Prefer that access gate w/no ped access or only “fob” access to LVP II from LOVR Bypass.
9. Concern for grade so that LVP II does not flood.
10. Gate to LVP II must not be a swinging arm.
11. Concern for homeless camps.
12. Concern for light pollution and noise pollution from LOVR Bypass.
13. Encroachment.
14. Questions about overall Bob Jones Trail connectivity.
15. Support annexation to facilitate completion of the Bob Jones Trail and bypass.
16. How many parking spaces will the project have?
17. What are the traffic impacts of the project? Traffic access in and out of LVP II is already difficult.
18. Can't the signal be placed at the LVP entrance?
19. Will the Prado Road overpass be constructed? Did CalTrans approve the design?
20. Project will result in flooding impacts to LVP II.
21. Would annexation result in the development of the “Hayashi” property? Why is annexation desirable?

Project Response to Comments and Issues

The comments from LVP I and LVP II residents and representatives were helpful in considering project design features. Listed below are a restatement of the major issues, and the project's response to those issues and concerns.

“Building A” on Broadstone North; Privacy Issues. Several options were considered to comply with this request. The first was compliance with the City's “Edge Conditions” requirements in Zoning Ordinance Section 17.70.050 which would require a stepped setback of 10 feet on the ground level and 16 feet on the upper level, plus elimination of the balconies or terraces on the second level, or single-story construction. The project will include one-story construction only and a minimum 10-foot setback.

LOVR Access Options and Preferences. Access options were evaluated and are covered below in more detail. All access options were considered, but the northern access option on LVP I and the southern and northern access options for LVP II were eliminated because of conflicts with City Improvement Standards or existing drainage infrastructure.

Landscape Buffer and Trees Along Property Boundaries. Additional trees will be provided. Subject to approval by LVP I and LVP II, trees will be added on their side of the property line to fill gaps that have developed over time, or to establish trees where they haven't existed. The hedge on LVP I will be retained to the greatest extent possible as it provides buffering that cannot be achieved with other methods.

Soundwalls and Noise Mitigation. Traffic noise mitigation has been a concern of these neighborhoods. While the noise study concluded that the proposed buildings would block more noise than the LOVR Bypass traffic will create, there is still an interest in doing more. Recently, LVP II installed a six-foot vinyl barrier wall along the northern and western perimeter, and LVP I is in the process of installing a masonry wall. The project will keep the existing six-foot vinyl barrier wall and add trees to fill the current gaps. Along the LVP II property line with a 6-foot decorative masonry wall. Although a new decorative masonry wall with a Sound Transmission Class

(STC) value of 45 to 50, would have higher acoustical blocking properties than the SimTek Ecostone vinyl wall product used by LVP II (which has an STC value of 28 according to the manufacturer), the main noise reduction factor is height and proximity of the wall to the receiver or the noise source. Unless the receiver is in the "acoustic shadow" behind the wall, a new fence would not reduce perceived noise at the dwelling units in LVP II. The existing vinyl fence would be retained in place or relocated consistent with the current property boundary.

Project Density. There were a number of inquiries and requests about the proposed density and number of units on the project. There were also questions about the number of floors. (See also the question above about "Bldg A" issues for LVP I.) The project is being designed to meet the housing needs as expressed in the City's Housing Element, and a range of product types that are accessible to the community and workforce. The project is also required to support significant infrastructure improvements such as remedying drainage issues associated with Los Verdes, planning and construction of the Bob Jones Trail, relocation of major city sewer infrastructure, the LOVR Bypass and the traffic signal. Development at a density similar to Los Verdes would place the price range for the finished project at approximately \$1.1 million to \$1.5 million each. In order to address concerns related to height and bulk, the project is implementing additional landscaping, and augmented Edge Condition design features. The site line analysis prepared for the project indicates that the larger 3-story structures are at least 130 feet away from the nearest Los Verdes residence; and, with planned landscaping, walls and screening, that only the very top of the structures will be visible from and to the Los Verdes units. This means that balconies, terraces and windows facing east will not have direct views of and into the living or yard areas of Los Verdes residences.

The City has determined that there is adequate potable water and sewer capacity to accommodate the project.

Light and Glare. The project will comply with the City's "Night Sky Preservation" requirements in Section 17.70.100 of the Zoning Ordinance. These regulations require, among other things that outdoor lighting shall be directed downward and away from adjacent properties and public rights-of-way, that no lighting on private property shall produce an illumination level greater than two maintained horizontal foot-candles at grade on any property within a residential zone except on the site of the light source, that the maximum light intensity on a residential site shall not exceed a maintained value of 10 foot-candles, when measured at finished grade, and that direct sources of light such as building lights, yard lights, street lights and site lighting shall be shielded with full cut-off or recessed fixtures designed and installed so that no emitted light will break a horizontal plane passing through the lowest point of the fixture (be shielded from visibility on adjacent sites. With regard to vehicle headlights, access points to the LOVR Bypass will be located so that they are not opposite oncoming or turning traffic that isn't shielded by fencing or landscaping.

LOVR Bypass Access Gates. Access between the project sites and the adjacent Los Verdes development will be through a key fob or access card that would only permit LVP residents to use it. These access points would be in conformance with Fire Department emergency access regulations. There is also limited space for queuing from Los Verdes and Los Palos Drives on LVP I and LVP II, respectively, and the design would need to accommodate those restrictions. These roadways are 25 feet wide with parking on one side and are essentially one-way perimeter roads.

Traffic Impacts from the Project with and Without the Bypass. The proposed project includes construction of a "bypass" road connecting Los Osos Valley Road (LOVR) north of Los Verdes Park No. 2 (LVP II) to the South Higuera/Buckley Road intersection. According to the traffic study prepared for the project traffic consultant, 3,400 vehicle trips per day that are currently on South Higuera and LOVR along the LVP II project frontages would be diverted to the bypass, a 20% reduction. Even with new project traffic and the greater number of units than the existing zoning on the Broadstone property, there would be a 3,150-vehicle trip reduction in the number of vehicles per day across the LVP frontage. By contrast, development under the existing zoning would increase traffic on LOVR across the LVP frontage by 500-750 vehicles per day because the bypass would not be constructed and no existing trips would be diverted. The traffic study also notes that the "...LOVR/South Higuera Street would operate unacceptably without the Bypass..." Further studies have shown that necessary improvements to

LOVR/South Higuera (instead of the bypass) would negatively impact LVP I and LVP II properties, and would funnel more traffic across the LVP frontage rather than less. A thorough traffic study will be completed as part of the city's review of the project.

Flood Impacts Associated with Project. As result of comments from the City and residents, a comprehensive flooding/HEC-RAS study was initiated that includes the Broadstone South, Broadstone North and Hayashi properties. The surface elevation of LVP II is approximately 105' above mean sea level (msl), and the flood elevation on the project site ranges from 101' to 102', indicating the LVP II is well above any FEMA-determined flooding potential. Projects that involve grading and modifications to flood plains are not permitted by City and FEMA regulations from negatively impacting other properties, or which raise the level of flood waters. For any "fill" on the project site, there must be an equal amount of "cut" so that there is no net loss of floodway capacity, any increase in the flood water elevation, nor any increase of the velocity of flood waters. Further, the project will improve drainage issues that occur at the southwest corner of LVP II and the southeast corner of the project site by installing drainage lines and other improvements.

Annexation of the Hayashi Property. The annexation of the Hayashi property is necessary because the Hayashi property is currently located in the County and the County won't allow the LOVR Bypass or Bob Jones Trail Extension. They consider those "City" improvements that need to be designed and maintained by the City. And, although the property would be annexed to the City, it would not result in development of that property. Landstone (the current owner of the Broadstone South and Broadstone North properties) is the current owner of that property, and it is NOT proposing any development on it other than the Bypass and the Bob Jones Trail Bike Path. There is already a "No Development" Conservation Easement on that property that would still apply. The Hayashi property is also outside of the City's current "Urban Reserve Line" and cannot be developed to urban uses. Annexation of the Hayashi property is desirable because it: 1) reduces the traffic in front of LVP I and LVP II by installation of the Bypass which would divert through traffic around the LVP II development; 2) provides an accessible signalized intersection for LVP II residents (at their option); 3) uses City standards including lower allowed traffic speeds; 4) ensure consistent compliance with FEMA regulations on the Broadstone project site and Hayashi properties; 5) provides for City Planning and Zoning; 6) provides for better flood proofing for roadways because of the use of City Improvement Standards; 7) provides for consistent and reliable road maintenance; 8) provides for City traffic calming standards and lower design speeds (25 mph vs 45 mph); and, 9) provides for more consistent representation by City elected officials for all properties adjacent to LVP II. Further, the Annexation/Project option preserves all options, including the 'no bypass' option. The "No Annexation" option means no Bypass, no traffic signal, elimination of the Bob Jones Trail extension onto Hayashi property (and connection to Octagon Barn trail-head), more traffic along Los Verdes' LOVR frontage rather than less traffic, and more congestion at the LOVR/South Higuera intersection.

LOVR Bypass Access Options

Both LVP I and LVP II representatives and residents were consulted on the desirability of providing access from these developments to the LOVR Bypass and/or the signalized intersection at LOVR/LOVR Bypass. There was general support for this concept. LVP II representatives expressed a preference for a right turn exit only for access to the LOVR Bypass, with no left turns in or out and no right turns in. Based on these meetings, **Figure 6** summarizes the access locations preferred by the LVP I and LVP II representatives.

The design team is reviewing the feasibility of these requested locations and has come to the following preliminary conclusions:

LVP I: 1-North Access. This access point was preferred by LVP I because there would be least amount of conflict with other LVP I onsite circulation. However, this location conflicts with drainage patterns and infrastructure (this is the discharge point for all of LVP I drainage). It also results in the most awkward circulation access and the maximum amount of onsite travel through Broadstone North to LVP I. Because of the drainage issues, this option was eliminated from consideration.

LVPI: 2-Middle Access. This access option would be in the vicinity of LVP I Del Oro Court, north of the planter. Precise location depends on the gap between buildings. This location is determined to be feasible.

LVPI: 3-South Access. This access option would be between Los Verdes Drive and Del Oro Court, north of the planter. Precise location depends on the gap between buildings. This location is determined to be feasible.

LVPII: 1-North Access. As noted above, representatives from LVP II expressed a preference for exiting right turns only for LVP II access to the LOVR Bypass. This would provide access to the signalized intersection desired by residents but would not create light, glare or congestion associated with in and out movements. This option was considered the better option by LVP II representatives because it would be opposite Contenta Court and there are no units that would directly face the opening, and eliminates potential light and glare issues. This location is approximately 200' from the LOVR/LOVR Bypass intersection and is in the intersection "Functional Area" where driveway and street access is to be limited according to the City's Improvement Standards. This location would not provide adequate access to the left most northbound left turn lane which would be most frequently used for access to the northbound ramp for Highway 101. This location was determined to be infeasible because of non-compliance with the City's Improvement Standards.

LVPII: 3-Middle Access. This access option would be opposite the inbound lanes of the Broadstone South main entrance. It was the least preferred by LVP II representative because of the extent of traffic and movements at the Broadstone South entrance. This would avoid headlights and glare from vehicles exiting Broadstone South into LVP II. This location is determined to be feasible.

LVPII: 2-South Access. This access option would be north of the east-west portion of Los Palos Drive in the southern part of LVP II. Like LVPI-North discussed above, this corner of the project is the primary drainage location and access improvements located here would conflict with drainage infrastructure. This location also has limited sight lines to the south and there is not adequate stopping distance for north bound traffic. The "offer of access" location on the Broadstone South plan is considered the southernmost location for an access drive that meets sight distances. The location as indicated on **Figure 6** is not considered to be feasible; however, the "offer of access location is considered feasible.



FIGURE 6 LOS VERDES ACCESS OPTIONS WITH LVP RANKINGS



FIGURE 7 LOVR BYPASS AND BOB JONES TRAIL CONCEPT PLAN

Environmental Issues and Findings

Aesthetics

Site aesthetics are primarily comprised of the San Luis Creek Corridor views from inside the project site. The Project will implement creek setbacks in order to preserve the aesthetics. There is also limited vertical development along the creek frontage to allow for views of the creeks from the developed residential areas. A sight line analysis was conducted for view lines from LVP I to Broadstone North and from LVP II to Broadstone South. This analysis concluded that with compliance of Zoning Ordinance Edge Conditions, landscaping, and the addition of trees on the project site and in “gap” areas on the Los Verdes properties that there would be no adverse view impacts. Residents of the east side of the project would not have direct views of any residential yard areas, windows or other private areas from project windows, balconies or terraces.

There are also no aesthetic impacts to the public traveling on SH101 since the site is 300 feet away from the highway, is screened by approximately 200 feet of dense vegetation between the Project sites and highway, and would comply with the City’s Edge Conditions requirements for multifamily projects located next to single family neighborhoods. **Figure 8** and **Figure 9** show the view of the Project sites from the SH101 corridor. **Figures 10-13** show views of the Project sites from various points inside the Los Verdes I and Los Verdes II developments. **Figure 14** and **Figure 15** show site cross sections that indicate view lines from and to the project and the adjacent existing residential units.

Agricultural Resources

Development of the Project site will convert 17.56 acres of prime on and offsite farmland. The 2014 LUCE EIR evaluated the impact of the conversion of 15.06 acres of onsite prime farmland and acknowledged that development in the Los Osos Valley Road Creekside Area is primarily undeveloped and designated Interim Open Space. Development of the LOVR Bypass and Bob Jones Trail on the Hayashi Property will convert an additional 2.50 acres of agricultural land on the Hayashi Property between the eastern right of way line of the road and the eastern riparian edge of San Luis Creek. The 7.7 acres of land east of the LOVR Bypass could conceivably remain in small scale agriculture. The land west of San Luis Creek would remain in its current state and configuration and continue to be farmed. Total impact is estimated to be 17.56 acres compared to the 15.06 acres assumed in the LUCE. Project soils are identified as “Important Agricultural Soils” (that is, those soils in the county particularly worthy of conservation and protection) by the County. These soils include Cropley clay (0-2 percent slopes), Conception loam (2-5 percent slopes), and Salinas silty clay loam (0-2 percent slopes). In addition, Cropley Clay and Salinas silty clay loam are considered Prime Farmland and Conception loam is classified as Farmland of Statewide Importance. Soils within the Study Area are either currently under agricultural production, are located along the edge of agricultural fields, or are disturbed by urban development. Per the LUCE Policy 1.8.2, “...development is allowed on prime agricultural land if the development contributes to the protection of agricultural land in the urban reserve or greenbelt by one or more of the following methods, or an equally effective method: 1) acting as a receiver site for transfer of development credit from prime agricultural land of equal quantity; 2) securing for the City or for a suitable land conservation organization open space or agricultural easements or fee ownership with deed restrictions; or, 3) directly funding the acquisition of fee ownership or open space easements by the City or a suitable land conservation organization.” The project will comply with the City’s ag mitigation policies by undertaking one of the methods described in LUCE Policy 1.8.2.



FIGURE 8 VIEW OF SITE FROM SH 101 AT LOVR SOUTH SOUTHERN LIMITS (SITE BEYOND TREE LINE)



FIGURE 9 VIEW OF SITE FROM SH 101 FROM LOVR NORTH NORTHERN LIMITS (SITE IS BEYOND TREE LINE)



FIGURE 10 PHOTOSIM: LOS VERDES I TO LOVR NORTH



FIGURE 11 PHOTOSIM: LOS VERDES I TO LOVR NORTH



FIGURE 12 PHOTOSIM: LOS VERDES II TO LOVR SOUTH



FIGURE 13 PHOTOSIM: LOS VERDES II TO LOVR SOUTH

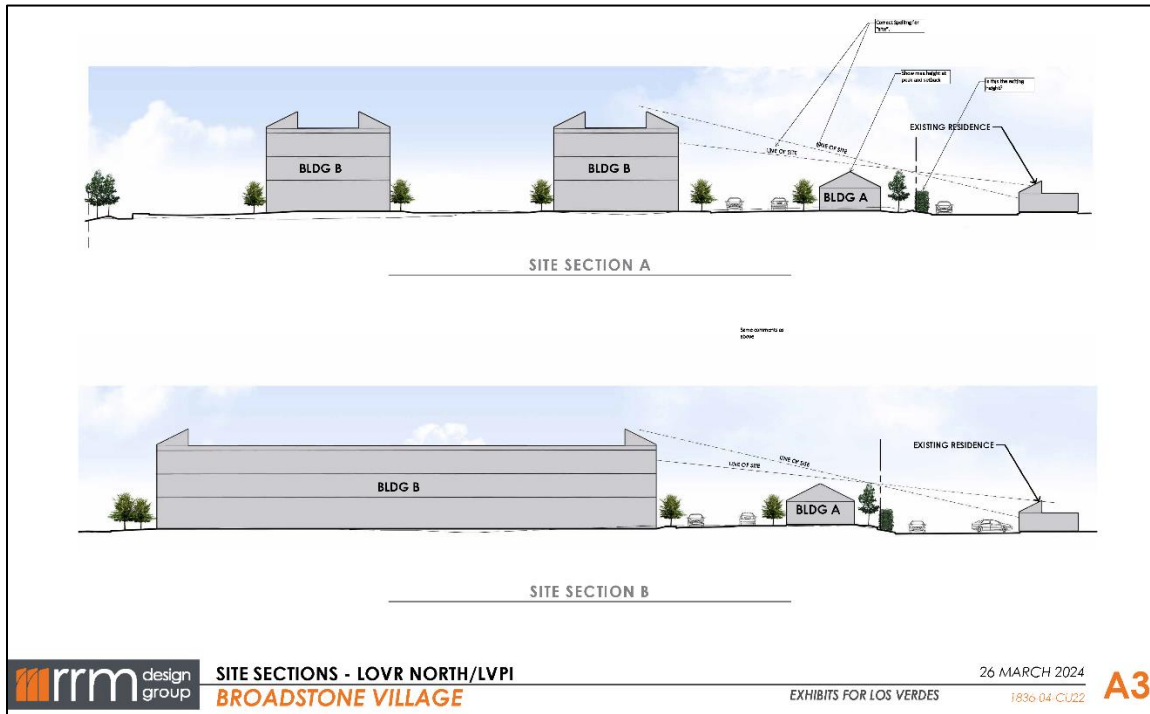


FIGURE 14 LOVR NORTH/LOS VERDES I CROSS SECTION

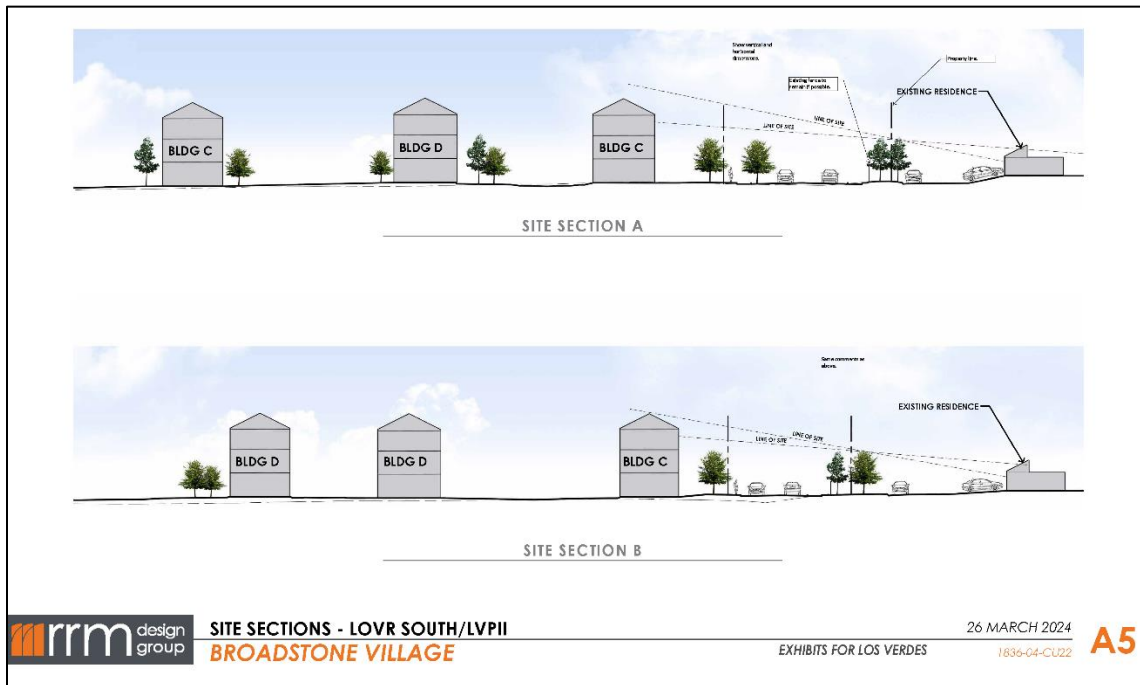


FIGURE 15 LOVR SOUTH/LOS VERDES II CROSS SECTION

Air Quality

Once the traffic study has been reviewed and completed, an air quality impact assessment will be prepared. Existing agricultural operations establish a baseline for existing conditions, as well as existing zoning.

Biological Resources

A biological resources assessment (“BRA”) was completed for Broadstone North (“LOVR North”), Broadstone South (“LOVR South”), and the Hayashi Property by Terra-Verde Environmental Consulting. Based on a review of the range and habitat requirements for regionally occurring special-status species, it was determined that five special-status botanical species had the potential to occur within the survey area, including Cambria morning glory, Congdon’s tarplant, Monkey-flowered savory, Paniculate tarplant, Black-flowered figwort, and Coast live oak. Two coast live oak trees were observed in LOVR North, near the structure in the northwest corner. Most of the special-status plants occur in the riparian areas of San Luis Obispo Creek, and not in the ruderal and agricultural areas on site that are proposed for development. Nonetheless, Cambria morning-glory, Congdon’s tarplant, and paniculate tarplant are species that tolerate disturbance, the development portions of the site were surveyed for these species. No special-status botanical species were observed during the June 7 survey, which was timed to coincide with the typical blooming period for regionally occurring special-status plant species with suitable habitat on site.

The range and habitat requirements for regionally occurring special-status wildlife species indicates that 14 species may occur on site or in surrounding areas, in addition to nesting birds and raptors. No special-status wildlife species were observed during the field surveys. However, of these species, the Southwestern pond turtle, California red-legged frog, Coast Range newt, steelhead, and two-striped garter snake have potential to occur in and around San Luis Obispo Creek and the wetland abutting the sites. Northern California legless lizard, Cooper’s hawk, sharp-shinned hawk, pallid bat, Townsend’s big-eared bat, white tailed kite, San Diego desert woodrat, and Least Bell’s vireo have potential to occur in and around the riparian areas. Abandoned structures on the LOVR North property may provide habitat for roosting bats. American badger may occur in riparian or ruderal areas on site. In addition, San Luis Obispo Creek is designated critical habitat for the south-central California coast steelhead DPS by the National Oceanic and Atmospheric Association (NOAA) (NOAA 2021). Further, suitable habitat for nesting birds is present within the riparian and ruderal areas as well as the building and ornamental plants on LOVR North.

The Property and the Hayashi Property also have aquatic features including “Drainage 1” which is an ephemeral drainage that flows generally east to west across the LOVR North property. There is a culvert where the north-south access road crosses the drainage. The eastern portion of Drainage 1 has a well-defined bed and bank up to the culvert. West of the culvert the feature becomes less defined before it flows into the riparian habitat associated with San Luis Obispo Creek. The extent of CDFW jurisdiction was mapped along both banks of Drainage 1. The survey also identified “Swale 1” which is an erosional feature that flows from a culvert outlet under an access road that runs along the northern bank of San Luis Obispo Creek in the southwestern corner of the Hayashi Property. Swale 1 has a defined bed and bank and flows southeast into San Luis Obispo Creek. The extent of CDFW jurisdiction was mapped along both banks. On the east side of the Hayashi Property, there is a wetland feature that abuts the existing access road entrance off South Higuera Street. Wetland vegetation was observed during the survey and a review of aerial imagery. San Luis Creek is recognized as a Waters of the US and Water of the State; however, development is set back from the creek channel by 100 to 250 feet and the survey concluded that there will be no direct impacts to San Luis Creek, or the sensitive species expected to occur there.

Cultural Resources

A Cultural Resources Assessment was conducted for the Project and the Hayashi Property. It concluded that while the proposed improvements are located within an area of moderate archaeological sensitivity, archival research, a Native American Heritage Commission Sacred Lands Search, previous surveys, and an intensive archaeological field survey identified no archaeological resources. No further archaeological work is required or recommended within the acreage studied during this survey. Two structures on the Hayashi Property were evaluated, including an old segment of Old State Route 2 and the Stornetta Bridge. The Old State Route 2 was determined ineligible for listing in the National Register of Historic Places and the California Register of Historical Resources due to a lack of historic integrity. The Stornetta Bridge was also evaluated and is considered a historical resource for the purposes of CEQA. The LOVR Bypass and the Bob Jones Trail extensions are expected to cross and affect

Old State Route 2, but will be 150 feet to 175 feet away from the Stornetta Bridge. No cultural resources impacts are expected.

Energy

Efficient use of energy is assured because of the application of the most recent version of the California Energy Code, the Uniform Building Code, and the City's Climate Action Plan. The Property is also located in a "low-VMT" traffic analysis zone with 76% of average household VMT according to data from the California State Traffic Demand Model (CSTDM), and according to the Residential VMT Screening Map in the City's Multimodal Transportation Impact Study Guidelines. This indicates that energy consumption related to vehicle use will be substantially below local averages. The installation of the Bob Jones Trail extension would further encourage active transportation modes. The LOVR Bypass would also shorten the travel distance for northwest bound vehicles on Higuera south of Buckley Road and on Buckley Road, by approximately 1,200 linear feet (0.23 miles), reducing annual VMT associated with these existing trips by 285,430 miles per year, and resulting in lower fuel and energy usage. The project proposes an "all-electric" fuel program.

Geology and Soils

Broadstone North, Broadstone South and the Hayashi Property were evaluated by GeoSolutions for constraints related to local geology, surface and groundwater conditions, propensity for landslides or unstable soil conditions, faults and seismicity, flooding and severe erosion, liquefaction, and capability of the soils to support building structures and foundations. All of the subject sites were deemed suitable for construction of the proposed improvements, with special conditions necessary to address the potential of groundwater seepage, presence of loose/soft surface soils, the presence of expansive material, influx of water from irrigation, leakage from the residence, or natural seepage could cause expansive soil problems. Special design conditions are warranted to address the potential for liquefaction, as well as addressing the influence of the flood prone areas and seepage from San Luis Creek.

Global Climate Change/GHG

The Project's generation of Greenhouse gasses (GHG) will be quantified during the environmental review process. It will also comply with the City's Climate Action Plan.

Hazards and Hazardous Materials

The Soils Engineering Reports and Engineering Geological Investigations for the Broadstone North, Broadstone South and the Hayashi properties did not reveal any hazards related to soil conditions, or the presence of hazardous materials. The Phase I Environmental Site Assessment did not reveal any known or potential hazards. The traffic analysis did not reveal any hazards related to unsafe circulation improvements or roadway geometry. Finally, the properties are in Airport Land Use Plan Safety Zone 6, which permits development at the proposed intensity.

Hydrology and Water Quality

There are no known water quality issues on the project sites. The principal hydrological issue is the presence of flooding potential on the Broadstone South property and the Hayashi Property. Base flood elevations for Broadstone North ranges from 110' msl on the north to 104' msl at the Los Osos Valley Road bridge. Base flood elevations for Broadstone South range from 104' msl at the Los Osos Valley Road bridge on the north to 98.8 msl on the south. The Hayashi Property is in Zone A, and base flood elevations have not been officially established. As part of the project, a comprehensive HEC-RAS analysis will be prepared for the LOVR North, LOVR South and Hayashi properties. According to the City's Drainage Design Manual, there is to be no significant net increase (no more than 0.2 feet) in up-stream or downstream floodwater surface elevations for the 100-year flood at General Plan build-out as a result of changes in floodplain configuration and building construction, or a change in stream velocities greater than 0.3 feet per second. In order to implement this, the Drainage Design Manual requires that there shall be no significant net decrease in floodplain storage volume as a result of a new development or redevelopment projects, which is to be achieved by balancing all fill placed on the 100-year floodplain with cut taken

from other portions of the floodplain within the project area of the application, or with cut exported off site. Flood floodplain storage capacity is not to be reduced at any stage of a flood (2, 10, 50, or 100-year event). It is noteworthy that there is a significant inconsistency between existing grade/topography, the flood level/floodway datum, and the mapped flood areas. This analysis will be further developed as part of the project.

Broadstone South will require 3'-5' feet of fill in the lower 2.5 acres of the site, with compensating adjustments in grade achieved by construction of the ponding basin on the Hayashi Property south of Broadstone South, and a combination of onsite storm drainage basins and chambers. Total cut and fill for Broadstone South is estimated to be approximately 15,000 cubic yards each. The Project will implement Post Construction Requirements as required by the Regional Water Quality Control Board. Development of the Bob Jones Trail and the LOVR Bypass on the Hayashi Property will require flood proofing to either the City or County standard.

In order to accommodate construction of the LOVR Bypass, and the potential impact on flood flows, the project will widen the floodway on the west side of San Luis Creek to create 42,500 cubic yards (26.35 acre-feet) of floodway/drainage area volume to compensate for the capacity reduction on the east side of the San Luis Creek. Sheets EX-2 and EX-9 show the proposed grading profiles.

Land Use

The land uses proposed are consistent with the 2014 LUCE and the most recently adopted version of the Housing Element, the latter of which calls for the site to be used for "higher density residential uses". Development adjacent to the Los Verdes projects may also have potential conflicts; however, the location of the LOVR Bypass will mitigate any conflicts between multi-story construction on the project sites existing development. Broadstone North Building A next to LVP I will be a one-story structure for compatibility with Los Verdes Park I. There is a potential conflict between the Bob Jones Trail extension and the LOVR Bypass on the Hayashi Property that is covered by an Open Space Easement (per Parcel Map C0-79-218 and County Resolution 81-485). At the request of the applicant, the County of San Luis Obispo has determined the proposed facilities are consistent with "vehicular access" provided for in the easement document. There is also a potential conflict with the agricultural preservation and open space goals of the City and County through the conversion of open space and productive agricultural lands; however, the displaced 21 acres of lands will be replaced with an equal amount of land elsewhere in the City's Urban Reserve Area per LUCE Policy 1.18, or in conjunction with a City, County or Land Conservancy conservation project.

There is also a potential conflict with LVP II. Currently, LVP II has landscaping, walls and fences that are 7 feet to 13 feet west of the common property line between LVP II and Broadstone South. If the common property line is used as the fence/wall location, the vinyl wall would be relocated to a point five feet west of Los Palos Drive. The applicant and LVP II representatives are working on a solution.

Noise

A noise study was completed for the Project and it determined that the principal sources of existing and future noise are considered to be Los Osos Valley Road, State Highway 101, and the LOVR Bypass roadways. Under existing conditions, and without the LOVR Bypass, maximum exterior noise levels due to State Highway 101 on Broadstone North and Broadstone South are not expected to exceed 61 dBA and normal/typical construction practices and designs will be sufficient in maintaining the interior noise levels of habitable spaces in the residential buildings. The outdoor activity areas for these areas are also expected to be below the Noise Element limit of 60 dBA.

The construction of the LOVR Bypass will shift 3,500 current vehicle trips from portions of South Higuera and Los Osos Valley Road to the LOVR Bypass, and the sound level contours with the additional of the LOVR Bypass in place were considered. According to the noise study, the LOVR Bypass will not have an impact on units in Los Verdes Park II. Los Verdes Park II noise levels will be lower by 6 dB with the project and with the LOVR Bypass because of attenuation of highway sound by the project structures. The actual noise impact will likely be less because the design standard for the LOVR Bypass is a Residential Collector, with a maximum design speed of 25 mph.

The assumption of a 35 mph design speed results in predicted sound levels that are approximately 2 dB higher than with the proposed design speed and anticipated traffic volumes and provides a worst-case scenario for noise modelling purposes. There is not projected to have any adverse affect of the project on noise levels in Los Verdes Park and Los Verdes Unit I.

Population and Housing

The proposed multifamily housing is recommended in Policy 6.13 of the Housing Element. The City of San Luis Obispo moderates local population growth through a growth management system to ensure that population increases over the term of the Land Use and Circulation Element (2014-2035). The city has set a population planning limit to 2035 of 57,200, and city utilities and service capacities are benchmarked to that buildout population. Building permits are also moderated to ensure that the population limits in the LUCE are not exceeded, using a population per household statistic to keep population, housing and population levels in check.

Since 1990, the average population per household has shown a regular decline, going from 2.26 persons per household (PPH) in 1990 to 2.01 persons per household in 2023. While that 10% reduction on average persons per household does not appear to be dramatic in itself, it reflects a substantial decline in the number of persons per new housing unit, reflecting the addition of 5,370 housing units and 6,272 in total population over that time period. Since the adoption of the LUCE in 2014, more housing units have been built than the resulting marginal increase in the number of new persons, and the marginal persons per household over that period has been 0.80, as shown in **Table 4**, below. Various public service factors validate this trend with trip generation, water demand and dry day sewer flows all below projected levels. There are several factors considered at play, including a greater number of retirees and “empty nester” household, smaller unit sizes, the addition of student housing at CalPoly, the formation of additional local households from the existing population (existing family members moving out to form their own households), and other factors.

TABLE 4 HOUSING AND POPULATION TRENDS (1990-2023)

	1990	2000	2010	2015	2020	2021	2022	2023	1990-2023	2015-2023
Population	40,478	42,317	43,937	44,854	44,609	46,206	46,318	46,750	6,272	1,896
Housing Units	17,877	19,308	20,554	20,887	21,641	22,090	22,676	23,247	5,370	2,360
Average PPH	2.26	2.19	2.14	2.15	2.06	2.09	2.04	2.01		
New HH Pop/Unit		1.29	1.30	0.62	(0.32)	3.56	0.19	0.76	1.17	0.80

While there are annual variations in the marginal increase in population per household, the most prudent method of projecting Project and LUCE buildout is using a marginal PPH of 1.81 new persons per additional multifamily household, and 2.51 PPH per additional multifamily households. These were recently determined to be the averages for San Luis Obispo for all new and existing housing. While using the 0.80s PPH post-LUCE rate would provide a statistically valid metric that may be more representative of current housing trends, demographic changes in the community, and housing preferences, the communitywide average provides a more conservative estimate, even though using this average has not proven to be a good predictor of population resulting from new housing projects. Using the communitywide averages, the growth in housing units at the maximum one percent per year would result in a buildout population of 51,600 persons by 2035, 5,600 less than the maximum level shown in the Land Use Policy 1.11.2.

Based on the communitywide averages, with some adjustment for unit size and tenure (senior vs non-senior units), the proposed project is estimated to increase local population by 738 persons, compared to the 364 persons estimated in the LUCE EIR. This increase of 374 persons can easily be accommodated given that population is 1,859 persons fewer than the level projected in the General Plan for the same growth rate.

Public Services

The project is served by City public services. Police services are dispatched from the central police station, and the nearest fire station is located on Los Osos Valley Road at Madonna Road. According to the City's Fire Master Plan Map Atlas, Maps 3, 4 and 5, the project site is within a 4-minute travel time/1.5-mile ISO distance from the first responding fire station, and within 8 minutes from the second unit, indicating adequate coverage. The Avila Ranch project is implementing an interim fire station as part of its development that will also serve the project. No additional police or fire facilities are needed to support the project.

The annexing of the Hayashi property will not result in additional public service demands beyond road and some riparian corridor maintenance. The Hayashi site is not within the City's URL and urban land uses are not proposed for any of that project site. There will be no public safety, public services or utility demands associated with an increase in population because the site is uninhabited and has no residential, commercial or industrial land uses planned for it.

In terms of maintenance costs, the City would be responsible for maintenance of the LOVR Bypass and the Bob Jones Trail on the Hayashi property once completed, as well as those areas that are currently within the City. There will be 2,600 LF of the bypass and bike path to maintain equal to 6.25 lineal feet (LF) per residential unit in Broadstone. By comparison, Avila Ranch has 16 LF per unit, Serra Meadows has 44 LF per unit, and Froom Ranch has 6.5 LF per unit. The project with the bypass would result in fewer public road miles to maintain per unit than all recently approved projects. The number of city road miles would increase by 0.36% by adding the bypass. The cost to maintain the LOVR Bypass is estimated at \$0.10/SF per year and the cost to maintain the bike path is \$0.50/SF per year. Total road maintenance costs are approximately \$25,000 per year. Other costs may total up to an additional \$100,000 per year. This will increase the \$18 million Public Works budget by 0.14%. All of these costs would be covered by a Community Facilities District paid for by the project.

Recreation

The project is not located within the service area of a neighborhood or community park as shown on the City Recreation and Parks Element of the General Plan. Each component of the development will provide an 0.5-acre area for onsite recreational facilities to serve the residents including a community building or spaces, outdoor court games, pools, tot lots, and meeting spaces. The project will contribute to the development of recreation and park facilities through the payment of parks fees per the City's Development Impact Fee schedule.

Traffic and VMT

VMT. The Property is located in a "low-VMT" traffic analysis zone according to data from the California State Traffic Demand Model (CSTDm), and according to the Residential VMT Screening Map in the City's Multi-modal Transportation Impact Study Guidelines. As a residential project, VMT compliance is measured by the number of vehicle miles travelled per person compared to the Countywide average. According to the City's Transportation Impact Study Guidelines, daily project per capita VMT should be 14.25, 15 percent below baseline Regional (County) average Residential VMT per capita. According to the CSTDm data, per capita VMT in CSTDm traffic analysis zone 3312 where the project is located has a daily per capita VMT of 8.8. The LOVR Bypass will shorten the travel distance for northwest bound vehicles on Higuera south of Buckley Road and on Buckley Road, by approximately 1,200 linear feet (0.23 miles), reducing annual VMT by 285,430 miles. Net VMT/capita from the project is estimated to be 7.43, approximately half of the threshold established by the City. The project may result in much lower total VMT if regional VMT effects are considered that are associated with improving the balance of housing and jobs in the community.

Traffic Operations Analysis. While traffic operations analysis is no longer a CEQA issue, the project site is located in an area requiring special transportation analysis to assess the feasibility and type of intersection control at the LOVR Bypass/Los Osos Valley Road, the feasibility and affect of the LOVR Bypass on the local circulation system, and the feasibility and affect of the extension of the Bob Jones Trail from Los Osos Valley Road to South Higuera Street.

The extension of the LOVR Bypass between LOVR and Higuera was studied during the LUCE, but no final conclusions were drawn other than to study it further when the “Creekside” projects were proposed. There were also questions about the feasibility of the project given its location in the County, property ownership, agricultural use and open space easements. A conceptual plan has been developed and is shown in **Figure 6** that provides for the turn movements, traffic volumes and turn queues estimated in the traffic study.

The traffic study analyzed the LOVR/US 101 NB Ramp intersection, the LOVR/LOVR Bypass/Project Access (future intersection), the LOVR/South Higuera Street intersection, and the LOVR Bypass/Buckley Road/South Higuera Street intersection for current operations, buildout operations without the project, the project without the LOVR Bypass, and the project with the LOVR Bypass. The traffic analysis concluded that LOVR Bypass would divert approximately 3,500 non-project trips each day from South Higuera between Buckley and Los Osos Valley Road and between South Higuera and the LOVR Bypass/Los Osos Valley Road intersection. The LOVR Bypass would therefore significantly reduce eastbound right-turning trips on Los Osos Valley Road to South Higuera, and significantly reduce northbound left-turning trips on South Higuera to Los Osos Valley Road. Both maneuvers were considered significant constraints to the intersection when it was evaluated in the LUCE.

The traffic study concluded that without the project and the associated LOVR Bypass, the LOVR/South Higuera Street intersection would continue to operate unacceptably with an LOS E in the PM Peak Hour. Construction of the LOVR Bypass improves intersection operations to LOS D at buildout, without any other modifications to the intersection. This is the same conclusion that was drawn in the June 13, 2014 LUCE Technical Memorandum (Page N-6) that implementation of the LOVR Bypass avoided the northbound left movement failures anticipated at the Los Osos Valley Road/Higuera intersection. Other LUCE technical analysis also concluded that the LOVR Bypass would reduce delays for residents exiting Los Verdes and a roadway in this area would be needed to provide access to development along this corridor. The final adopted Circulation and LUCE did not include the LOVR Bypass, but did include widening of South Higuera from Madonna to the southern City limits (including the Los Osos Valley Road/Higuera intersection) to four lanes. Construction of the LOVR Bypass would eliminate that need south of Los Osos Valley Road, and eliminate the need for the lengthening of the northbound left and eastbound right turn pockets.

Due to the volume of traffic on Los Osos Valley Road and the approaching traffic on the LOVR Bypass, the Bypass/LOVR intersection would need to be controlled in some manner. The traffic study makes recommendations on turn pocket lengths for the LOVR/Bypass, and the Bypass/Higuera intersections that have been integrated into the project at signalized intersections. The LOVR Bypass/Higuera intersection would require some modification to the south leg to accommodate lengthening of the northbound left turn pocket. The LOVR Bypass degrades intersection operations to LOS D during the PM peak hour due to an additional signal phase associated with the new west leg of the intersection. However, the construction of the LOVR Bypass decreases the southbound left turn queue that would otherwise extend into the Octagon Barn left turn lane.

The new intersection at the LOVR Bypass and Los Osos Valley Road would be within 575 feet of the northbound ramp intersection on Los Osos Valley Road. The westbound left turn pocket is currently approximately 400 feet. This is not ideal spacing so there was an analysis made of any conflicts that may occur to freeway ramp operations. The traffic concluded that because the eastbound left turning movements into Broadstone North only minimal queue, and the buildout queue for the westbound left turn to the northbound 101 ramps was less than 200 feet, there would be no operational conflict between the adjacent intersections. It was noted that a roundabout at this location would provide a greater conflict with the 101 northbound ramp because of roundabout approach improvements.

As required by City policy, a roundabout was also considered at the LOVR Bypass/LOVR intersection. A roundabout alternative was also considered as part of this constraints analysis. The preliminary layout of the roundabout included the following design parameters a two-lane roundabout to match approach and departure lane configurations with an inscribed circle diameter of 180’ to align with recommendations from the current guidance (NCHRP 1043), and a multiuse 10’ path width and 5’ buffer from the path to the inscribed circle. It should be

noted that detailed design performance metric checks such as truck turns, overlaps, and fastest paths were not performed for the feasibility assessment of this preliminary layout.

The intersection footprint for a double lane roundabout would be significantly larger than that of the signalized intersection at this location. A key criterion was to avoid property impacts to the Los Verdes Park properties. Applying the necessary design features for a two-lane roundabout with consideration of multi-modal needs (particularly important near the Bob Jones Trail), the roundabout intersection will not meet either the advisory or the mandatory intersection distance standards required by the Caltrans Highway Design Manual (HDM). The distance from the US 101 northbound ramp curb return to the inscribed circle of the roundabout is reduced to 265' and would require both an advisory standard (District level) and mandatory standard (HQ level) approval from Caltrans.

The roundabout intersection treatment would also require significantly more reconstruction work along LOVR, triggering more traffic impacts during construction, and require more right of way acquisition. Additional challenges would include staging construction and traffic handling on a very busy arterial road. Similar to a signalized LOVR Bypass intersection, the roundabout would have to be analyzed from a traffic operations standpoint to verify the feasibility. A review of the roundabout at this location indicates that this type of intersection treatment at this location to be problematic because the LOVR WB Left turn lane onto NB 101 would be shortened to 125' (traffic report shows maximum queue of 167'). LOVR traffic speed surveys performed indicate that during those surveys, speeds are just under the requirements to apply a high-speed entry treatment to the roundabout approach from the west. However, no safety factor has been applied and actual speeds may end up triggering high speed entry treatments that could necessitate widening of the roadway over the Creek culverts. It was also determined that LOVR WB through movement is shown at 198' in future conditions which would have vehicles close to backing up into the roundabout which would lock up the roundabout. Finally, the footprint of the roundabout is such that it would significantly reduce the developable area for Brookstone Village North and South to the point the project that would not be feasible and would not achieve the City's Housing Element objective of increasing density on this site.

Bob Jones Trail. The other major circulation element is the connection of Bob Jones Trail to Higuera from its current terminus at the signal at the northbound Hwy 101 ramp on Los Osos Valley Road. As currently planned in the Active Transportation Plan, there would be a "grade-separated" crossing from the north side of Los Osos Valley Road to the south side, and the Bob Jones Trail would be extended along and in the riparian setback for San Luis Creek, as described in the Bob Jones Pathway Octagon Barn Connection Study (2013). The designation of this route pre-dated the LUCE and the LOVR Bypass consideration, as well as recent issues with conflicts between users of the Bob Jones Trail and homeless persons residing in the creek. Per staff's direction, a location along the LOVR Bypass was evaluated and is recommended as part of the project. The location of the Bob Jones Trail along the LOVR Bypass would result in directing Bob Jones Trail traffic through the LOVR Bypass/Los Osos Valley Road intersection, eliminating the need for the grade-separated crossing proposed in the Active Transportation Plan and/or eliminating the need for a separate ped-bike phase at the 101 northbound ramp/Los Osos Valley Road intersection. **Figure 6** shows the proposed location of the Bob Jones Trail as proposed by the project.

Fiscal and Economic Issues

Development of properties results in public services demands. The annexation of the Hayashi property will not generate any property taxes as provided in the City's tax sharing agreement with the other tax entities. According to the fiscal impact analysis used for the LUCE and similar recent projects, the overall development portions of the project, including the LOVR North and LOVR South will generate a General Fund surplus of \$1.3 million over 30 years without the bypass/bike path expenses. Total annual service costs for the roadway, bike path, traffic signal and open space (current inside the city and the annexed area) will total \$128,600 per year that can be partially funded with the \$43,500 annual GF surplus that the project creates. In order to address this, the project proposes a Community Facilities District (CFD) to finance the public service costs associated with the annexation of the Hayashi property. A CFD tax level of \$225-\$325 per year per unit would be required. The same CFD could be used

to finance the developer's share of the LOVR Bypass that is not funded by the City General Fund or the City TIF program. The project With a CFD and the GF surplus results in a net gain for the GF over 30 years of \$4.93 million. The estimated total CFD tax on the LOVR North and LOVR South properties will be 0.171% at buildout which would result in a total property tax burden of 1.28%, less than the City 1.5% maximum.

At the request of the City, the fiscal issues associated with the impact on the General Fund and the City TIF were considered. As stated in the information previously provided to the City, the improvements will be phased so that the City GF, TIF and developer obligations would occur over the next ten years and over at least three 2-year budget cycles. The maximum General Fund obligation in any one budget cycle would be approximately \$500,000 in the 2027-2029 two-year budget. The TIF obligations can be fully funded out of Citywide TIF funds from the LOVR North portion of the project, the first phase of the project. All of the obligations of the Citywide TIF program for the bypass can be funded from the project's TIF revenues, with more the \$2.5 million left over for other city projects.

The annexation, and the resulting implementation of the LOVR Bypass and the revised Bob Jones Trail would result in savings for the TIF and the General Fund, and provide resolution of the projected multimodal level of service deficiencies at LOVR/Higuera. Under the current TIF program the improvements at LOVR/Higuera are estimated to be \$3.1 million (even at this funding level, the intersection will eventually fail). That is based on current day costs based on inflation of the 2019 improvement cost estimates by 53% which is percentage that the City has increased TIF fees since 2019 to cover cost increases. The General Fund's share of this improvement is \$1.7 million, and the TIF's share of this improvement is \$1.4 million. The revised General Fund and TIF amounts are \$215,700 and \$647,200, respectively. The General Fund's savings are \$1.5 million, and the TIF savings are \$749,800 for a total savings of \$2.24 million. The proposal is to use \$841,800 of the General Fund's \$1.5 million savings, and \$989,099 in TIF funds for the Bypass.