



council agenda report

Meeting Date	10-15-2013
Item Number	PH 1

CITY OF SAN LUIS OBISPO

FROM: Derek Johnson, Community Development Director
Daryl, Grigsby, Public Works Director
Prepared By: Kim Murry, Deputy Director, Community Development
Peggy Mandeville, Principal Transportation Planner

SUBJECT: LAND USE AND CIRCULATION ELEMENTS UPDATE – PHYSICAL ALTERNATIVES (GPI/ER 15-12).

RECOMMENDATION

As recommended by the Planning Commission and the Task Force for the Land Use and Circulation Elements update (TF-LUCE) endorse the physical alternatives presented for further evaluation through an Environmental Impact Report (EIR).

DISCUSSION

Background

The Land Use and Circulation Elements (LUCE) update process is being funded through an \$880,000 Strategic Growth Council Grant. When the City Council approved the application for the grant and the subsequent consultant contract, the Council augmented the defined scope of work with direction to staff to approach the LUCE update as a focused one. Council's direction was to address community issues but to not significantly alter the policy direction that is based on values that were reaffirmed in the Council's continuation of the current goals as the filter for proposing any changes. The Council's statements reflected that many of the factors making our city the happiest in North America are incorporated in our present Land Use Element which serves our city well by protecting our quality of life and fiscal sustainability.¹

To date, the Land Use and Circulation Element Update (LUCE) process has been focused on garnering input from the community regarding issues, opportunities and vision for the future of the City. Information provided through the community survey, workshops, open houses, advisory bodies and ideas offered on-line were used by the consultant team, staff, the Task Force for the Land Use and Circulation Element update (TF-LUCE), and the Planning Commission to identify areas of potential physical change in the upcoming 20 years. This information will also inform the policy review and development phase of the update. Tonight's discussion with the Council focuses on identifying the potential physical changes to further evaluate through the environmental review process.

The sites for both land use changes and circulation connections were plotted and considered at a workshop held on June 1st (Attachment 6: Workshop summary). Subsequent to the workshop, the TF-LUCE considered input on the physical alternatives to be further evaluated as part of the LUCE update from the workshop, information from the community survey, testimony from attendees, and

¹ Mayor Marx memo to Council, item B-1, and minutes January 17, 2012 (Attachments 1 and 2)

input from residents and other stakeholders garnered through MindMixer (an online public input tool) and other sources on June 27th, July 1st and July 9th (Attachments 7-9: TF-LUCE minutes. The Planning Commission further reviewed the Task Force recommendations on July 24th and August 14th (Attachments 10-11: Planning Commission minutes) and confirmed or slightly amended the options to be forwarded for further evaluation.

The Planning Commission's recommended alternatives will be presented to the Council along with basic information regarding the fiscal balance of land uses for consideration and identification of a "preferred alternative" set. Attachments 1 and 2 provide a summary of the recommendations of physical alternatives from the Planning Commission along with notations of how those recommendations correspond to the TF-LUCE recommendations. The final package of alternatives identified by Council will be fully evaluated along with proposed policy changes currently under development through an Environmental Impact Report (EIR). The Council is scheduled to review proposed policy changes in early 2014.

The current discussion is focused on alternatives for physical change. The TF-LUCE recently began their evaluation of existing policies with review of a legislative draft of the Circulation Element. This review is expected to occur through late fall. The Council is being asked to review the TF-LUCE and Planning Commission recommendations for physical alternatives and to confirm or amend those alternatives as the "preferred alternative" set to be evaluated through the EIR process.

Alternatives

The Planning Commission reviewed Task Force recommendations and confirmed potential land use changes and areas where circulation changes might be appropriate. Attachments 3 and 4 provide a summary of Task Force and Planning Commission determinations on the alternatives.

The community was presented with 19 land use alternatives and 19 circulation alternatives at a workshop held on June 1st. Of the 19 land use alternatives, the Council took separate action on the South Broad Street Corridor Plan area on September 17, 2013 to include the draft plan as part of the alternatives to consider through the EIR process.

Attachment #6 provides a summary of the workshop input considered by both the TF-LUCE and the Planning Commission. In addition to the June 1st workshop input, both the Task Force and Planning Commission evaluated the alternatives in light of input from previous workshops, the community wide survey, the Land Use and Circulation elements goals, and input from open houses and on-line survey tools. Staff will be describing the alternatives in greater detail as part of the staff presentation and will also present high-level fiscal and circulation information.

Property owners of four of the properties under consideration have submitted letters for the Council to consider as part of identifying physical alternatives (Attachments 12-14). The following summarizes the input from these four property owners:

- The San Luis Coastal Unified School District has asked that the Old Pacheco School site be eliminated from consideration until the District has determined it should be converted to another use.

- The San Luis Coastal Unified School District has also requested that the Council consider Commercial Retail uses for the Pacific Beach site rather than the Mixed Use and park uses suggested by the Planning Commission.
- KFK Family Trust, the owner of property along both sides of Los Osos Valley Road near Hwy 101, has indicated support for the property being designated to support Medium High Density Residential.
- The owner of the property at Foothill and Santa Rosa, University Square LLC, provided a letter that indicates a desire to develop according to the current zoning and anticipates submitting an application within the upcoming months.

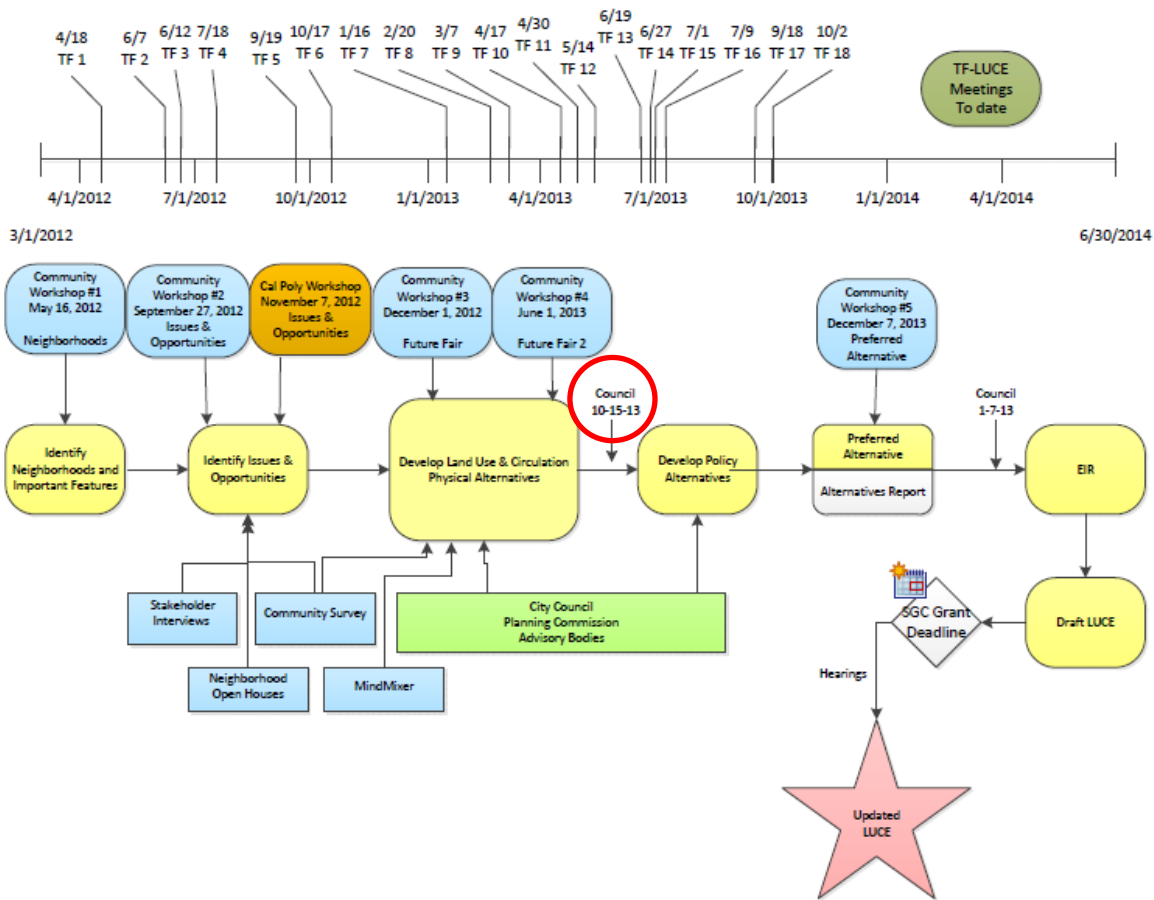
Staff will be prepared to respond to each in the context of the presentation of alternatives at the hearing.

Update Process

The physical alternatives comprise one part of the update and reflect areas where changes in land use designations or intensity or type of development may occur over the upcoming 20 years. The physical alternatives also reflect where circulation connections should change or where the nature of the type of connection is changing. Once the Council has determined the set of physical alternatives that should be forwarded for consideration as part of the process, this set becomes the “preferred alternative” and is used as part of the project description for purposes of environmental review. The Council’s approval of the resolution does not approve the alternatives, the action provides that more analysis (i.e. fiscal and environmental, etc) is needed in order to make any final determinations.

Since Council identified the update to the General Plan as a focused one – intended to address infill opportunities, changes in legislation, and the need to refresh existing policy direction to reflect current values – many of the areas of physical change will not result in dramatic differences in the City’s form. However there are several areas where more significant changes are anticipated, primarily Dalidio, Avila Ranch, and the Madonna properties. These areas have been identified by the Planning Commission (supported by recommendations from the TF-LUCE) as ones that are appropriate for more detailed policy development to guide the future development of the areas based on their location and constraints.

The Land Use and Circulation elements will include proposed physical alternatives and proposed policy changes to form the project description that will be reviewed through an Environmental Impact Report. The graphic below shows the milestones completed to date and the process moving forward. Endorsing a set of physical alternatives for further review is a key objective to complete in the update process.



Staff recommends the Council consider public input and the recommendations of the Planning Commission and the Task Force for the Land Use and Circulation Elements update (TF-LUCE) and endorse the physical alternatives proposed as the preferred alternative set to be further evaluated through an Environmental Impact Report.

ENVIRONMENTAL REVIEW

Environmental review will occur once a project description has been developed. The project description will include a combination of proposed physical changes and proposed policy changes associated with the LUCE update.

FISCAL IMPACT

The Land Use and Circulation Elements update have been funded in part by a grant from the Strategic Growth Council (\$880,000) and in part through General Funds (\$430,000) as part of the 2011-13 Financial Plan. Activities to date have been fully covered by these encumbered funds and progress on the update is within budget and on-time. Fiscal impacts of any changes proposed to land use or infrastructure will be evaluated as part of the update process so that the City’s General Plan is one that is fiscally balanced.

ALTERNATIVES

1. The Council could identify additional alternatives for consideration or could modify or alter alternatives recommended by the Planning Commission. Specific direction to staff would be required.
2. The Council could continue the item so that additional information could be provided. If this option is chosen, specific direction to staff would be needed and Council may need to identify a special meeting in order to maintain timely progress on the update project.

ATTACHMENTS

1. Mayor Marx Letter to Council
2. January 17, 2012 Council Meeting minutes
3. Table 1: Land Use Alternatives summary
4. Table 2: Circulation Alternatives summary
5. Land Use and Circulation Element Goals
6. Workshop Summary from 6-1-13
7. TF-LUCE meeting minutes from 6-27-13
8. TF-LUCE meeting minutes from 7-1-13
9. TF-LUCE meeting minutes from 7-9-13
10. Planning Commission meeting minutes from 7-24-13
11. Planning Commission meeting minutes from 8-14-13
12. San Luis Coastal Unified School District Letter
13. University Square Letter
14. KFK Family letter
15. Land Use and Circulation Alternatives Graphics
16. Resolution

Community wide survey previously provided to the Council is available at:
http://www.slo2035.com/images/meetings/tf/00_slogpu_survey_2012.09.16-rrr.pdf

AVAILABLE FOR REVIEW IN THE COUNCIL OFFICE

TF-LUCE Binders with agenda materials

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To: San Luis Obispo City Council
From: Jan Marx, Mayor
Re: Item B-1 (LUCE Update)
Date: January 17, 2012

The following are my thoughts regarding the LUCE Task Force and process. Council has repeatedly stated that the process is to be resident-centered. Making it so, starting tonight, will allow the LUCE Update to be truly owned and affirmed by residents. It also will allow the process to proceed in an orderly, timely manner.

A. Land Use and Circulation Elements Update **Task Force**

1. It should be called the Land Use and Circulation Elements (LUCE) Task Force. (Using a different title is confusing).
2. The Task Force should consist of residents of the City of San Luis Obispo in all categories. If a given stakeholder group does not have any city residents willing to serve, then it can just submit comments and testify.
3. Members should also be volunteers, not paid advocates. Selection should reflect geographical distribution of residents, living throughout the city.
4. All residents should receive information about how to participate at the very beginning of the process, possibly as a hand out in the utility bills.
5. Selection of members should not be delegated to organizations, but should be done by council. Council should take open applications, like the advisory body applications, including resumes.
6. It should have equal representation from the environment, neighborhood and business communities. It should be chaired by a Planning Commissioner.
7. There is no reason to limit membership to 13. The City Manager's Economic Sustainability group had nearly 30 people on it and worked well. Other cities have varying numbers of participants.
8. In any category, overlapping experience--such as in land use and planning, the law, advisory groups, local history, real estate, social services, education, the economy, technology, natural resources, conservation, healthy communities, agriculture, transportation, recreation, the arts or non-profit organizations and other relevant expertise—should be considered a “plus” in selection of members. It is not needed to have a person representing Cal Poly (a state agency), or any other state agency on the Task Force, but a resident who works at a state agency could have special insight which could be useful.

9. Subcommittees of like expertise could caucus and do outreach at their discretion, and then present comments to whole task force.

10. The task force should proceed by vote (recorded) not by forced consensus, with minority reports possible, if need be. Conflicting points of view from various interest groups need to be surfaced, not buried, so that Council has comprehensive information before it when making the final decisions.

B. Land Use and Circulation Elements Update Process.

1. This is a **focused** update. We do not need to fix what is not broken. The update needs to address actual problems. Many of the factors making our city the happiest in North America are incorporated in our present LUE. It serves our city well by protecting our quality of life and fiscal sustainability.

2. The process should begin with workshops in the neighborhoods, occurring during the same time that the new questionnaire is in the hands of residents. It should be in writing and should be based on the 1988 questionnaire, with additional updated questions if need be. Workshops and questionnaires input should take place before the LUCE Taskforce is formed or meets.

3. Council members should read the elements and give input to staff regarding what does and does not need changing. Staff should identify what language it thinks needs to be updated, with documentation of said need.

4. Review of the Elements should be recognizably based on the present document, keeping the same numbering whenever possible. It should proceed in an orderly, section by section, line by line, basis, so that everyone is given adequate notice of exactly what language will be considered and when. Everyone needs to know at every stage exactly what language is being proposed for deletion (strike out), or addition (underlined), and by whom.

5. Once the decisions about any proposed language changes in a given section are made by Council, there should be no going back and reconsidering said changes.

6. Definitions of terms should be consistent with the present LUCE and any proposed changes should be treated as any other proposed language changes in public hearings.

**MINUTES
MEETING OF THE CITY COUNCIL
CITY OF SAN LUIS OBISPO
TUESDAY, JANUARY 17, 2012
990 PALM STREET
SAN LUIS OBISPO, CALIFORNIA**

5:00 P.M. – SPECIAL MEETING – COUNCIL CHAMBER

ROLL CALL:

Council Members

Present: Council Members John Ashbaugh, Andrew Carter and Kathy Smith, Vice Mayor Dan Carpenter, and Mayor Jan Marx

City Staff

Present: Katie Lichtig, City Manager, Christine Dietrick, City Attorney, Michael Codron, Assistant City Manager, and Elaina Cano, City Clerk, were present at Roll Call. Other staff members presented reports or responded to questions as indicated in the minutes.

BUSINESS ITEM

B1. GENERAL PLAN TASK FORCE FOR LAND USE AND CIRCULATION ELEMENTS UPDATE PROCESS.

Community Development Director Johnson introduced this item, following which Deputy Community Development Director Murry presented the agenda report and responded to Council questions.

Public Comments

Allan Cooper, San Luis Obispo Save Our Downtown, requested that Save Our Downtown be represented on the General Plan Task Force and perhaps have an alternate.

Sharon Whitney, San Luis Obispo League of Women Voters, requested that the League of Women Voters be represented on the General Plan Task Force.

Dan Rivoire, San Luis Obispo Bicycle Coalition, spoke in support of staff's recommendation and submitted a written statement to Council, which is on file with the original agenda packet.

Michael Boswell, San Luis Obispo, spoke in support of staff's recommendation and about his concerns regarding the membership of the General Plan Task Force.

Jerry Bunin, Government Affairs Director, Homebuilders Association, spoke in support of staff's recommendation and suggested that the General Plan Task Force not be restricted to City residents.

Eric Meyer, San Luis Obispo, suggested that there needs to be a balanced membership on the General Plan Task Force.

Brett Cross, RQN San Luis Obispo, stated the importance of having only City residents on the General Plan Task Force.

Linda Groover, Save Our Downtown, concurred with Allan Cooper's comments.

---end of public comments---

Council discussion ensued during which they referred to and discussed Mayor Marx's memo, which is an Attachment to the minutes, the selection process, and membership.

By consensus, the majority of Council agreed with all of Mayor Marx's suggestions listed in her memo, with the exception of "A. Land Use and Circulation Elements Update Task Force" #6; "B. Land Use and Circulation Elements Update Process" #5; allow the Planning Commission to appoint a representative from the Commission.

ACTION: Moved by Ashbaugh/Carter to adopt Resolution No. 10324 (2012 Series) as amended to create a Task Force for the Land Use and Circulation Element and define its term and responsibilities; motion carried 5:0.

The Special Meeting adjourned to a Closed Session at 6:35 p.m.

**CLOSED SESSION IMMEDIATELY FOLLOWING THE 5:00 P.M. SPECIAL MEETING
- COUNCIL HEARING ROOM**

The Closed meeting commenced at 6:37 p.m. All Council Members were present.

ANNOUNCEMENT OF CLOSED SESSION TOPIC

City Attorney Dietrick announced the following Closed Session topic.

CONFERENCE WITH LEGAL COUNSEL – Existing Litigation

Pursuant to Government Code § 54956.9 (a)

(5) Abducted, Kidnapped, Abused Neglected, Endangered Afrikan Amerikan Rodgers' Children of Tender Ages in Crisis; Otis Lee Rodgers v. City of San Luis Obispo; Kerri Rosenblum, Communications & Records Manager

San Luis Obispo Superior Court Case No. CV110603

Table 1: Land Use Alternatives

ITEM	PLANNING COMMISSION RECOMMENDATION	NOTES	TF-LUCE RECOMMENDATION	OTHER ADVISORY BODY INPUT
A Nativity Church Site	Agree with TF-LUCE Remove from consideration	Deed restriction prohibits anything but church-related uses.	Remove from consideration	N/A
B Santa Rosa and Foothill Area	Agree with TF-LUCE Consider both horizontal and vertical mixed use. Emphasis on retail and housing near campus. Policies to support parking and height changes to facilitate mixed use.	Currently only corner of property at Santa Rosa and Foothill is General Retail – the remainder is neighborhood commercial. Property owner requests development according to current zoning of Commercial Retail.	Support Alternative B-3/B-4 - Consider mixed use in the area on both sides of Foothill between Chorro and Santa Rosa.	
C Old Pacheco School Site	Agree with TF-LUCE Be flexible about site development/layout (i.e. park shouldn't look like an "L").	School District has requested removal from consideration.	Option C-4. Cluster medium high density housing adjacent to streets with park buffer near existing residential uses.	PRC - Loss of park/turf area is concerning and challenge of smaller, fragmented facilities to meet community/ neighborhood needs. Consider no-net loss policy for parks.
D Diocese property along Bressi	Agree with TF-LUCE Remove from consideration	Steeper hillsides and wildlife corridor in COSE. Keep RSF and OS designations.	Remove from consideration	N/A

ITEM	PLANNING COMMISSION RECOMMENDATION	NOTES	TF-LUCE RECOMMENDATION	OTHER ADVISORY BODY INPUT
E Upper Monterey Area	Agree with TF-LUCE Added potential to explore Form-based codes for the area.		No physical land use changes proposed. Consider policies to support more pedestrian -friendly development. Consider policies for area that include conference center, parking options, lot assembly, addressing appearance of properties in public ownership, and addressing the transit center location.	N/A
F Downtown Area	Agree with TF-LUCE		No physical land use changes proposed. Consider policies and desirability of plazas and public views.	
G Mid-Higuera Area	Agree with TF-LUCE		No changes proposed.	
H Cal Trans Site	Agree with TF-LUCE Consider more public open space uses to serve as gateway and supporting uses compatible with conference center.		Mixed use to include tourist commercial, office and some residential as shown in H-2 and H-4. Site may be appropriate to review height limit changes to accommodate desired development.	
I General	Agree with TF-LUCE Policies should support		Support additional residential development on the	

ITEM	PLANNING COMMISSION RECOMMENDATION	NOTES	TF-LUCE RECOMMENDATION	OTHER ADVISORY BODY INPUT
Hospital Site	flexibility so that a range of residential uses can be considered (i.e. residential care, adjunct to transitional care use, other residential uses consistent with area).		site behind existing structure (I-3) but delete the residential development proposed between the URL and the City limit line currently designated OS.	
J Broad Street Area Plan	Agree with TF-LUCE Strongly supports draft plan as amended.	Council identified this area to be evaluated as part of the physical alternatives on September 17, 2013.	Supports the land uses and form-based codes as expressed in the Draft South Broad Street Area Plan with provisions to protect existing businesses and excluding the McMillan area from the plan.	
K Sunset Drive in Area	Agree with TF-LUCE Develop policies to address appropriate mix of uses.		Support alternative K3 which shows mixed use.	
L Dalidio	Agree with TF-LUCE Alt. L5 without specific direction of particular sizes or shapes. Residential component to be consistent with applicable airport policies.		Support a mix of uses through LUE policies with significant open space/agricultural (at least 50%) component.	
M Pacific Beach School Site	Agree with TF-LUCE Policy development to support a non-residential buffer along LOVR and Froom Ranch. Consider medium high density	School District has requested Commercial Retail designation and no park requirement.	Support M3/M4 that shows mix of uses with residential and park.	PRC - Loss of park/turf area is concerning and challenge of smaller, fragmented facilities to meet community/

ITEM	PLANNING COMMISSION RECOMMENDATION	NOTES	TF-LUCE RECOMMENDATION	OTHER ADVISORY BODY INPUT
	residential development and park.			neighborhood needs. Consider no-net loss policy for parks.
N Calle Joaquin Auto Sales	Agree with TF-LUCE Develop policies to address appropriate mix of uses.		Support mixed use in the context with the Dalidio property and the City's agricultural parcel and focus on connectivity to the neighborhoods to the north.	
O Madonna Property	Agree with TF-LUCE Develop policies to address appropriate mix of uses.		Support policies to address future development. These should include viewshed, hillside and open space protection, potential height limits, wetland protection, access to other connections, historic farm buildings, mixed use to accommodate workforce housing, and neighborhood commercial type uses.	
P LOVR near overpass Area	Agree with TF-LUCE	Property Owner requests medium high residential density for this site.	Support a modified Alternative P-5 reflecting infill housing with open space.	
Q MASP	Agree with TF-LUCE Policy/program to evaluate/consider changes to MASP.		Support Q2 - changes to MASP to allow increased density if appropriate along with supporting neighborhood commercial.	

ITEM	PLANNING COMMISSION RECOMMENDATION	NOTES	TF-LUCE RECOMMENDATION	OTHER ADVISORY BODY INPUT
R Tank Farm @ Broad	Agree with TF-LUCE		Support a mix of commercial uses with limited residential on upper floors. Commercial uses should serve the surrounding businesses and bicycle and pedestrian connectivity must be addressed.	
S Avila Ranch Area	Agree with TF-LUCE Develop policies to direct future development.		Support a mix of residential densities, connection to shops to the north, connection to S. Higuera and a mix of uses similar to what is shown in owners' concept. Respect creek/wildlife corridor.	

Table 2: Circulation Alternatives

ITEM	PLANNING COMMISSION RECOMMENDATION	NOTES	TF-LUCE RECOMMENDATION	OTHER ADVISORY BODY INPUT
1 Boysen & Santa Rosa	Agree with TF-LUCE		Support separated crossing for bikes/peds of Santa Rosa at Boysen. Consider all vehicular alternatives for Boysen intersection at SR 1 including full closure, access restrictions, and retaining its current configuration.	
2 Realign Chorro, Boysen, and Broad	Agree with TF-LUCE		Support alternative 2-3 realignment of Chorro and Broad and Boysen.	
3 Potential Ramp closures at HWY 101 and SR 1	Agree with TF-LUCE		Support alternative 3-2 ramp closures and consolidated SR1/HWY 101 interchange for further evaluation including impacts to residential streets and the need for a signage/way-finding program.	
4 Broad & HWY 101 Ramp closure	Agree with TF-LUCE	Bike and pedestrian overpass at this location is currently in the BTP.	Support alternative 4-2 ramp closures at Broad with the addition of bike and pedestrian overpass.	
5 Convert Marsh & Higuera to 2 Way (Santa Rosa to California)	Agree with TF-LUCE		Support two way vehicular circulation of Marsh and Higuera between Santa Rosa and California.	

ITEM	PLANNING COMMISSION RECOMMENDATION	NOTES	TF-LUCE RECOMMENDATION	OTHER ADVISORY BODY INPUT
<p>6</p> <p>Transit Center location on Santa Rosa and Higuera</p>	<p>Agree with TF-LUCE</p>		<p>Support site/block of Higuera/Santa Rosa/Monterey for the transit center location and consider use of both public and private property. Include ideas from student projects and the Downtown Concept Plan.</p>	
<p>7</p> <p>Mission Plaza “dog leg”</p>	<p>Agree with TF-LUCE</p> <p>Develop policy direction regarding desired outcomes and nature and phasing of treatment for the area.</p>		<p>Support alternatives 7-2 and 7-3 (varying degrees of streets affected) using a woonerf concept instead of full closure of the streets.</p>	
<p>8</p> <p>Realign Bianchi and Pismo</p>	<p>Agree with TF-LUCE</p>		<p>Support alternative 8-3 realignment of street intersection (Pismo to Bianchi).</p>	
<p>9</p> <p>Realign Madonna to Bridge St instead of Higuera</p>	<p>Did not oppose TF-LUCE but felt that development of Caltrans site would determine best location for intersection.</p>		<p>Support alternative 9-2 showing realigned Madonna to Bridge instead of Higuera.</p>	
<p>10</p> <p>Bishop St. Extension</p>	<p>Agree with TF-LUCE</p>	<p>Current Circulation Element has Bishop Street extending over railroad tracks via bridge.</p>	<p>Support evaluation of three options: a bridge over the Railroad tracks for all modes of traffic; one for bicycles and peds only; and complete elimination of bridge facility.</p>	

ITEM	PLANNING COMMISSION RECOMMENDATION	NOTES	TF-LUCE RECOMMENDATION	OTHER ADVISORY BODY INPUT
11 Victoria connection to Emily	Agree with TF-LUCE		Support Victoria connection to Emily.	
12 Broad Street-consolidate access	Agree with TF-LUCE		Support Broad Street consolidation of access points.	
13 Orcutt Road Overpass	Disagree with TF-LUCE. Keep facility as part of Circulation Element. Do not consider removing facility due to concerns about increasing rail traffic.	Overpass is currently part of Circulation Element	Support evaluating removal of overpass at Orcutt Road.	
14 Froom connect to Oceanaire neighborhood	Agree with TF-LUCE Provide pedestrian and bicycle connectivity only.	Neighborhood input opposed to vehicular connections and is concerned about cut-through traffic	Remove from consideration.	
15 Prado Road interchange vs overpass	Agree with TF-LUCE Evaluate both interchange and overpass	Interchange is part of existing Circulation Element.	Evaluate both interchange (15-2) and overpass (15-3)	
16 Connections to Dalidio from Froom and/or Calle Joaquin	Agree with TF-LUCE		Evaluate whether one or more connections are needed to provide an additional connection between LOVR and Prado/Dalidio; and whether an internal east-west or loop road is needed to connect these roads on the Dalidio property.	

ITEM	PLANNING COMMISSION RECOMMENDATION	NOTES	TF-LUCE RECOMMENDATION	OTHER ADVISORY BODY INPUT
17 Realign Vachel Lane	Agree with TF-LUCE		Support alternative 17-2 Vachel to Higuera connection as a “back up” alternative in the event Buckley Road does not connect to S. Higuera.	
18 N-S connection between Tank Farm and Buckley	Agree with TF-LUCE		Support alternative 18-2 creating a north-south connection between Tank Farm and Buckley for future connectivity.	
19 Buckley to LOVR connections	Agree with TF-LUCE		Support alternatives 19-2 (Buckley to Higuera) and 19-3 (Higuera to LOVR behind Los Verdes – 101 bypass)	

 THE GENERAL PLAN

Community's Goals

Introduction

Goals describe desirable conditions. In this context, they are meant to express the community's preferences for basic future directions. In the goal statements, "San Luis Obispo" means the community as a whole, not just the City as a municipal corporation. The statements also indicate what the City should do and what it should influence others to do. The goals state San Luis Obispo's basic positions on the extent, rate, composition, and financing of growth. The following Growth Management section includes policies and programs which offer more specific guidance on these topics. Later sections, dealing with parts of the City and with land-use categories, give more detailed direction on preserving neighborhoods and designing new development.

Approach to Planning

San Luis Obispo should:

1. Choose its future, rather than let it happen. San Luis Obispo should be proactive in implementing its vision of the future, and should work with other agencies and institutions to create our desired mutual future.

Environment

San Luis Obispo should:

2. Protect and enhance the natural environment, including the quality of air, water, soil, and open space.
3. Protect, sustain, and where it has been degraded, enhance wildlife habitat on land surrounding the city, at Laguna Lake, along creeks and other wetlands, and on open hills and ridges within the city, so that diverse, native plants, fish, and animals can continue to live within the area.
4. Protect public views of the surrounding hills and mountains.
5. Recognize the importance of farming to the economy of the planning area and the county, protect agriculture from development and from incompatible uses, and protect remaining undeveloped prime agricultural soils.
6. Protect and restore natural landforms and features in and near the city, such as the volcanic morros, hillsides, marshes, and creeks.
7. Foster appreciation among citizens of the complex abundance of the planning area's environment, and of the need to respect natural systems.
8. Identify, map and monitor our community's natural assets to preserve and protect them.

Society and Economy

San Luis Obispo should be a well balanced community. Environmental, social, and economic factors must be taken into account in important decisions about San Luis Obispo's future. A healthy economy depends on a healthy environment. The social fabric of the community for both residents and visitors must also be a part of that balance. Therefore, complementary to the goals and objectives of this element, the City shall maintain and bi-annually review goals and objectives that promote the economic well being of the community.

San Luis Obispo should:

9. Provide employment opportunities appropriate for area residents' desires and skills.



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10. Provide goods and services which substantial numbers of area residents leave the area regularly to obtain, provided doing so is consistent with other goals.
11. Retain existing businesses and agencies, and accommodate expansion of existing businesses, consistent with other goals.
12. Emphasize more productive use of existing commercial buildings and land areas already committed to urban development.
13. Provide an adequate revenue base for local government and public schools.
14. Provide high quality public services, ensuring that demands do not exceed resources and that adequate facilities and services can be provided in pace with development.
15. Cooperate with other agencies in the county to assure that increases in the numbers of workers and college and university students in the San Luis Obispo area do not outpace housing availability.
16. Accommodate residents within all income groups.
17. Preserve existing housing which is affordable to residents with very low, low, and moderate incomes.
18. Actively seek ways to provide housing which is affordable to residents with very low, low, and moderate incomes, within existing neighborhoods and within expansion areas.
19. Encourage opportunities for elder care and child care within the city.
20. Enrich community cultural and social life by accommodating people with various backgrounds, talents, occupations, and interests.
21. Provide a resilient economic base, able to tolerate changes in its parts without causing overall harm to the community.
22. Have developments bear the costs of resources and services needed to serve them, except where the community deliberately chooses to help pay in order to achieve other community goals.
23. Provide for high quality education and access to related services such as museums, art galleries, public art, and libraries.
24. Serve as the county's hub for: county and state government; education; transportation; visitor information; entertainment; cultural, professional, medical, and social services; community organizations; retail trade.
25. Provide a wide range of parks and sports and recreational facilities for the enjoyment of our citizens.
26. Retain accessible, responsive, and capable local government.
27. Ensure that residents' opportunities for direct participation in City government and their sense of community can continue.

City Form

San Luis Obispo should:

28. Maintain the town's character as a small, safe, comfortable place to live, and maintain its rural setting, with extensive open land separating it from other urban development.
29. Maintain existing neighborhoods and assure that new development occurs as part of a neighborhood pattern.
30. Keep a clear boundary between San Luis Obispo's urban development and surrounding open land.
31. Grow gradually outward from its historic center until its ultimate boundaries are reached, maintaining a compact urban form.



THE GENERAL PLAN

32. Foster an awareness of past residents and ways of life, and preserve our heritage of historic buildings and places.
33. Develop buildings and facilities which will contribute to our sense of place and architectural heritage.
34. Develop buildings and places which complement the natural landscape and the fabric of neighborhoods.
35. Focus its government and cultural facilities and provide a variety of business services and housing in the downtown.
36. Provide a safe and pleasant place to walk and ride a bicycle, for recreation and other daily activities.
37. Be a safe place to live.

THE GENERAL PLAN

1.5 Goals and objectives

Goals and objectives describe desirable conditions. In this context, they are meant to express the community's preferences for current and future conditions and directions. In the following statements, San Luis Obispo means the community as a whole, not just the city as a municipal corporation.

Transportation Goals

1. Maintain accessibility and protect the environment throughout San Luis Obispo while reducing dependence on single-occupant use of motor vehicles, with the goal of achieving State and Federal health standards for air quality.
2. Reduce people's use of their cars by supporting and promoting alternatives such as walking, riding buses and bicycles, and using car pools.
3. Provide a system of streets that are well-maintained and safe for all forms of transportation.
4. Widen and extend streets only when there is a demonstrated need and when the projects will cause no significant, long-term environmental problems.
5. Make the downtown more functional and enjoyable for pedestrians.
6. Promote the safe operation of all modes of transportation.
7. Coordinate the planning of transportation with other affected agencies such as San Luis Obispo County, Cal Trans, and Cal Poly.
8. Reduce the need for travel by private vehicle through land use strategies, telecommuting and compact work weeks.

Overall Transportation Strategy

Meet the transportation needs of current and planned-for population by:

1. Managing city and regional growth consistent with the Land Use Element;
2. Funding alternative forms of transportation;
3. Sponsoring traffic reduction activities;
4. Providing the infrastructure needed to accommodate the desired shift in transportation modes;
5. Focusing traffic on Arterial Streets and Regional Routes and Highways;
6. Accepting some additional traffic on Arterial Streets and Regional Routes and Highways;
7. Providing facilities that improve transportation safety.

Transportation Objectives**1.6 Encourage Better Transportation Habits**

San Luis Obispo should:

1. Increase the use of alternative forms of transportation (as shown on Figure #1) and depend less on the single-occupant use of vehicles.
2. Ask the San Luis Obispo Regional Transportation Agency to establish an objective similar to #1 and support programs that reduce the interregional use of single-occupant vehicles and increase the use of alternative forms of transportation.

1.7 Promote Alternative Forms of Transportation

San Luis Obispo should:

1. Complete a network of bicycle lanes and paths, sidewalks and pedestrian paths within existing developed parts of the city by 2000, and extend the system to serve new growth areas.
2. Complete improvements to the city's transit system serving existing developed areas by 2000, and provide service to new growth areas.

THE GENERAL PLAN

3. Support the efforts of the County Air Pollution Control District to implement traffic reduction programs.
4. Support and develop education programs directed at promoting types of transportation other than the single-occupant vehicle.

1.8 Manage Traffic

San Luis Obispo should:

1. Limit traffic increases by managing population growth and economic development to the rates and levels stipulated by the Land Use Element and implementing regulations. Limit increases in ADT and VMT to the increase in employment within the City's Urban Reserve.
2. Support county-wide programs that manage population growth to minimize county-wide travel demand.
3. Support county-wide programs that support modal shift while utilizing our existing road system and reducing air pollution and traffic congestion.
4. Provide a system of streets that allow safe travel and alternate modes of transportation throughout the city and connect with Regional Routes and Highways.
5. Manage the use of Arterial Streets, Regional Routes and Highways so that traffic levels during peak traffic periods do not result in extreme congestion, increased headways for transit vehicles, or unsafe conditions for pedestrians or bicyclists.
6. Ensure that development projects and subdivisions are designed and/or retrofitted to be efficiently served by buses, bike routes and pedestrian connections.
7. Consistent with the Land Use Element, allow neighborhood-serving business and provide parks and recreational areas that can be conveniently reached by pedestrians or bicyclists.
8. Protect the quality of residential areas by achieving quiet and by reducing or controlling traffic routing, volumes, and speeds on neighborhood streets.
9. Coordinate the management of San Luis Obispo County Airport and the planning of land uses around the airport to avoid noise and safety problems.

1.9 Support Environmentally Sound Technological Advancement

San Luis Obispo should:

1. Promote the use of quiet, fuel-efficient vehicles that produce minimum amounts of air pollution.
 - A. The City will continue to support the use and development of compressed natural gas fueling stations in the San Luis Obispo area.
 - B. When replacing any City vehicle or expanding the City's vehicle fleet, the City will consider purchasing alternative fuel vehicles that reduce air pollution.
 - C. The City encourages the use of alternative fuels on a regional basis.
2. Advocate the use of communication systems that enable the transmission of information to substitute for travel to work or meetings. Develop goals and policies for City employee participation in telecommuting systems.
3. Solicit ideas from private industry for the development and implementation of innovative transportation technologies in San Luis Obispo.
4. Support the use of alternative pavement materials for public streets, roads and other transportation corridors.

1.10 Support a Shift in Modes of Transportation.

San Luis Obispo will:

THE GENERAL PLAN

1. Physically monitor the achievement of the modal shift objectives shown on Figure #1 and bi-annually review and adjust transportation programs if necessary.

1.11 Establish and maintain beautiful and livable street corridors.

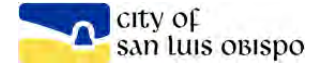
The City will:

1. Pursue changes to existing corridors and support the design of new corridors that create safe, attractive, and useful environments for residents, patrons of adjoining land uses and the traveling public.



Public Workshop #4, Future Fair 2

June 1, 2013



The City of San Luis Obispo hosted the fourth in a series of workshops in the development of the Land Use and Circulation Elements Update on June 1, 2013. The Saturday event, called “Future Fair 2”, was attended by over 300 community members, City Council members, Planning Commissioners, and Task Force members. While 208 signed in (168 residents and 40 others who were either non-residents or who didn’t provide a street address), others chose not to sign in and staff at the sign-in tables estimated another 80-100 attendees did not sign in. Attendees were able to drop in between 1:00 – 5:00 pm to provide input at six stations.

- Land Use and Circulation Alternative Stations.** Five stations featured a different area of the city and presented various alternatives for both land use and circulation. Those attendees who signed in were provided color-coded dots to use at each station to indicate their preference for circulation features or land uses represented by the alternatives. In addition, comment boxes were provided at each station so that attendees could provide more lengthy and detailed comments about each of the circulation and land use alternatives or propose their own alternatives for consideration.

- Complete Streets and Transit Station.** The sixth station included two activities. The first activity included a map of the city with eight streets highlighted. Each participant was provided a handout where they could indicate their preference for which mode of transportation (i.e. pedestrian, bike, transit or vehicle) should be emphasized on that particular road segment.

The second part of this station was an interactive web program where participants provided comments on transit connections to indicate missing service areas, headway timing issues, or general transit comments. Again, comment cards were provided so that attendees could provide additional information.

- In addition, a Kid’s Activity area and a location to write down other ideas were provided.

The event was called Future Fair 2 to indicate that it was building on the input received at the first Future Fair held in December 2012. Ideas and concepts provided during this earlier workshop were added to other input received from on-line interactions, public meetings, and a community wide survey. These inputs were used by the Task

Force to identify each of the alternatives provided at the stations.

The workshop ended at 5:00 p.m. after City staff and the consultant team informed attendees of next steps in the process. The workshop summary will be added to the Land Use and Circulation Element Update website at:

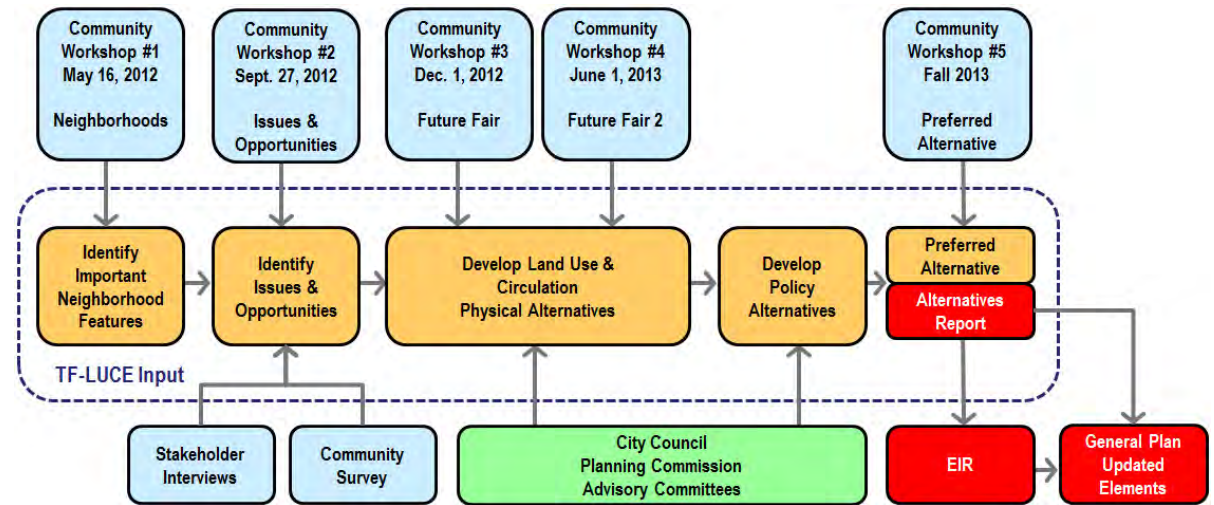
www.slo2035.com

This portion of the Update process is focused on review of areas of potential physical changes in the community. As these potential changes are further evaluated, they will be added to the discussion of proposed policy changes or additions. The Council agreed with the Task Force that the existing goals should be used as a tool to evaluate land use and circulation changes and new policy additions.

Existing policies will be reviewed for how well they continue to serve the community’s stated goals and new policies will be considered where needed to address new areas or topics identified by the Task Force, state law, or policy gaps identified over time. The upcoming phase of the update process will entail getting into the “meat” of the General Plan Land Use and Circulation Elements.

The graphic to the right outlines workshop milestones that have or will occur to create a plan based on the Community's values and norms and Council's direction regarding this focused update.

In the upcoming months, the Task Force, Planning Commission and City Council will oversee the sifting of alternatives and evaluation of current policies. By late Fall, another workshop will present more information associated with each alternative package so that the Council is prepared to identify the preferred alternative for physical development and policy direction to be evaluated for environmental and fiscal impacts.



View of Future Fair 2

Outreach for Future Fair 2

Similar to the last Future Fair activity, the City provided public notice of Future Fair 2 using a number of different outreach methods.

- Posted flyers announcing the workshop.
- Ran two display ads in the SLO Tribune and one in the New Times.
- Distributed news release promoting workshop resulting in pre- and post-workshop coverage by KSBY, The Tribune, and Tolosa Press.
- Distributed eBlasts (e-mail notices) to the project’s e-mail list three times prior to the workshop.
- Created and hung a banner for the workshop over the entrance to the Library.
- Posted information on the Land Use and Circulation Elements Update website with meeting information.
- Attended Residents for Quality Neighborhoods, Chamber of Commerce, Rotary, and Latino Outreach Council meetings to promote workshop.
- Secured special eNewsletter from the SLO Chamber of Commerce to all members.
- Contacted faith based organizations in City.
- KCBX interview promoting the workshop aired on Wednesday prior to workshop.
- Placards were posted in all City buses.

- Attended Thursday and Saturday Farmer’s Markets (May 30 and June 1, respectively) to promote meeting and provide information about the event.
- 2,000 customized postcards were mailed to six neighborhoods where substantial changes were being considered.
- Utilities newsletter provided to all water/sewer customers included promotion of workshop.

Land Use and Circulation Alternative Stations

The main room for the workshop had four stations, and a side room contained the fifth station on alternatives. The five stations covered different parts of the city (see map on next page) and include both land use and circulation alternatives. Each station was assigned a color to represent in what part of the city that alternative was located.

Each station contained a number of sites that were being evaluated. Sites that represented land use alternatives were given a letter, A – S. Sites that represented circulation alternatives were given a number, 1 – 19. For each of the 38 sites, a poster was attached to the wall that showed the alternatives that had been developed. Each poster also included an alternative to leave the General Plan unchanged or to indicate “no preference”.

The stations were divided as follows (and shown on the map on the next page):

Red Station

Foothill Area on north side of city

- Land Use Alternatives: A – D
- Circulation Alternatives: 1 – 2

Yellow Station

Monterey / Downtown / Mid-Higuera Area

- Land Use Alternatives: E – H
- Circulation Alternatives: 3 – 9

Blue Station

Johnson / Broad Area

- Land Use Alternatives: I – J
- Circulation Alternatives: 10 – 13

Green Station

Madonna / LOVR Area

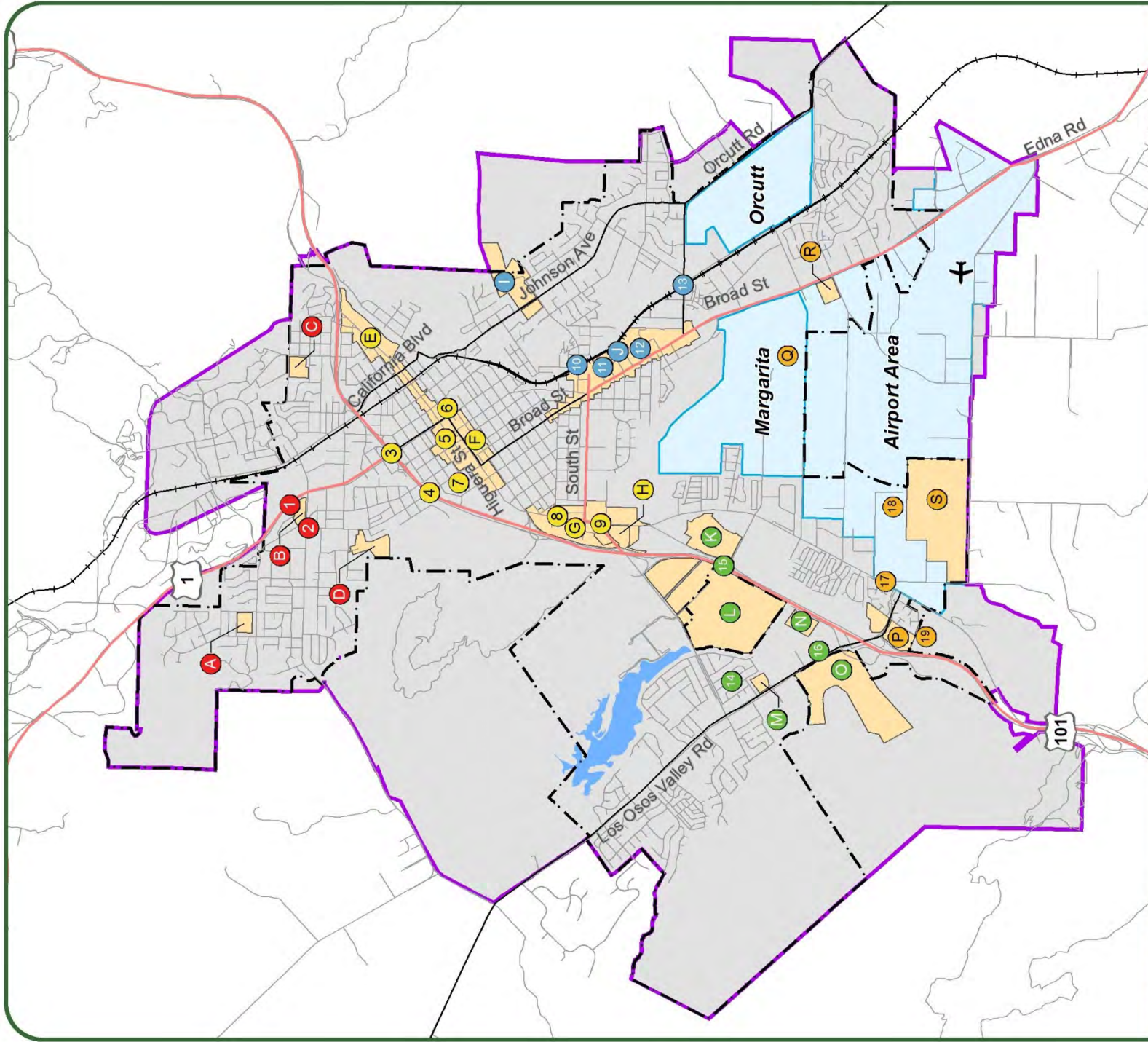
- Land Use Alternatives: K – O
- Circulation Alternatives: 14 – 16

Orange Station

South Higuera / Airport Area

- Land Use Alternatives: P – S
- Circulation Alternatives: 17 – 19

Attendees were asked to visit each station and use dot stickers to mark their preference for each site (the alternative they liked best). Each attendee was given enough dots to place one on each poster. Participants were also able to provide written comments at each station.



slo 2035 **LAND USE & CIRCULATION UPDATE**

Legend

- Area of Potential Land Use Change (Orange box with red dot)
- Specific Plan Area (Light blue box)
- Preserve and Enhance (Grey box)
- Circulation Potential Change (Red circle with number)
- LUCE SOI Area (Purple outline)
- City Limits (Dashed black line)

0 0.5 1 Miles

Figure 1
Areas of Potential Change
Land Use and Circulation

Complete Streets

The sixth station at the workshop dealt with the concept of Complete Streets. The term “Complete Streets” is defined as a roadway that accommodates safe access along and across the street for all travelers: pedestrian, bicyclist, transit passenger, and motorist modes.

At the station, participants were shown nine roadway segments and asked to assign a priority to each circulation mode for that street. In other words, for each roadway segment, rank the modes from 1 to 4, with 1 being the mode with the highest priority and 4 being the lowest priority.

Roadway segments evaluated are as follows (and shown on map to right).

- Foothill Blvd.
- Chorro St.
- Santa Rosa St.
- California Blvd.
- Monterey St.
- Higuera St.
- Broad St.
- Johnson Ave.
- Los Osos Valley Road

At the station, participants were also asked the question “Would you be willing to do the following to improve the walking and/or bicycling environment in the Downtown Area?”

Priority rankings and the response to the above question are presented following the land use and circulation alternatives.

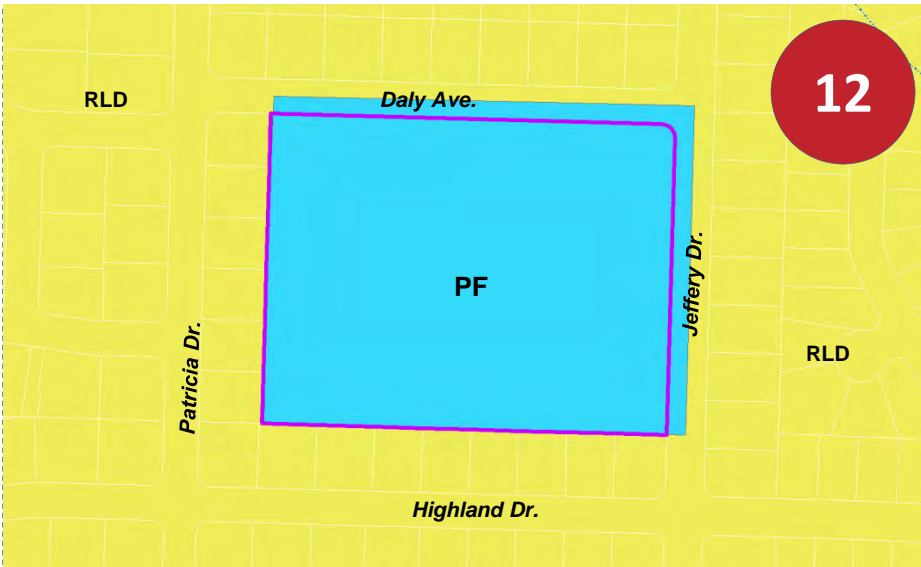


Land Use and Circulation Alternatives

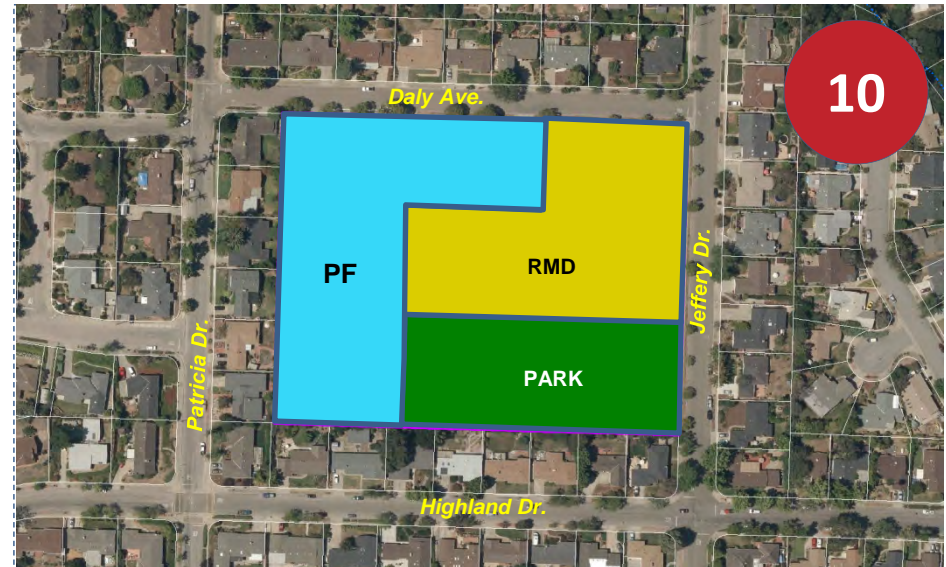
The pages that follow show the alternatives that were presented for each site at Future Fair 2. The number in the circle in the upper right corner of each alternative represents the number of dots (representing preference) that were attached to each alternative by those participating in the fair's activity.

- Much more attention needs to be paid to SR Corridor from Foothill to 101. It is our primary gateway. Keep the Fast food / Gas to a min. add in class A office and mixed use. Get rid of old residential and underutilized development.
- Identify N. Chorro as the alternative bike corridor. Need bikeway connections from 101 to Foothill on the west side of the railroad tracks – need a user friendly connection to downtown
- This is a tourism gateway into the city – it should look great, be functional for the university / college population and flow well all the way to 101
- Tourism gateway – it should look better all along the 101
- Bicycle related – South bound Hwy 1 to Highland and block access to Chorro. Remove section of Island to allow bicycle travel to south bound Hwy 1 to south bound Chorro
- Foothill Blvd – Maintenance of bike lane from west bound Foothill from California to west of Mustang Village Hazardous Conditions
- We bought our home 6 years ago – 4 houses have sold and become rowdy and noisy Cal Poly students! We have confronted the new owners who are buying neighborhood (R-1) and abusing the code of 5 miles
- Why not have students live in campus housing so that staff, instructors, etc. can live in the neighborhoods like they used to
- Please complete the city to sea bicycle paths
- The overall focus on specific properties rather than areas. Areas seem like a lost opportunity. Perhaps the update could be expanded slightly to look at those properties in the broader area than they are in.
- Foothill / Santa Rosa and Pacheco area too narrow in focus (why just one property) and does not incorporate meaningful land use discussion about the adjacent areas.
- Downtown and Monterey are good examples of a little broader approach to land use planning
- Cal Poly must require all underage (21) students to reside on campus and not in clusters of 5 mile away R-1 houses
- Fully consider circulation improvements along with anticipated / needed housing development.
- Potentially revisit height limits to address development opportunities in certain areas.
- Expand the update to include corridors of potential use and improved circulation.
- It is critical to ensure that projected / planned residential capacity consider key priorities and policies including the city's stated jobs / housing balance goals, the economic development strategic plan, climate action plan and the general plan
- Identify potential areas for the future build out of the city so that common planning extends beyond the current update / 20 year horizon
- Some of the proposed elements appear too overly focused on limiting population increases

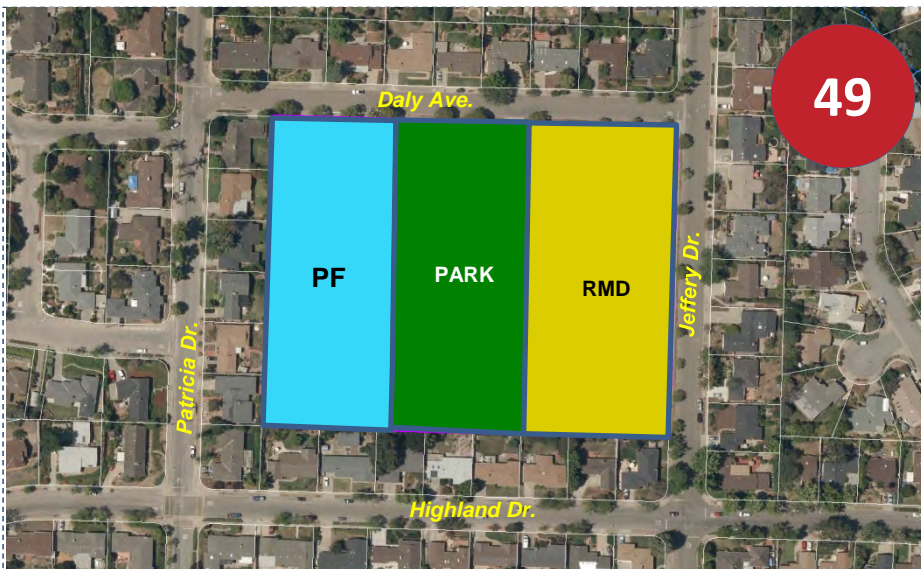
A. Diocese Site on Daly Ave.



A-1. Existing General Plan



A-2. Residential with Mini-Park



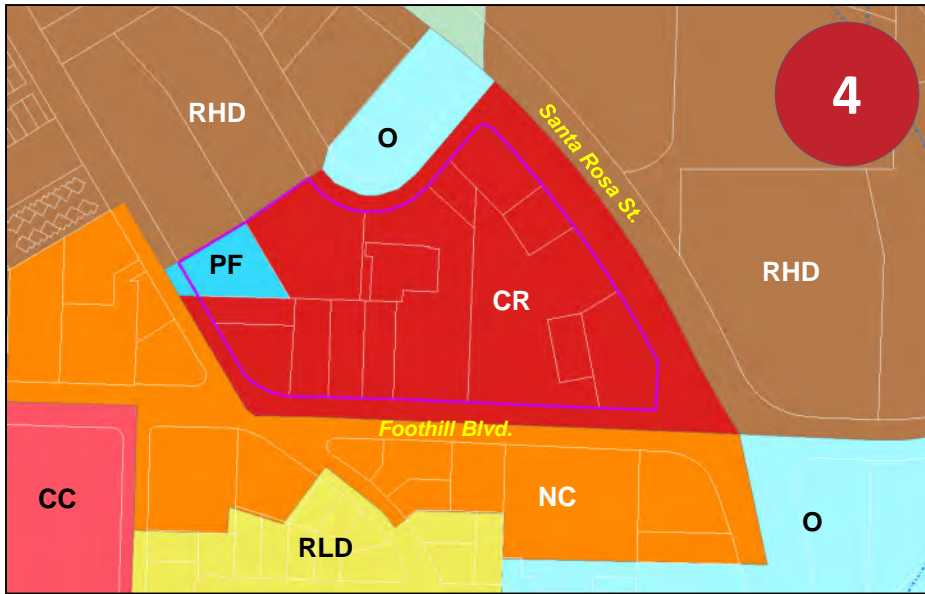
A-3. Residential with Park Separator

- Discussion Points on A-2**
- Undeveloped space behind existing homes becomes park
 - Expanded residential area with frontage on Jeffery Dr. and Daly Ave.
- Discussion Points on A-3**
- Shared on-site parking for church / park
 - Uses park to separate new homes from church / pre-school
 - Expanded residential area with frontage on Jeffery Dr. and Daly Ave.

No Preference PH1 32 **1**

- Would like A-2 with RMD and Park made to OS
- Consider option A3 ONLY reuse park and MDR so there is a buffer between MDR to SFR on Jeffrey
- Include Neighborhood commercial as part of the land use. Specifically a small neighborhood market that residents could walk to for basic grocery supply.
- Diocese Site on Daly has deed restrictions so proposal is moot

B. Foothill Blvd. @ Santa Rosa St.



B-1. Existing General Plan

B-2. Redevelopment of Commercial Center

Public Input on Site (from Future Fair 1 and MindMixer)

- Housing for seniors/empty nesters
- Rationalize street pattern with a median on Foothill for pedestrian safety
- New development should create an active social scene, with entertainment and restaurants, without an emphasis on alcohol
- Make Foothill walkable with sidewalks and shops and restaurants opening onto the street
- Redevelop the area to look like Poly Canyon Village
- Limit building heights to three stories
- Consider underground parking
- Develop Class 1 bike trail from Foothill to LOVR

Discussion Points on B-2

- PF Dashed circle represents a relocated fire station, which could be on-site. Exact location will be determined during site design
- Same land use designations as existing General Plan (except fire station site) – includes redevelopment of existing center

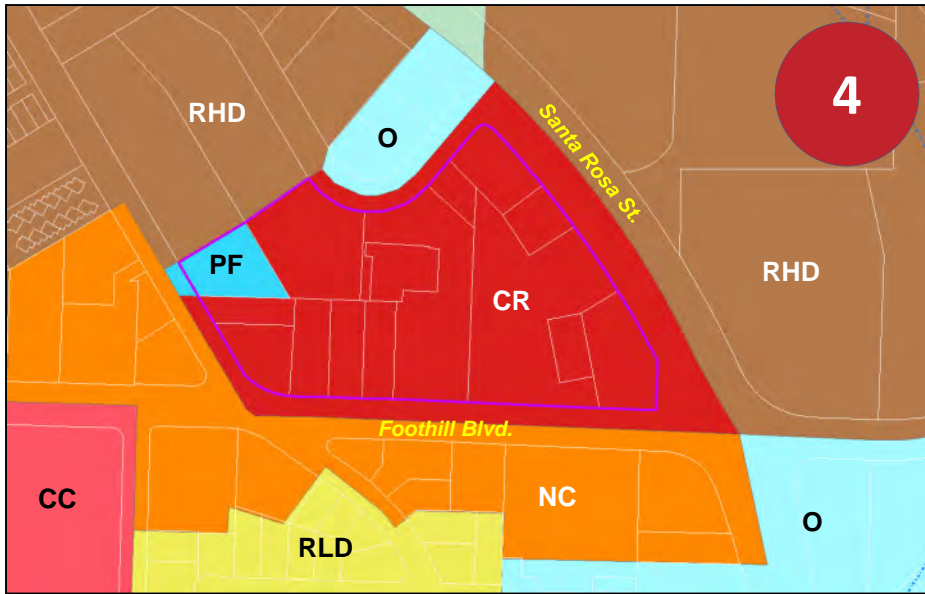
Discussion Points on B-3

- Mixed Use (MU): Housing and Commercial mix (needs new policy to define uses and mix)
- Maintain Neighborhood Commercial at northwest corner of Foothill Blvd. and Chorro St.



B-3. Redevelopment to Mixed Use

B. Foothill Blvd. @ Santa Rosa St. (cont'd)



B-1. Existing General Plan

B-4. Redevelopment to Mixed Use (w/realignment)

Discussion Points on B-4

- Mixed Use (MU): Housing and Commercial mix (needs new policy to define uses and mix)
- Redevelopment of site would include realignment of circulation system (as shown)

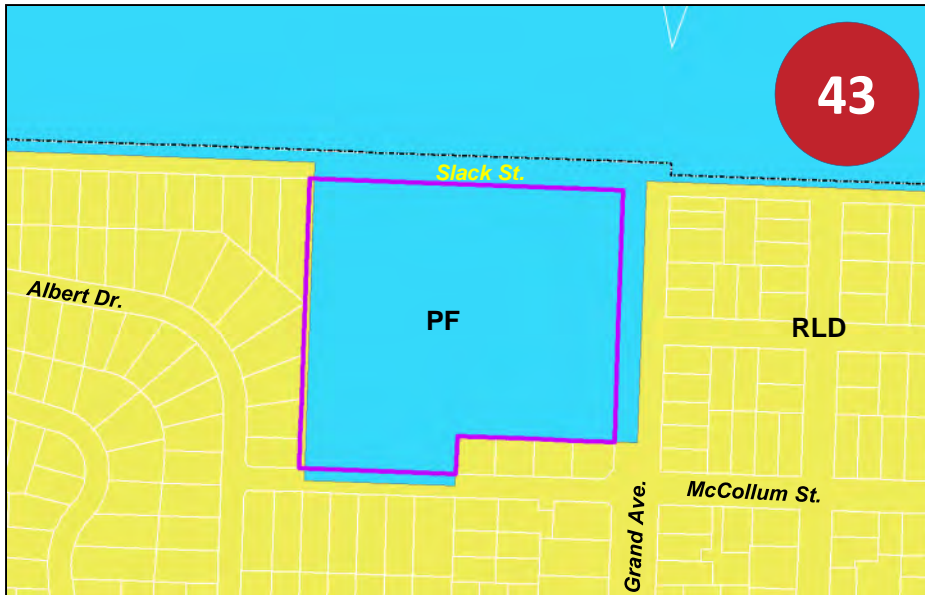
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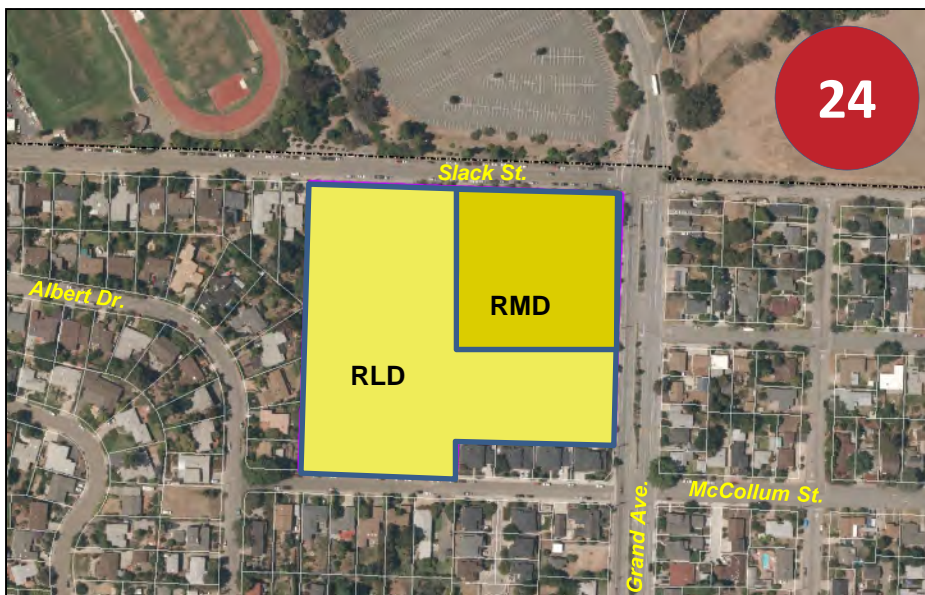
- A potential area for increased residential height limits and reduced parking requirements
- Ideal for rezoning. Good area for a research park
- Area perfect for increased height and reduced parking
- More Medium high density housing need connection to Cal Poly's needs
- I like the combination of B3 – Land uses and 2-3 Circulation
- Foothill place a planted median

C. Pacheco Elementary Site



C-1. Existing General Plan

C-2. Residential Reuse



Discussion Points on C-2

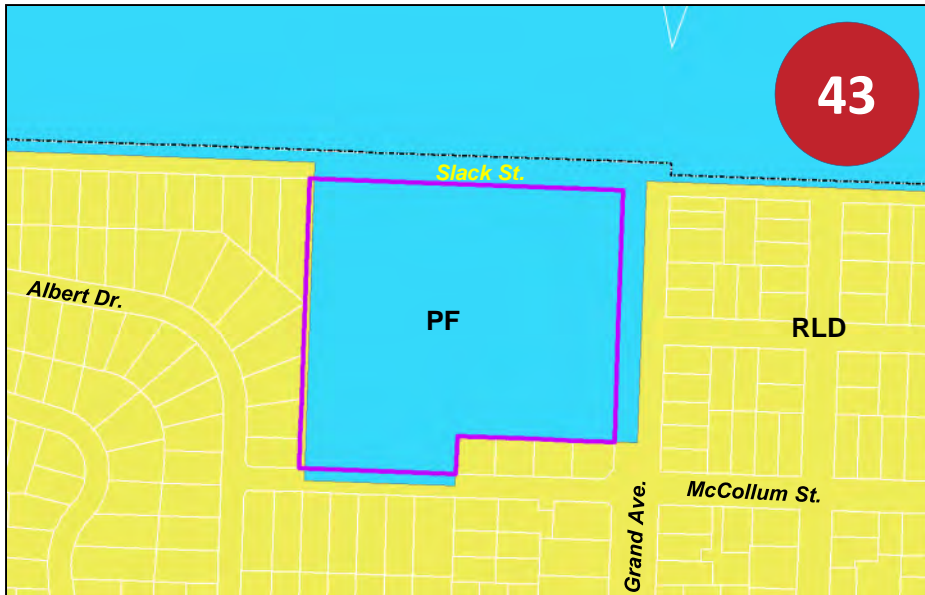
- Convert old school site into residential area consistent with surrounding neighborhoods

Discussion Points on C-3

- Convert old school site into residential area consistent with surrounding neighborhoods. Area at corner of Slack Street and Grand Avenue designated for Medium Density to allow multi-family potential.

C-3. Residential Reuse, Mixed Density

C. Pacheco Elementary Site (cont'd)



C-1. Existing General Plan

C-4. Residential and Park Reuse

Discussion Points on C-4

- Convert old school site into residential area consistent with surrounding neighborhoods
- Include park area adjacent to existing homes as a buffer

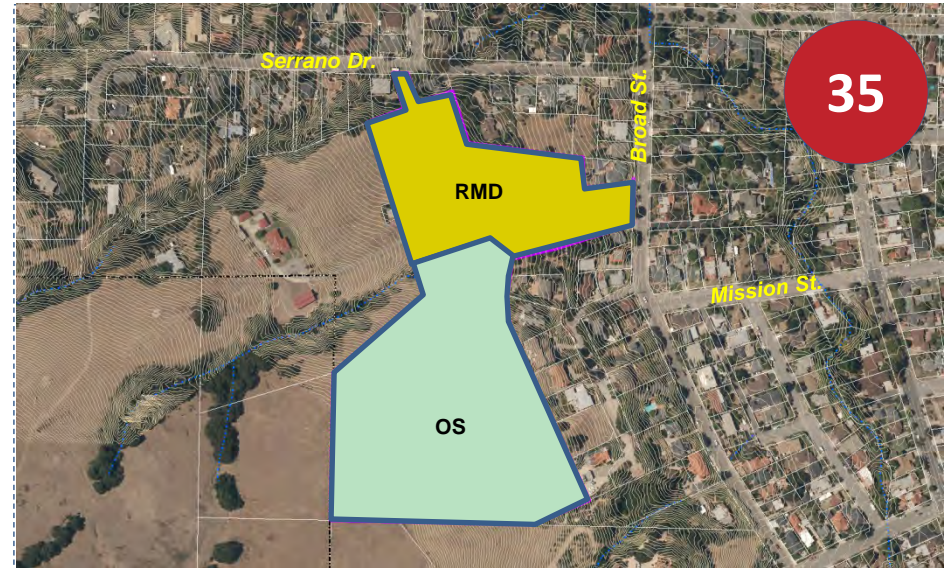
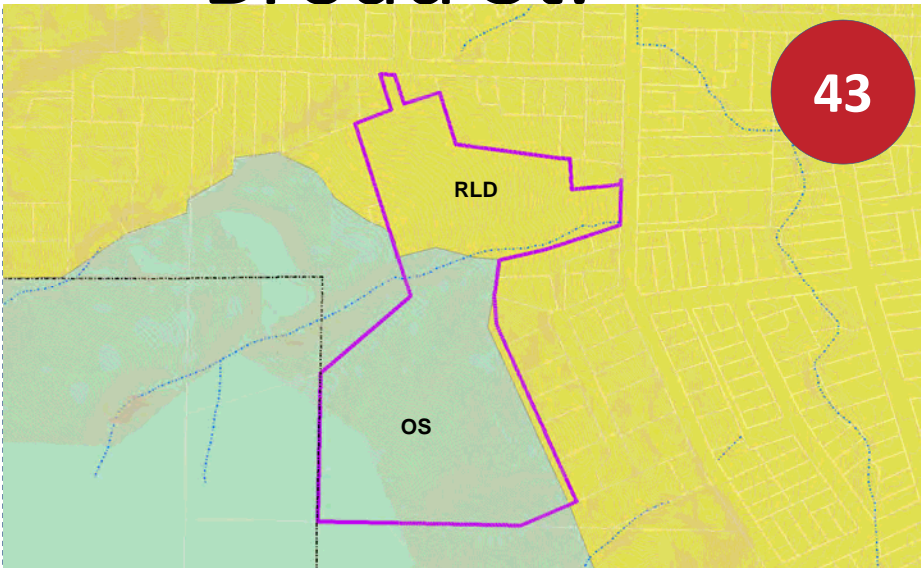
No Preference

PH1

1
38

- Pacheco Elementary suitable for medium or high density residential. Allows for some mixed use to compliment a new residential area.
- Pacheco Site suitable for medium to high density residential
- Pacheco Elem Site – Prefer RLD
- Cal Poly should provide enough housing on campus for its entire freshman class and then require all freshman to live on campus even if they are long-time SLO residents or if their parents bought an investment home for them to party or live in
- The whole place should be a park for general use. No more housing – too many people use the baseball diamond field. There should be a place to play for the population that is currently there. It is already Party Central in this area no need for more population
- Cal Poly should be required to provide parking for ALL parking permits they sell. AND give more bus access somewhere else
- I voted for residential conversion but would be happiest with the residential / park plan. It was so close to the floor that I missed it entirely until someone mentioned it.
- Why not have a meeting on each individual project in the neighborhood so that you get input from the interested neighbors. This is a great forum but I am most interested in the Pacheco Plan than others.
- Cal Poly should not be permitted to enroll more students until they can provide adequate housing on campus for its students.
- In parking permitted zones, parking permits should be issued based on available parking not just 2 to each home. In my neighborhood 1 house has 6 Agric. Students each with a 6-wheel pick-up truck. There is only room for one truck in front of the narrow property. The students can't use the garage because it is a living unit. The drive is steep and they cannot back a truck out of it so they leave the drive empty and park a truck in front of my house taking up 2 car spaces.
- Think long term about the entire neighborhood. City needs real vision for transitioning neighborhood to high density student rentals
- Where is vision for creating a bon-a-fide high density zone for student housing????
- Think big about future of Hathway neighborhood – need total use for high density Cal Poly student housing
- Pacheco Elementary serves a great need for important education for children in our community. Our community needs more classroom space not less. Once it is gone it is never replaced.
- Pacheco Elementary school. Park/community gardens. Fields. Sitting Gardens
- Pacheco should be used for schools and parks – not housing
- Old Pacheco elementary keep low density. Keep playing fields. Keep k-12 schools.
- Please keep Pacheco school as is. LOVR- way too much traffic! Add 2nd lane to FWY overpass and extend LOVR south to meet Buckley Road. Keep land between FWY and Los Verdes Park no density: OS and/or AG
- [E-mail Comment provided via e-mail on 6/4/2013]. Hi Kim, Just spoke to you & I won't be able to make Sat meeting for land use on Grand & Slack St. I would like to give my ideas for good land use in this area. After owning for 7 years and enjoying the park like atmosphere and noticing there are few parks in the area I would like to say I am strongly in favor of at least half park and the other residential (low density). Maybe higher density could fit near Grand with enough parking (big problem).

D. Diocese Site near Bressi Pl. and Broad St.



D-1. Existing General Plan

D-2. Residential Medium Density

Discussion Points on D-2

- Increases density on underutilized parcel to provide additional housing options.

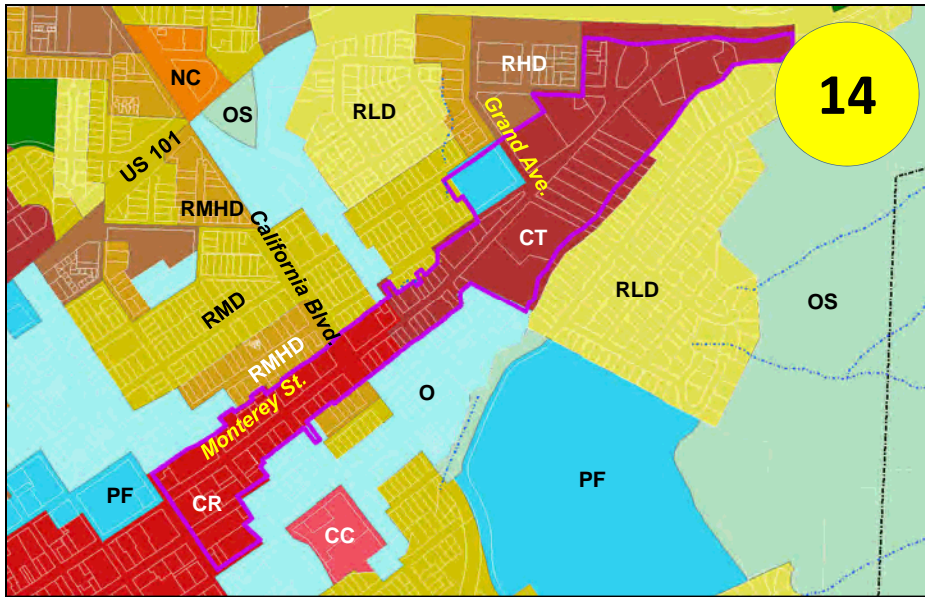
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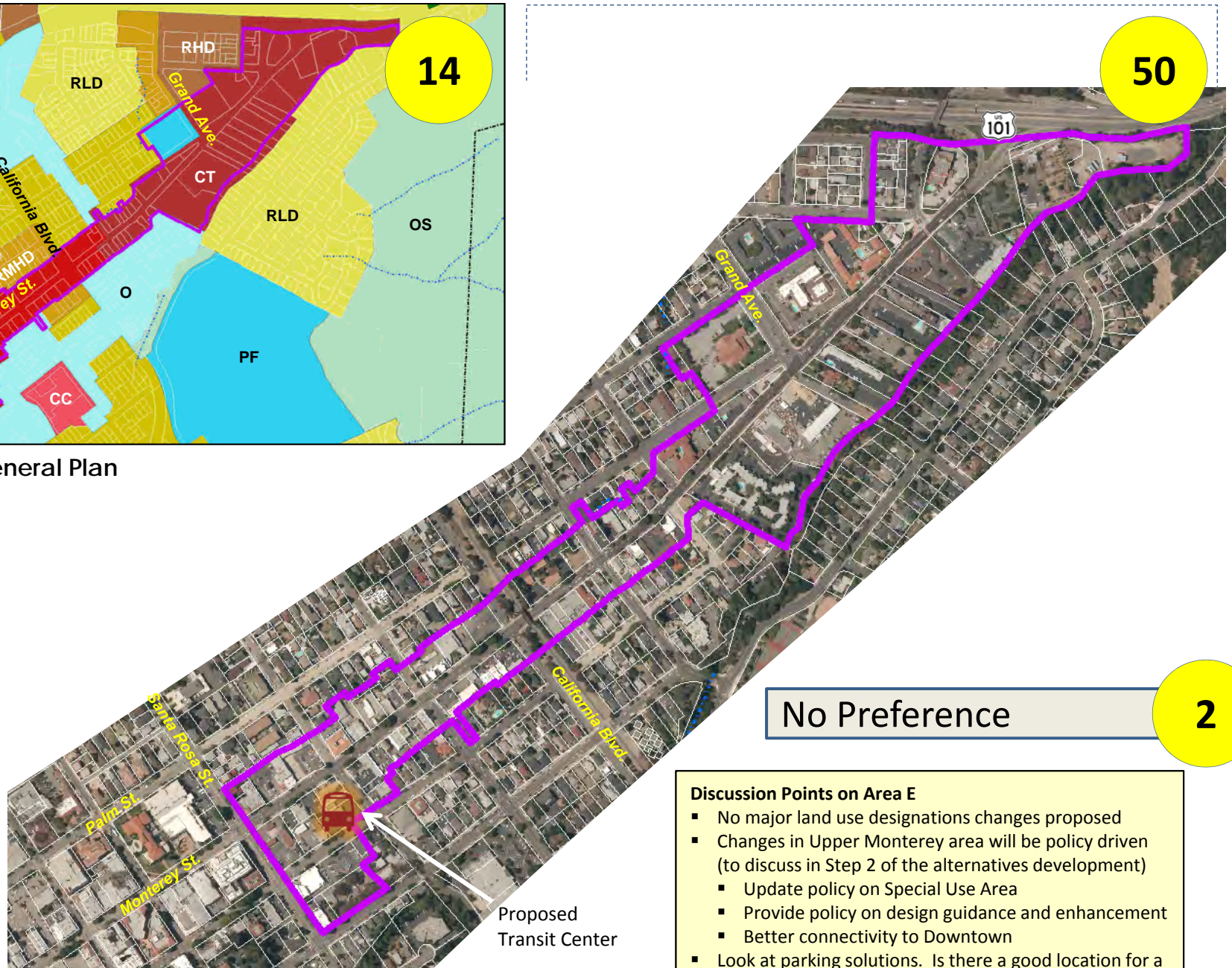
40

- D-2 Include access to hiking trails on Cerro San Luis

E. Upper Monterey Area



E-1. Existing General Plan



No Preference

2

Proposed
Transit Center

Discussion Points on Area E

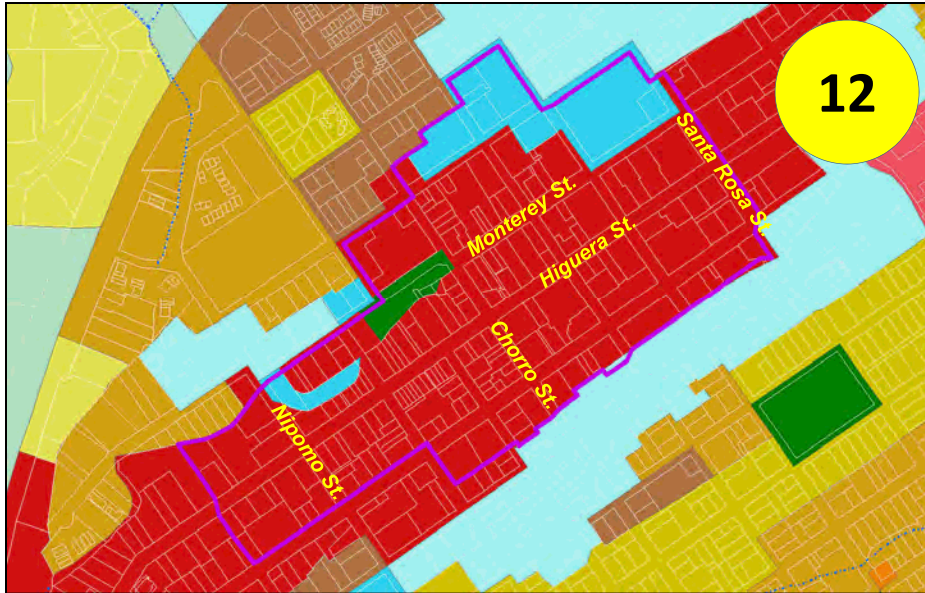
- No major land use designations changes proposed
- Changes in Upper Monterey area will be policy driven (to discuss in Step 2 of the alternatives development)
 - Update policy on Special Use Area
 - Provide policy on design guidance and enhancement
 - Better connectivity to Downtown
- Look at parking solutions. Is there a good location for a parking structure in this area?

PH1 - 42

E-2. Provide Your Input on the Future in this Area

-
- Please do not take our street parking for bike lanes on Monterey
 - Closing Broad/Monterrey by Mission: What about the 24 condos B+B, and restaurant going in on what might be a pedestrian mall? Will that work?
 - E-2 Should not be seen as an extension to downtown- it maybe one or two districts on their own
 - Upper Monterey Street allow increased height limits. 4 story allow for a parking structure and a parking in lieu program to allow small site to increase density
 - Join E & F planning maps
 - Parking structure doesn't seem warranted unless hotels could consolidate/use parking structure
 - Upper Monterey should allow for increased density to support more CT

F. Downtown Area



F-1. Existing General Plan



F-2. Provide Your Input on the Future in this Area

Discussion Points on Area F

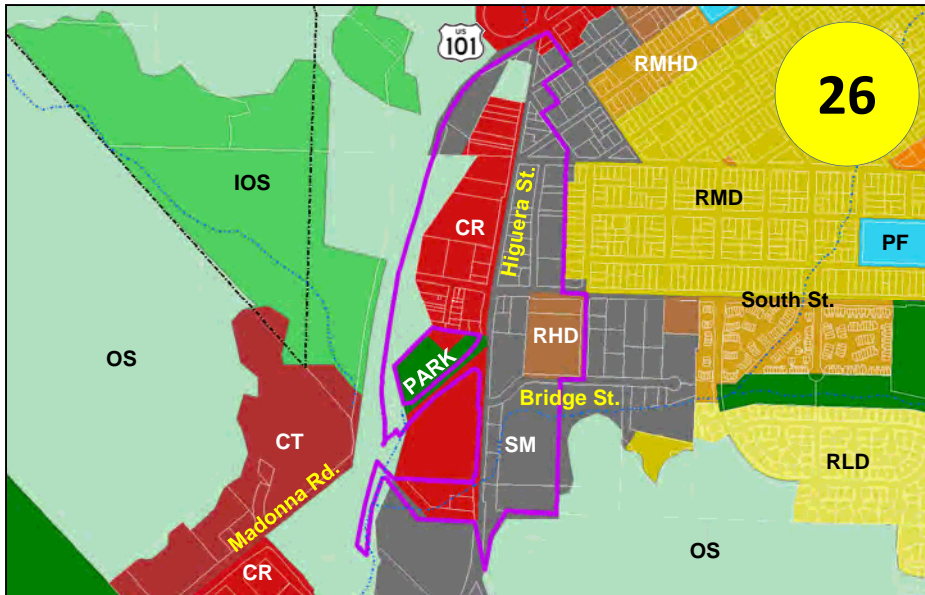
- No major land use designation changes proposed.
- There may be several partially vacant or under-utilized sites that have re-development potential
- Changes in Downtown will be policy driven (to discuss in Step 2 of the alternatives development)

PH1 - 44

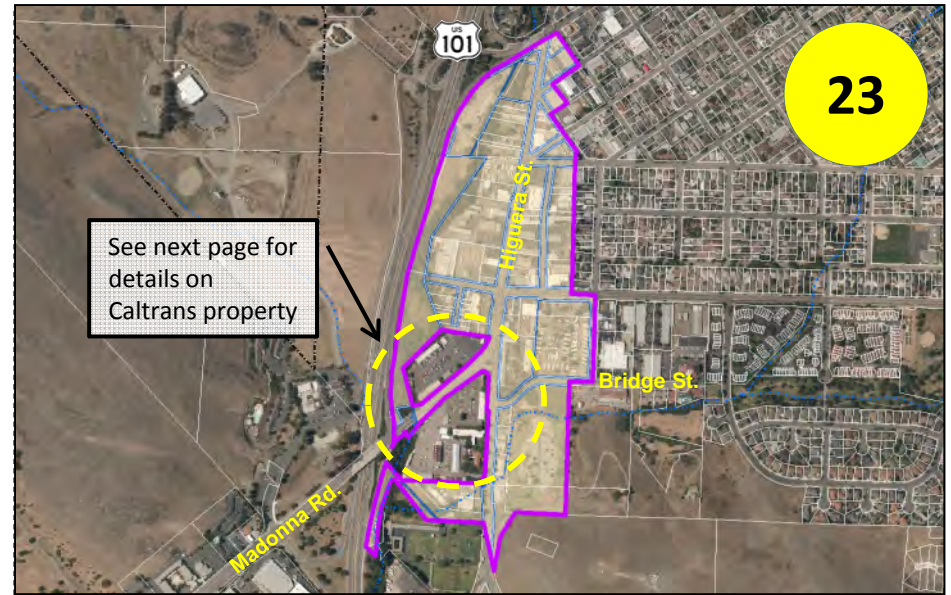
No Preference 3

- Downtown couplets make Higuera a pedestrian street. Make Marsh 2 way
- Downtown couplets- close off all parking lanes and widen sidewalks
- Downtown area air space requirement for buildings once 3 stories. Must buy air space rights, from properties lower than 3 stories.
- Couldn't vote for the proposed solution, even though I agree that the current plan could be improved. I think the solution must not clog up S. Rosa, and I think it needs to take bikes and peds into account. I'm also worried about getting to the businesses on Olive. I'd like to see something that doesn't hurt the thru-traffic of the nearby destinations.
- Downtown enforce affordable housing, office and retail
- Allow for more height/density in this area; extend study area to intersect with G
- Broad is an artery south of Downtown. We should be able to stay on it through Downtown to the other side, without having to evade the plaza.
- Provide for more flexibility!
- Close Monterey to cars between Santa Rosa and Chorro St.
- Strongly support wider sidewalks on Higuera (SR-Nipomo). Please explore various methods to achieve. Thanks.
- Encourage/expedite residential infill; e.g. condo or townhomes (even small single family). More availability to live downtown = more people walking, using restaurants, etc.

G. Mid-Higuera Area



G-1. Existing General Plan



G-2. Provide Your Input on the Future in this Area

Discussion Points on Area G

- No major land use designations changes proposed
- Changes in area will be policy driven (to discuss in Step 2 of the alternatives development)
- Consider lot consolidations for density and parking enhancements
- Consider realignment of Madonna Road

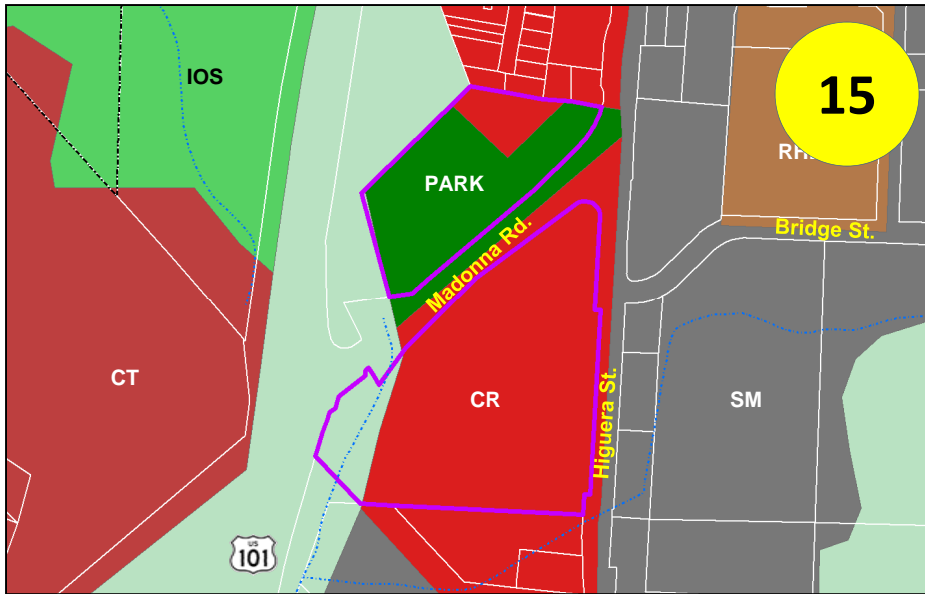
No Preference

PH1 - 46

3

- Higuera Street- like keeping 1 way, but reduce from 3→2 lanes- increase lane width and add bike lane. Now too narrow for bike riding and not pedestrian friendly- maybe widen sidewalks too?
- G-2- current plan area bike trail relies on a few sections of low use roadway. This should be changed to be a class 1 through the entire area. Align Madonna Rd to Bridge St during this build the bike/ped class 1 should be integrated as a grade separated crossing. NO at grade-crossing of roadway.
- Mid Higuera- create artistic district out of historic buildings. Great housing opportunities on transition to downtown.
- Opportunity for revitalization and gateway enhancement. Preserve historic buildings. Consider transition into downtown area and what that can look like.
- Create a “loft” district from S. Higuera to Marsh St.

H. Caltrans Site



H-1. Existing General Plan

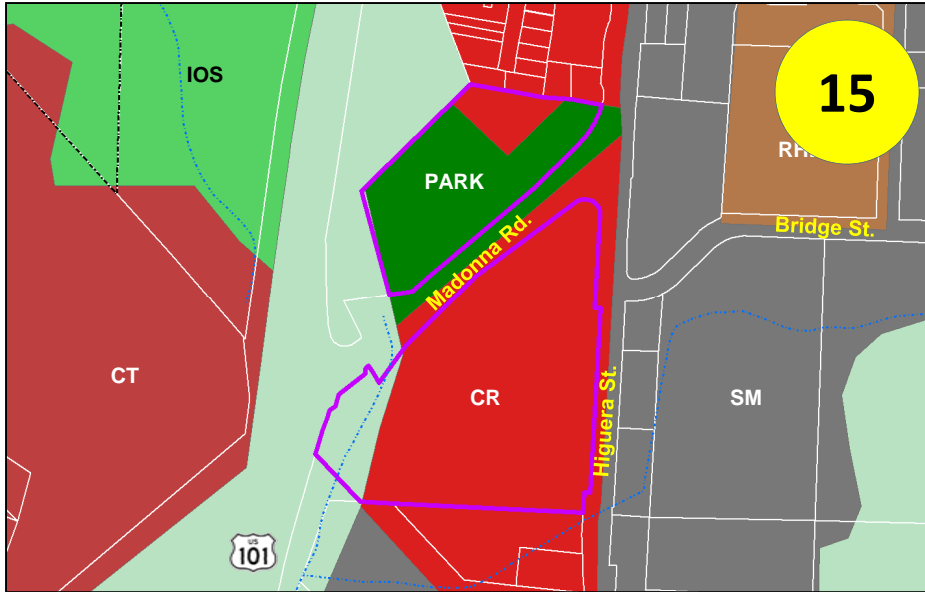
H-2. Mixed Use with Commercial Node



- Discussion Points on H-2**
- Mixed Use (MU): Potential mix of commercial / office uses with some housing (needs new policy to define)
 - Realign Madonna Road to connect to Bridge Street
 - Maintain park plan on north side of Madonna Road
 - Areas of site northwest of Madonna Road have constraints due to adjacent creek and floodway
- Discussion Points on H-3**
- Maintain park plan on north side of Madonna Road
 - Continue to pursue tourist commercial uses as described in Mid-Higuera Plan
 - Use LUCE Update to designate site for tourist use called out in Mid-Higuera Plan
 - Areas of site northwest of Madonna Road have constraints due to adjacent creek and floodway

H-3. Implement Mid-Higuera Plan

H. Caltrans Site (cont'd)



H-1. Existing General Plan

H-4. Mixed Use with Commercial Node

Discussion Points on H-4

- Mixed Use (MU): Potential mix of commercial / office uses with some housing (needs new policy to define)
- Use north portion of site for commercial
- Orient access to site off of Higuera Street
- Areas of site northwest of Madonna Road have constraints due to adjacent creek and floodway
- Maintain park plan on north side of Madonna Road

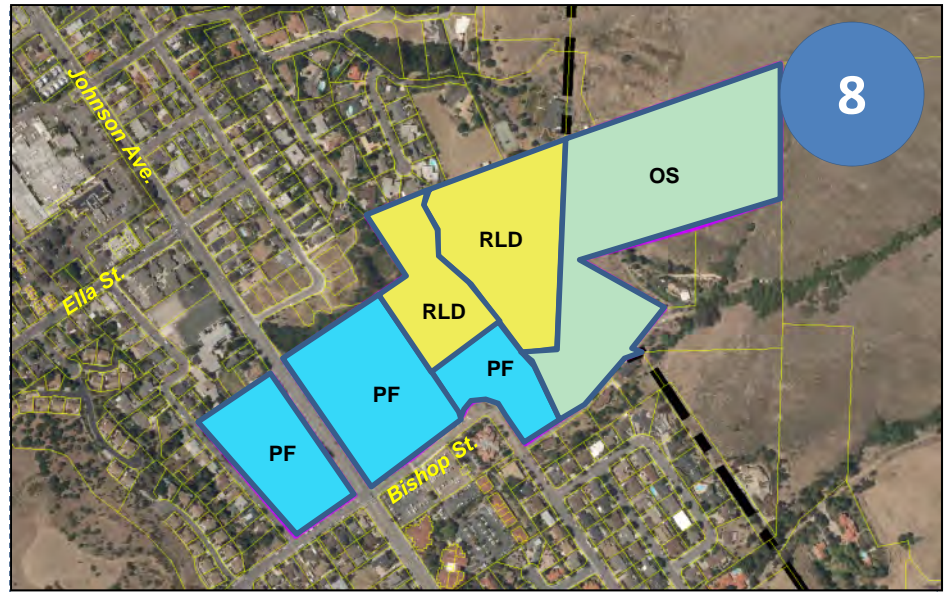
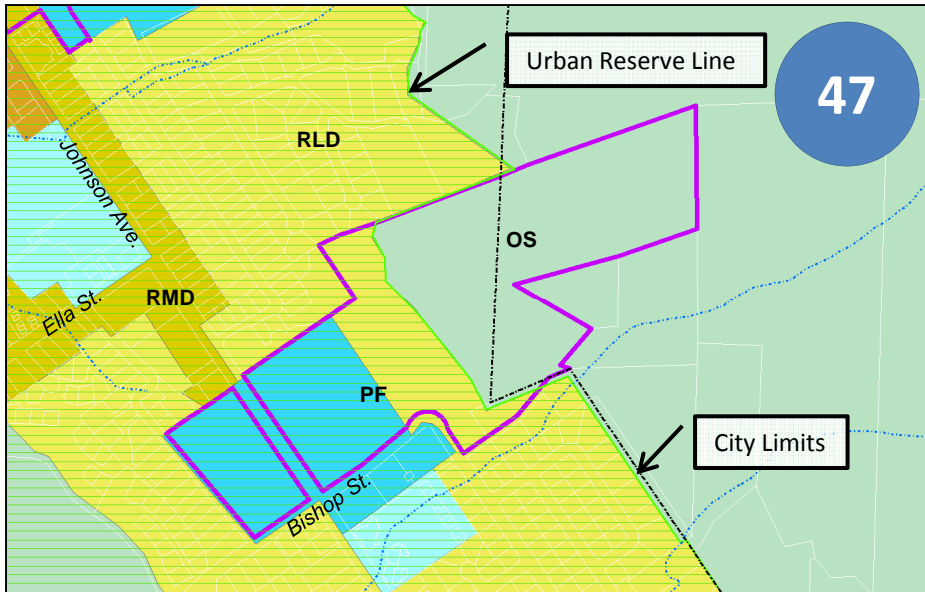
No Preference

PH1

49

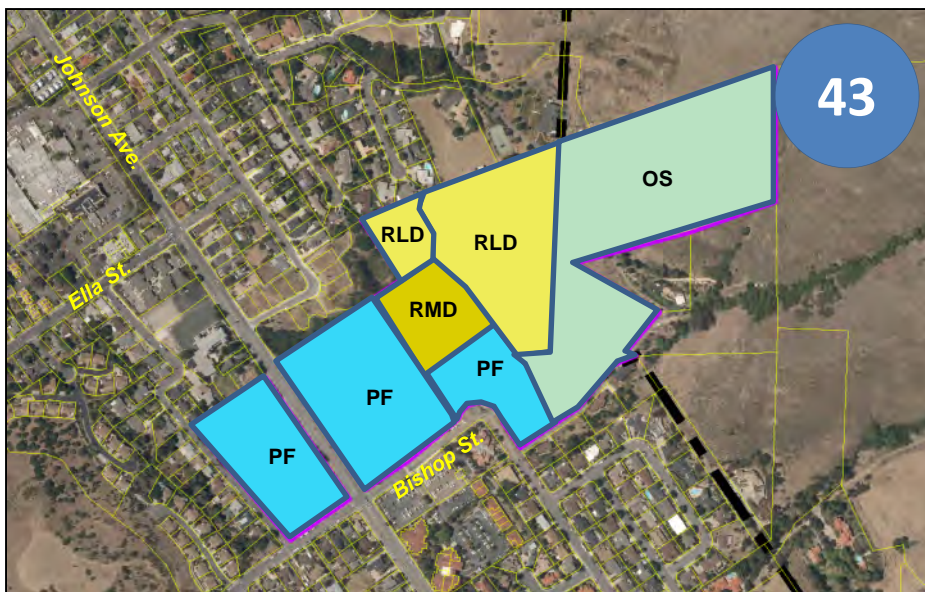
- Would have been nice if you had told us this was all the city-wide issues, not just my block. I am not prepared!
- I'd like to see another solution for the congestion between Madonna and South that's friendly for bikes and peds. Hard to make the area South of Madonna a destination with the current roads- congestion, etc.
- Revitalize Caltrans! Gateway enhancement needed.
- On Madonna, if road closed, what would road be designated?

I. General Hospital Site



I-1. Existing General Plan

I-2. Low Density Addition



- Public Input on Site (from Future Fair 1 and MindMixer)**
- Other possible land uses:
 - Assisted / independent living (allowed in residential designation)
 - Mental illness recovery center (allowed in residential designation)
 - Transitional housing (allowed in residential designation)
 - Medical offices (requires PF, Commercial, O designation)
 - Detox center (requires PF, Commercial, O designation)
 - Develop trails (follow along contour, add fitness trail) that connects into larger regional system
 - Use grade to day-light first floor units built into hillside
 - New development needs to be designed to minimize impacts to views
 - The upper slope area needs to be protected
 - Keep historic building and provide public access
 - Rehabilitate Sunny Acres historic building
 - Congestion due to high school traffic is a concern
 - Site will need flexibility in designations to integrate a variety of uses (to discuss in Step 2 of the alternatives development)
- Discussion Points on I-2**
- Expand area designated for Low Density Residential (RLD) to the city limit line
 - Designate all existing public uses as Public Facilities (PF)
- Discussion Points on I-3**
- Expand area designated for Low Density Residential (RLD) to the city limit line
 - Change existing Low Density Residential (RLD) portion of site to Medium Density Residential (RMD)
 - Designate all existing public uses as Public Facilities (PF)

I-3. Medium Density Cluster (Care Center)

No Preference

PH1 - 510

-
- I-3. Allow for increased density to support senior housing / assisted living. Relocate PF functions to R
 - Add a linear park following the proposed bike path (connects proposed Flora / Fixlini Bicycle Blvd.) Make the park have facilities that would / could be a destination point.
 - Old General Hospital site – consider space for elder care
 - Please do not develop the old general hospital site (purpose) the traffic on Johnson / Lizzie and Bishop / Johnson the traffic is already intolerable
 - Do not develop General Hospital site. The neighborhood cannot handle the traffic.

J. Broad Street Area



J-1. Existing General Plan

No Preference 6

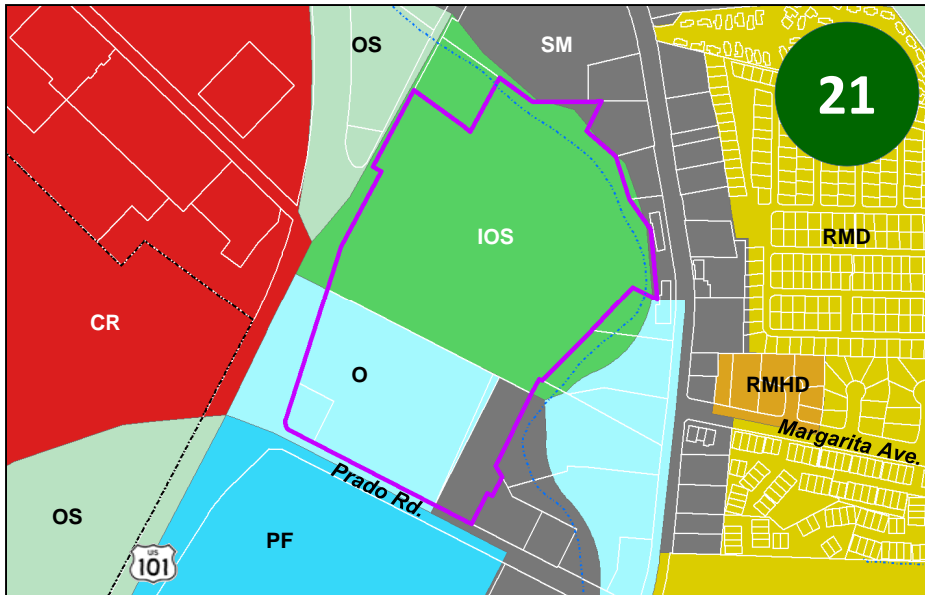
J-2. Provide Your Input on the Future in this Area

- Discussion Points on Area J**
- No longer include McMillan area in the South Broad Street area

PH1 - 53

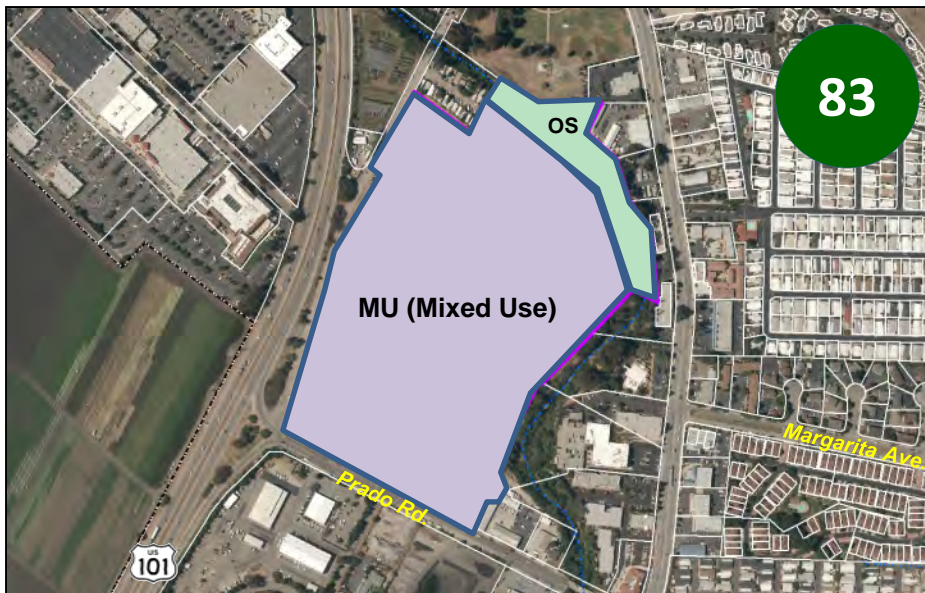
- Please, please, PLEASE add 2 ped xing lights to Broad between Orcutt and South- to cut it in 1/3's... would be triggered only if button was pushed. Still allow cars to turn left onto and off of Broad
- No median please, arteries must stay unclogged.
- Keep the Broad St. Corridor plan except take McMillan area out. This area needs a new plan don't abandon your five year effort
- Broad Street – Consider the plan that was proposed at Council but to allow ALSO the existing zoning to be transferred with all existing properties upon sale so that there is no such thing as a “pre-existing non-conforming use”
- Please consider more ped/bike over or under crossing across the tracks. This will have a great benefit of getting people out of cars.
- This area needs to be included in the study. The South Broad Street plan was a long inclusive process supported by many residents!
- Implement best components of Broad St. Plan. Exclude McMillan from area.
- Broad Street crossing from Lawrence needs to be addressed.
- Keep shared left turn lane. No median on Broad. Intersection near Stoneridge/Lawrence neighborhoods to cross Broad.
- Please complete the Broad Street Redevelopment Plan
- Bring back South Broad Street Plan for consideration
- I live in the area west of Broad. Turning right onto South St is sometimes very discouraging because of the eastbound traffic on South. Please create a limit line on South to allow emerging traffic to enter and turn left onto Broad.
- Future Broad St. median should be planted with trees, which should be included in Broad St. Corridor Plan
- Keep the Broad St corridor plan, except take McMillan area out. This area needs a new plan don't abandon your five year effort.
- Consider the plan that was proposed at Council but to allow also the existing zoning to be transferred with all existing properties for sale so that there is not such thing as a “preexisting nonconforming use”
- [E-mail] Comment provided via e-mail on 5/29/2013]. I received a postcard regarding the Future Fair this weekend. I would love to attend but I had made prior commitments. I noticed that the image on the postcard depicted the South Broad Street area. I'd like to offer the following comments and suggestions regarding my neighborhood if this would be an appropriate time to do so.
The area defined in the South Broad Street Area Plan (SBSAP) includes a unique mix of working folks, be they manufacturers, commercial-service, commercial-retail, and folks that choose to live within this thriving neighborhood, myself included. This area is certainly going to change but I feel that preservation and growth are not mutually exclusive. We just need to tweak the neighborhood that already exists to allow for the preservation and possible expansion of existing land uses and to allow additional land uses.
Following are my suggestions:
 - 1) Keep the Broad St enhancements as proposed in the SBSAP
 - 2) Keep the "form based codes" as proposed in the SBSAP
 - 3) Allow any use within the planning area
 - 4) Create an overlay for existing and future Manufacturing & Commercial-Service uses that will create specific noise and emission standards, and limit hours of operation.
 - 5) Require leases and deeds to acknowledge the unique zoning of this neighborhood.

K. Sunset Drive-In Site



K-1. Existing General Plan

K-2. Update Designation to Reflect Current Use



- Discussion Points on K-2**
- Designate drive-in theater as General Retail (CR)
 - Designate upper edge of site as Open Space (OS)
- Discussion Points on K-3**
- Mixed Use (MU): Potential mix of commercial / office uses with some housing (needs new policy to define)
 - Mixed Use project may need to incorporate homeless services center (or work with City on suitable location)
 - Use as opportunity to redevelop site once circumstances change
 - Take advantage of potential Prado overpass/interchange
 - Will need to address site's location in flood zone as part of site development

K-3. Mixed Use Redevelopment

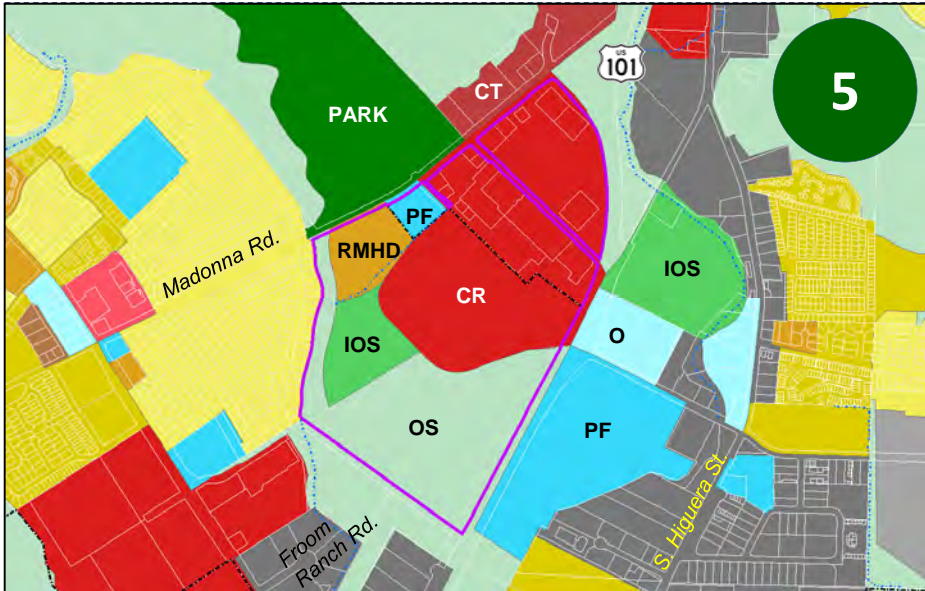
No Preference

PH1

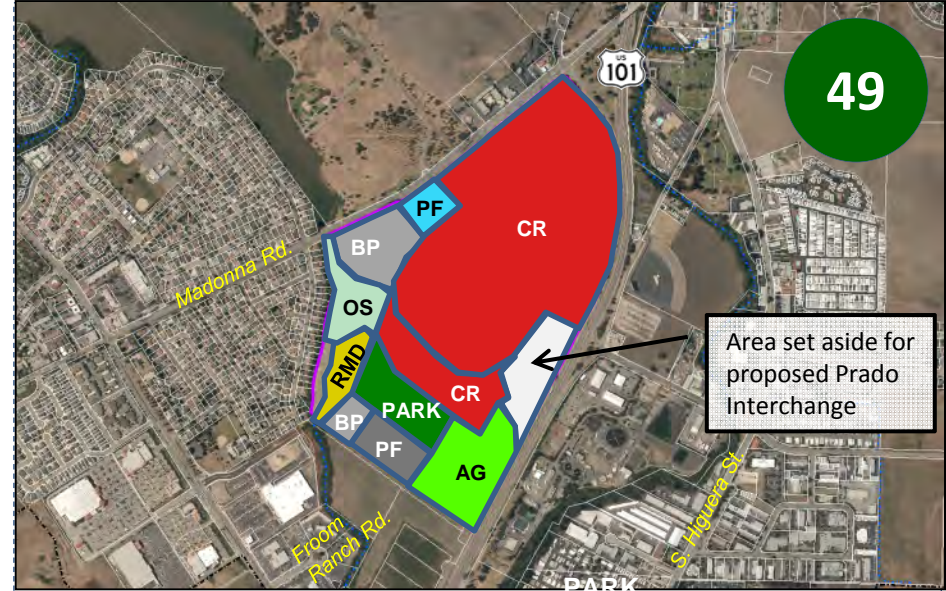
4
55

- This area should allow for PF: homeless services, detox, etc. It should also include the mobile home park to the north as part of the study area
- This area (except for homeless center) should be reserved for light industrial and commercial service. We need a place for vehicle repair, welding, light assembly, dry clean, etc. Move mid-Higuera industrial, lumber, car repair to this area. Screen well from Elks lane and Prado. Free up mid-Higuera for loft space, mixed use, start up office
- Consider 40 Prado for homeless service center and other public facilities. This is the only logical place for HSC.
- Area could include the mobile home park to the north, transitional housing, and other homeless services.
- We favor 40 Prado for homeless shelter
- Look seriously to use 40 Prado for homeless site
- Sunset Drive-In: Put lot for mixed use, but only if drive in is allowed to continue there and be consistent with zoning. Do not want drive in ruled inconsistent for zoning.

L. Dalidio / Madonna Area



L-1. Existing General Plan



L-2. County "Measure J" Approved Project

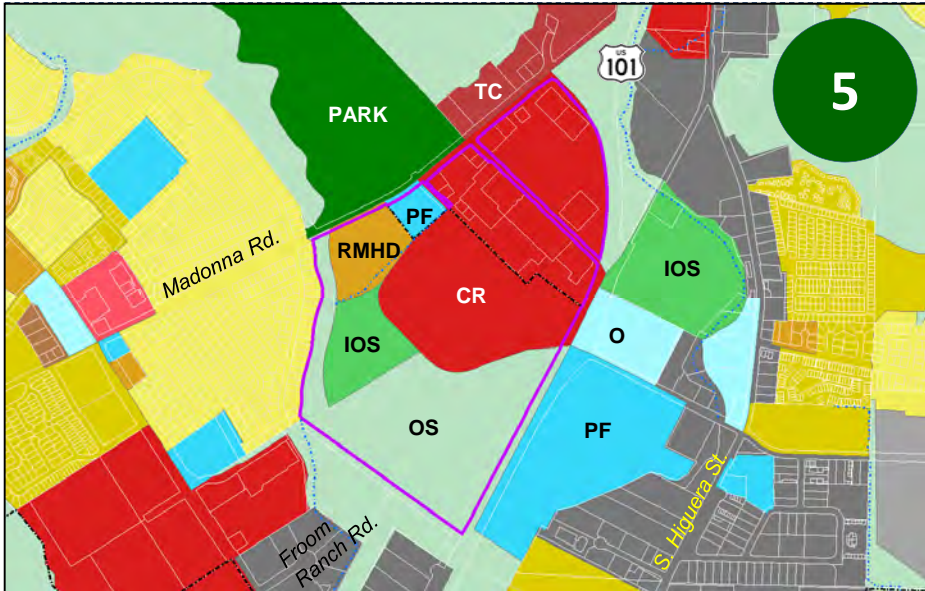


L-3. Future Fair Concept

- Discussion Points on L-2**
- This alternative would designate the property to match the project contained in County "Measure J"
- Discussion Points on L-3**
- Would designate areas currently shown as Open Space (OS), Interim Open Space (IOS) and Medium Density Residential (RMD) to Agriculture (AG)
- Discussion Points on L-4**
- Changes a portion of the existing General Plan's designation of General Retail (CR) to Low Density Residential (RLD)
- Discussion Points on L-5**
- Changes all of the undeveloped portion of the existing General Plan's designation of General Retail (CR) to Medium Density Residential (RMD)
- Discussion Points on L-6**
- Changes all of the undeveloped portion of the existing General Plan's designation of General Retail (CR) to Agriculture (AG) or Open Space (OS)

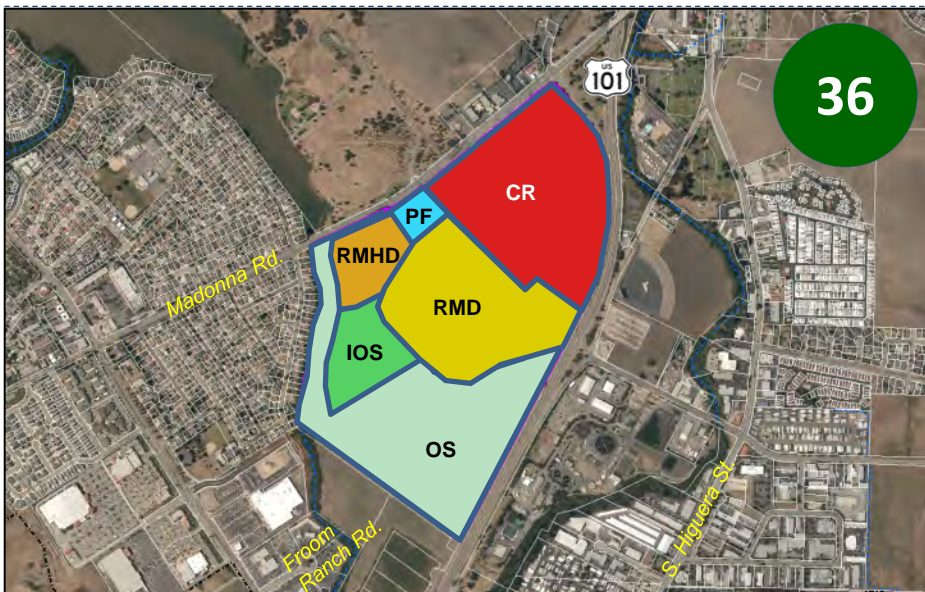
No Preference PH1 9

L. Dalidio / Madonna Area (cont'd)



L-1. Existing General Plan

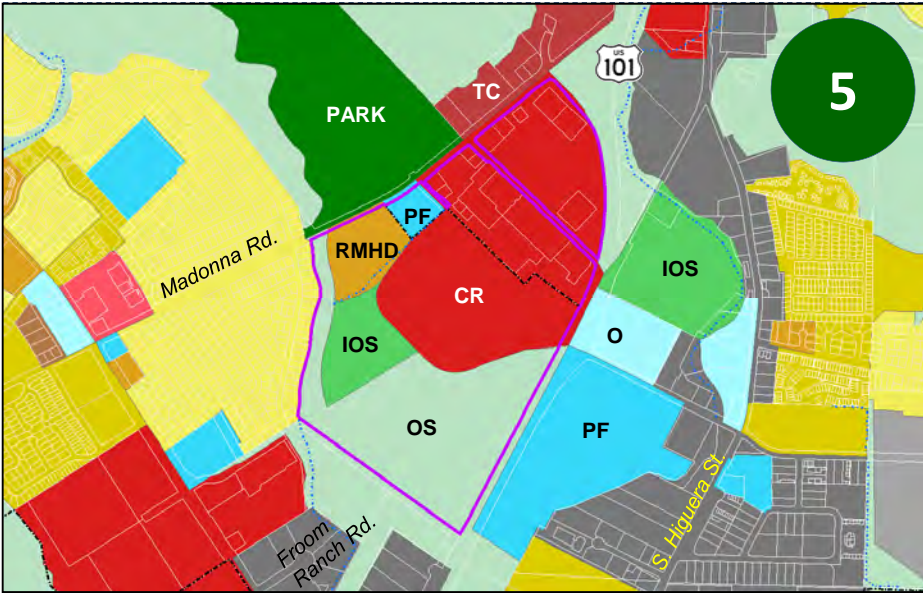
L-4. Residential / Commercial Mix



L-5. Task Force Alternative 1 (Housing Focus)

L-6. Task Force Alternative 2 (Ag / Open Space)

L. Dalidio / Madonna Area (cont'd)



L-1. Existing General Plan

Public Input on Site (from Future Fair 1 and MindMixer)

- Build an overpass at Prado Road, not an interchange
- The Prado Road overpass needs to be resolved before moving ahead with the project
- Other Land Use ideas:
 - Dalidio parcel should be retained in agriculture
 - Create an urban demonstration farm, with farms sales and education agriculture
 - Extension of Laguna Lake Park
 - Community center
 - Business park / hotel / residential
 - Add other uses (office, residential)
- Circulation ideas:
 - Active street edge / parking behind buildings
 - Extend Calle Joaquin to site
 - Better trail connectivity / better bike access
 - Introduce tree corridor streetscape along Madonna Road
 - Walkable retail / iconic agriculture
- Intensify Madonna Road promenade
- Current lack of pedestrian facilities

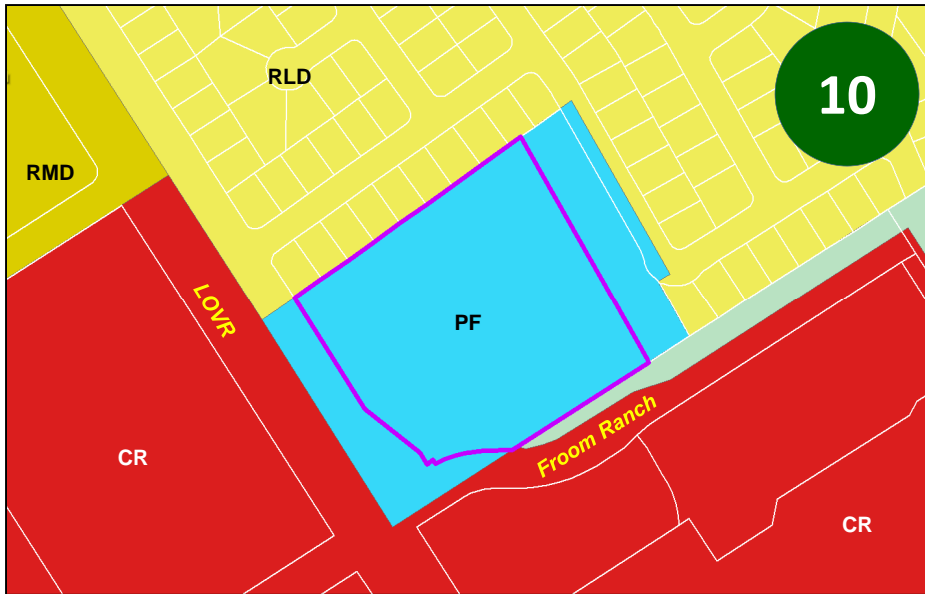
No Preference

PH1

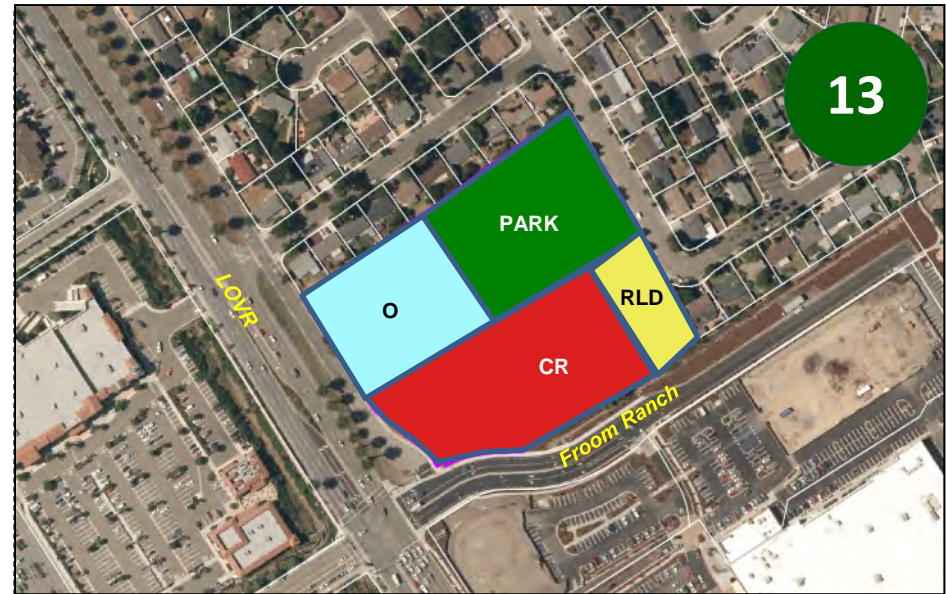
59

- Please DO NOT connect Oceanaire to Froom. This is a family area with lots of children. We do not want the increase in traffic in this residential area. Cars already drive fast down this road.
- Dalidio: This area needs to be re-planned to include primarily housing with some commercial (finish Madonna area) and hotel (Destination). *4/5 a range of housing from SFD → MF. A generous o/s setback along 101 to keep the entrance nice to town.
- My preference is the Task Force recommendation but a better use would be more development and allow more medium density
- Need balance of medium to high density housing and commercial
- Mixed function is ideal for this area. Have more of a balance of housing (medium-high density) and commercial (offices, hospitality) along with open space (park, AG strip, bike path from here to Laguna Lake). Preserve view from 101.
- Need to add alternate that reflects City ballot item and vote.
- I'm hoping whoever bought (or buys) the Dalidio property will do as much as Dalidio wanted to.
- I don't think OS is appropriate- always make it AG/OS in this area.
- Dalidio Madonna Area. My alternative was not represented. 1. I would like to see greater connection through AG/open space to the Laguna Lake area. Not just a strip but a broader green belt. 2. I would like expansion of the SLO City Farm. 3. No extension to Froom Ranch Rd through SLO City Farm. 4. Open for balanced uses of Dalidio property including extension of Calle Joaquin and a Prado Rd overpass. If an overpass can help solve across 101 continuity issues without the full interchange, that would be preferred.

M. Pacific Beach Site



M-1. Existing General Plan



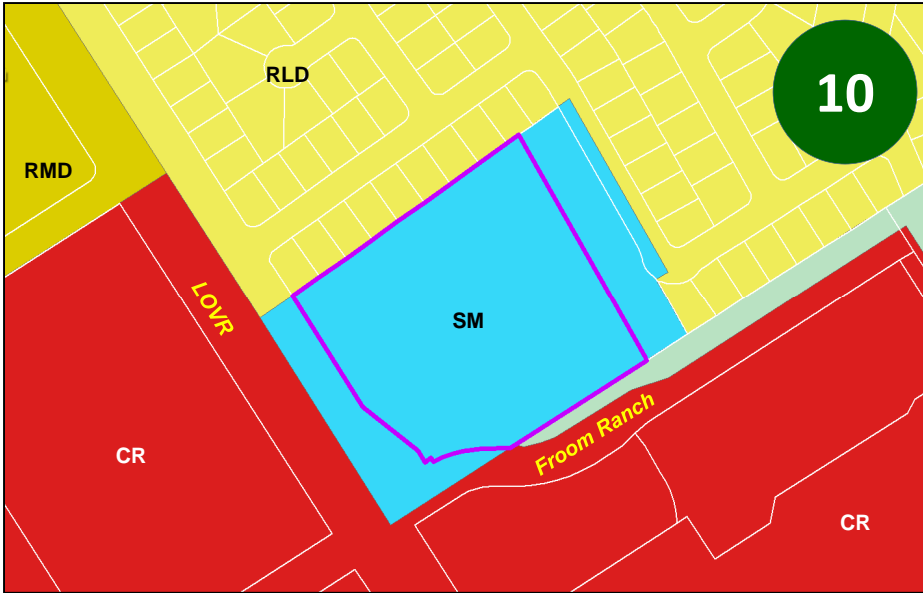
M-2. Reuse Potential



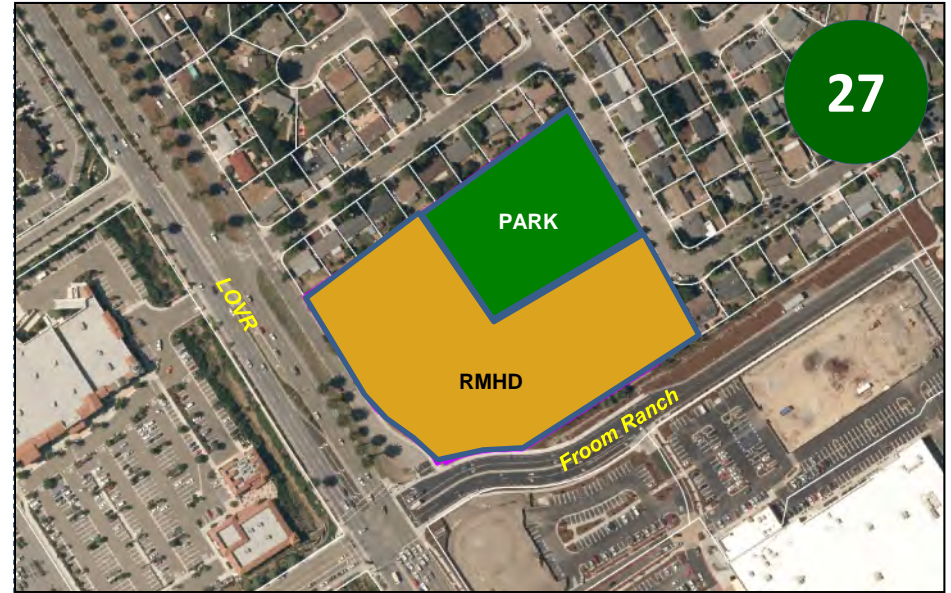
M-3. Mixed Use Option with Park

- Discussion Points on M-2**
- Circulation issue relative to future of Froom Ranch may influence the site
 - Designate public Park as part of site
 - Low Density Residential (RLD) included to buffer existing residential uses
 - Designate areas along LOVR to Office (O) and General Retail I (CR)
- Discussion Points on M-3**
- Mixed Use (MU): Housing and Commercial mix (needs new policy to define)
 - Designate public Park as part of site

M. Pacific Beach Site (cont'd)



M-1. Existing General Plan



M-4. Residential Focus

Discussion Points on M-4

- Redevelop site with higher density housing using Medium High Density Residential (RMHD)
- Designate public park as part of site

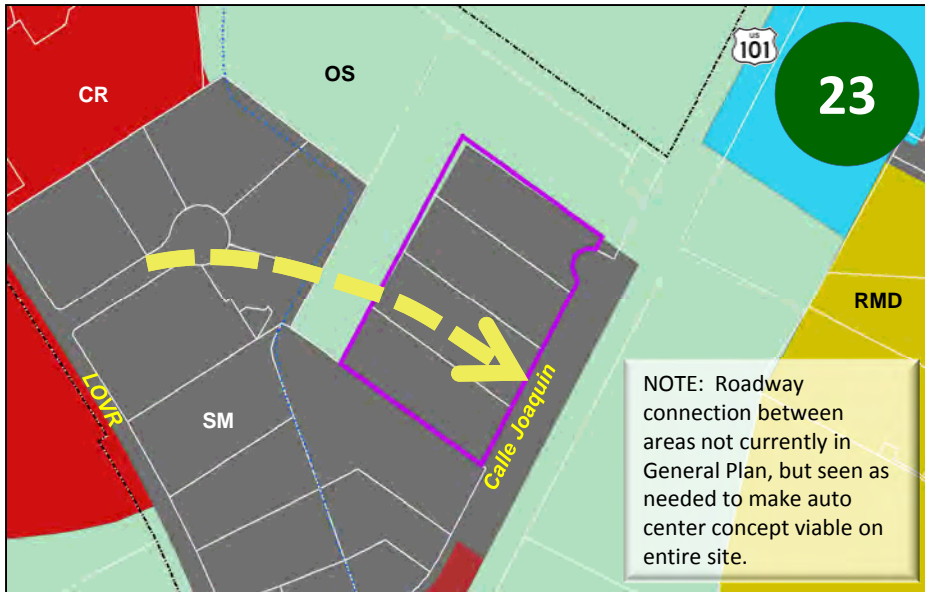
No Preference

PH1

62

-
- I don't think the park is necessary, it should all be developed.
 - Afraid that if the H.D. Res option occurs we will lose our walkability due to cars accessing that site unless it is developed for industries without cars
 - Put green dot on M-1 Open Space
 - Pacific Beach Site: Take "O" out and increase residential usage in M-2
 - Pacific Beach Site: Neighborhood/city park- ball fields
 - Pacific Beach Site: Current use... All Park

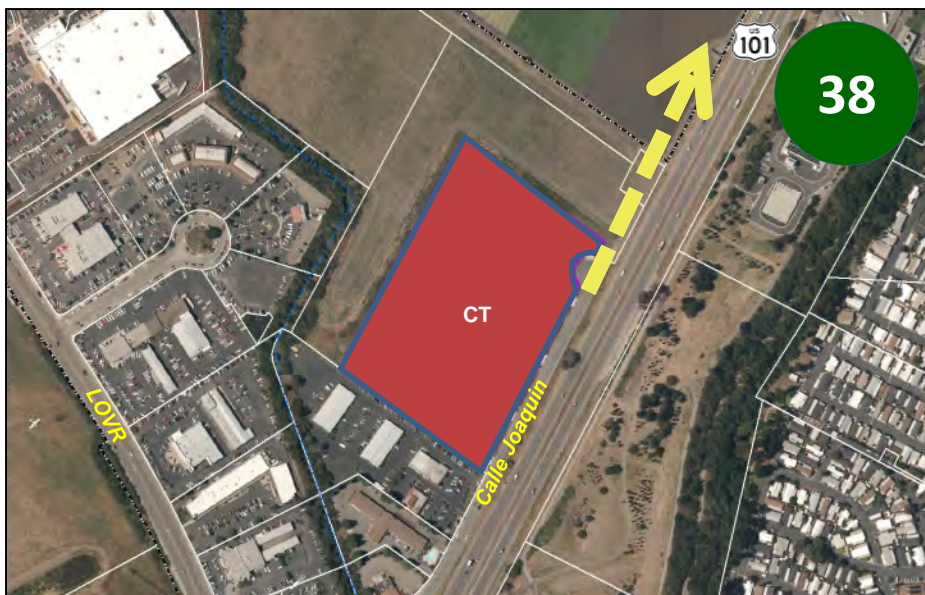
N. Calle Joaquin Auto Sales Area



N-1. Existing General Plan



N-2. Conversion to Non-Auto Commercial



N-3. Highway Tourism Focus

- Discussion Points on N-1**
- Keep this site as designated in the existing General Plan (shown on map to left)
 - Policy enhancements needed to avoid visual impacts from repair and other auto related uses
 - If auto use desired, consider connection between auto center area to enhance circulation, connectivity of areas
- Discussion Points on N-2**
- Extend frontage road (Calle Joaquin) into Dalidio property to complete loop.
 - Allow General Retail (CR) uses
 - If Dalidio property maintained as open space or agricultural, extension of Calle Joaquin questionable
- Discussion Points on N-3**
- Extend frontage road (Calle Joaquin) into Dalidio property to complete loop
 - Develop area for highway oriented Tourist Commercial (TC)
 - If Dalidio property maintained as open space or agricultural, extension of Calle Joaquin questionable

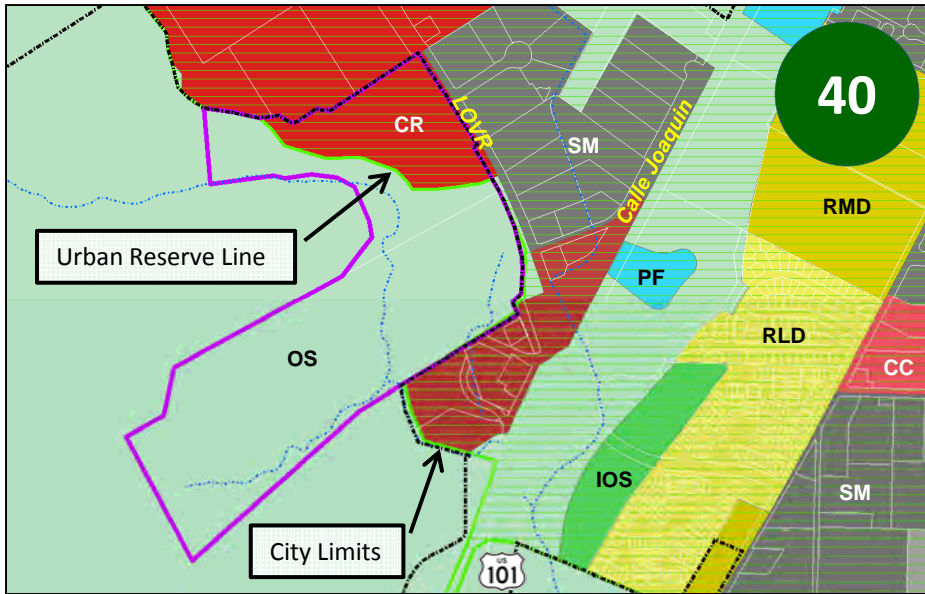
No Preference

PH1

3
64

-
- I'm afraid if you take away land set aside now for auto dealerships and commercial you may regret in 5-10 years when auto dealerships need to expand and we've taken away their space!

O. Madonna Property on LOVR



O-1. Existing General Plan

O-2. Specific Plan

Discussion Points on O-2

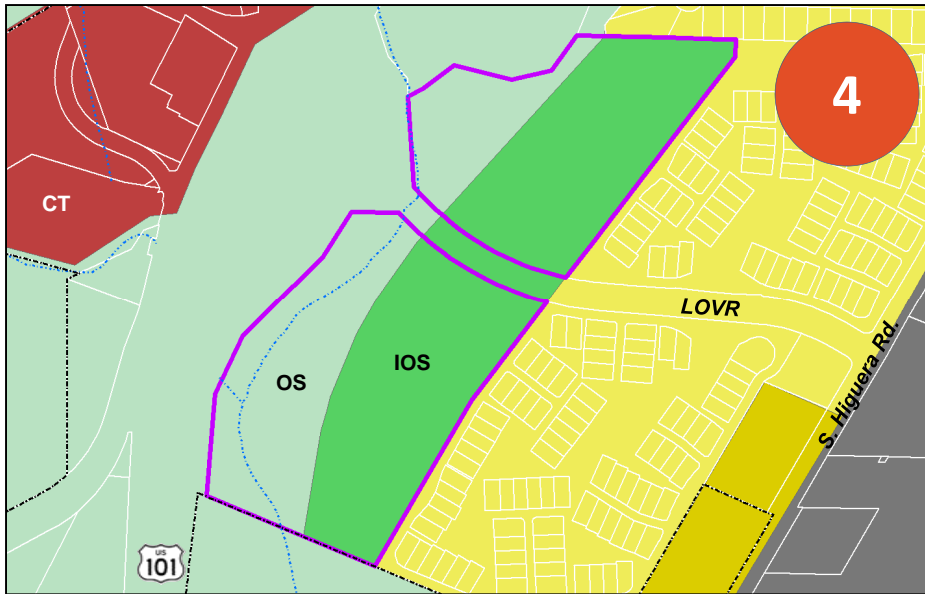
- Consider designating site as a Specific Plan (SP) site. This would allow for better planning to match the challenges associated with this site (access, wetlands, viewshed protection, etc.)

No Preference PH1  66

- Instead of SP use PD overlay
- Change from SP to GP

- Foothill Blvd: Maintenance of shoulder/bike lane from westbound Foothill from California to west of Mustang Village Hazardous Conditions
- Fully consider circulation improvements along with anticipated/needed housing development.
- Some of the proposed elements appear too overly focused on limiting population increases.
- Please complete the City to Sea bicycle path.
- The overall focus on specific properties rather than area. Areas seem like a lost opportunity. Perhaps the update could be expanded slightly to look at those properties in the broader area that they are in. What is the 50 year vision? What could be done with adjacent properties? Could we do a pilot program to be a model for advancing policies that would gain national attention?

P. LOVR Creekside Area



P-2. Medium High Density Residential



Discussion Points on Site P

- All alternatives will need to address flood zone that is on part of site
- All alternatives are expected to include realignment of LOVR with a connection to Buckley Road
- Residential roadway connection will be a challenge given distance available and will dictate ultimate project design

Discussion Points on P-2

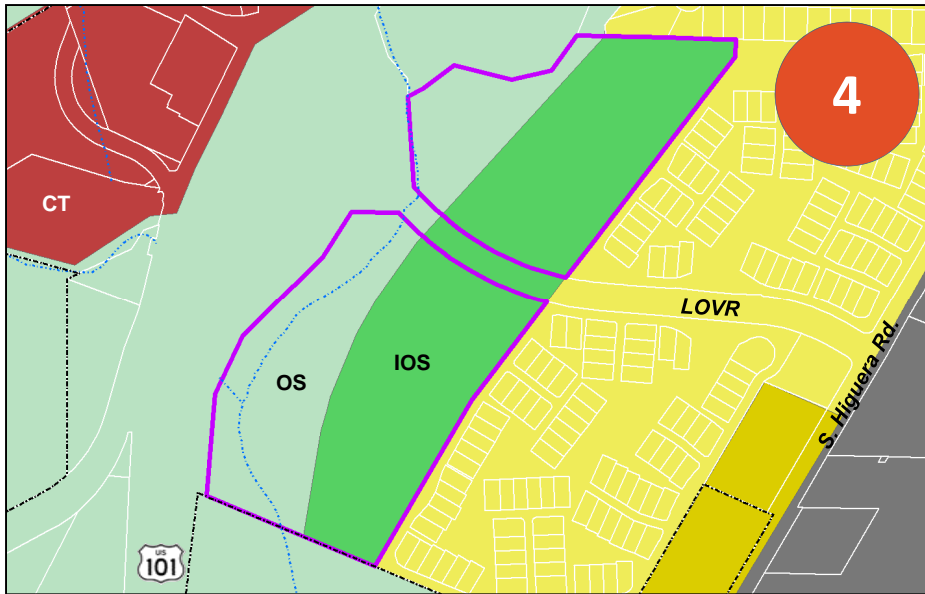
- Implement Residential Medium High Density (RMHD) on northeastern portion of site
- Southern section to designate for continuation of Agriculture (AG) and to address flood control requirements through Open Space (OS) designated area

Discussion Points on P-3

- Implement Low Density Residential (RLD) on both sides of realignment
- Western sections to designate for continuation of Agriculture (AG) and Open Space (OS) address flood control requirements

P-3. Low Density Residential

P. LOVR Creekside Area (cont'd)



P-1. Existing General Plan

P-4. Agricultural Use



P-5. Residential Mix

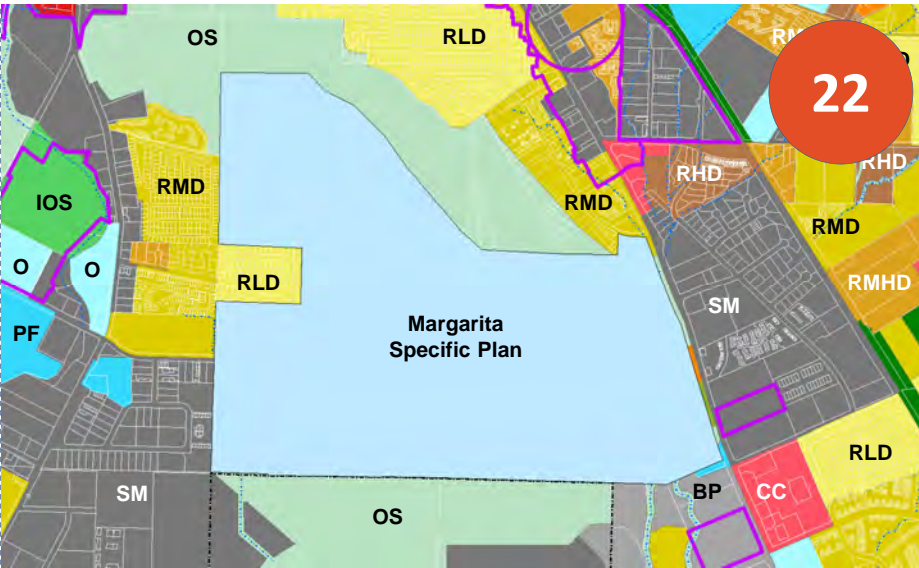
- Discussion Points on Site P**
- All alternatives will need to address flood zone that is on part of site
 - All alternatives are expected to include realignment of LOVR with a connection to Buckley Road
 - Residential roadway connection will be a challenge given distance available and will dictate ultimate project design
- Discussion Points on P-4**
- Designate areas currently used for agriculture as Agriculture (AG) on the Land Use Diagram
- Discussion Points on P-5**
- Implement Medium High Density Residential (RMHD) on north portion of site
 - Southern section to designate for Low Density Residential (RLD) use adjacent to existing development

No Preference

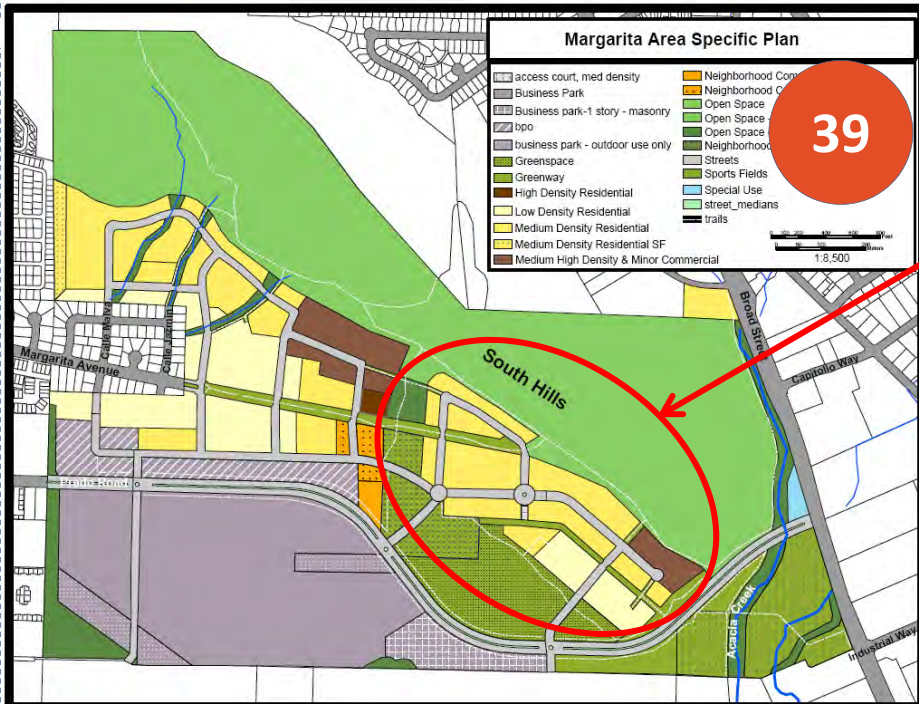
PH1 70

- Should allow for R&D on both sides of LOVR
- Move medium density from P2 to P3 [NOTE: card states “Q”, but context places this on “P”]

Q. Margarita Specific Plan



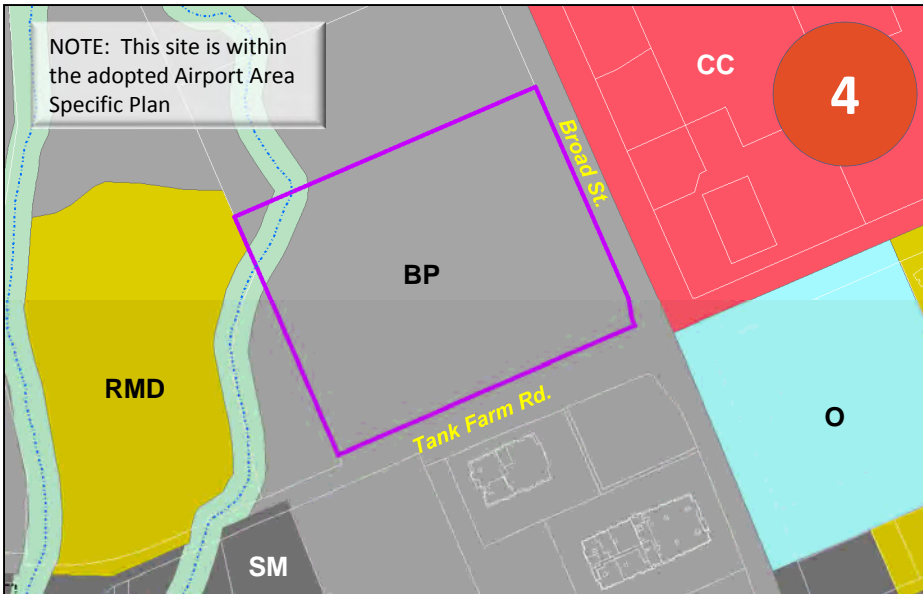
Q-1. Existing General Plan / Existing Specific Plan



- Discussion Points on Q-1**
- Keep this area as designated in the existing General Plan (shown on map to left)
 - Maintain the development allowed in the existing Specific Plan
- Discussion Points on Q-2**
- Propose an update to Specific Plan to allow higher densities for housing in red circled area to allow for more housing in a compact city footprint

- No comments received

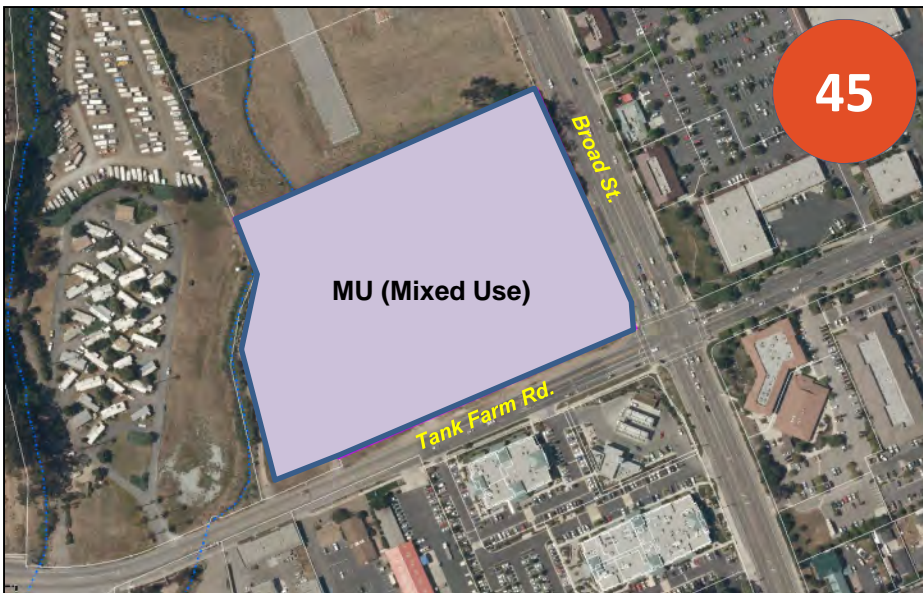
R. Broad St. @ Tank Farm Rd.



R-1. Existing General Plan



R-2. General Commercial Node



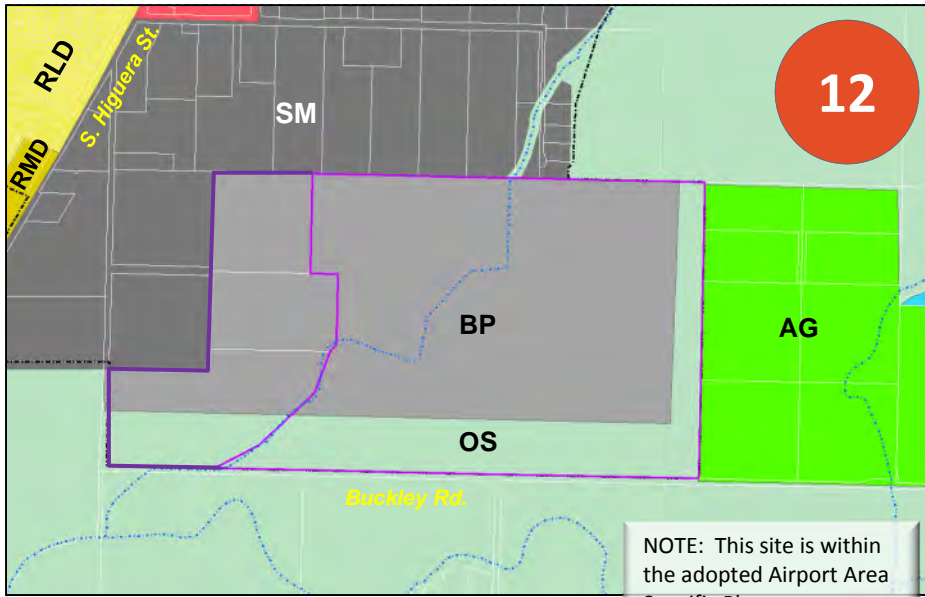
R-3. Mixed Use Opportunity

- Discussion Points on R-2**
- Redevelop site with a commercial center under the General Commercial (CR) designation
 - Design of site should incorporate gateway components for entering city
- Discussion Points on R-3**
- Mixed Use (MU): Housing and Commercial mix (needs new policy to define)
 - Design of site should incorporate gateway components for entering city

No Preference PH1 74

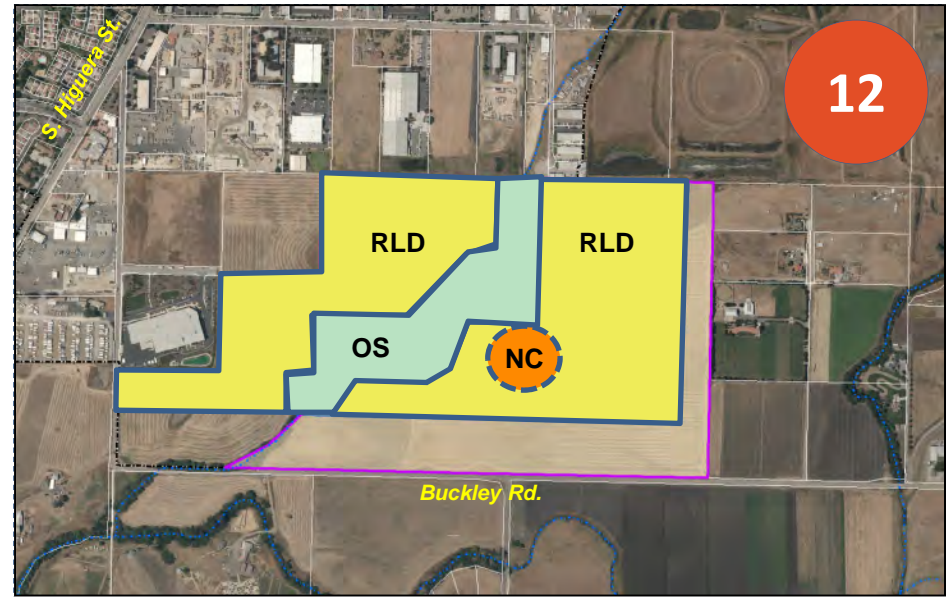
- No comments received

S. Avila Ranch

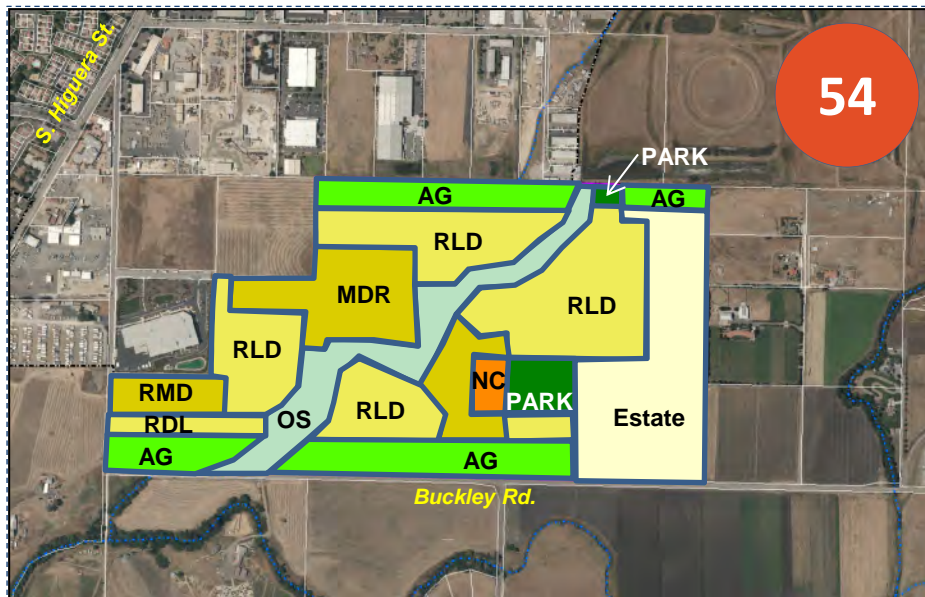


S-1. Existing General Plan

NOTE: This site is within the adopted Airport Area Specific Plan



S-2. Future Fair Alternative



S-3. Property Owner's Concept + North Buffer

Public Input on Site (from Future Fair 1 and MindMixer)

- Retain in agriculture
- Development should include a sports complex
- The area is a good location for transitional housing
- The area is a good location for live/work housing
- The Buckley Road connection to South Higuera should be addressed with project

Discussion Points on S-2

- Dashed circle represents a Neighborhood Commercial (NC) center. Exact location will be determined during site design.

Discussion Points on S-3

- Based on property owners concept but with a buffer added along northern edge per TF-LUCE inputs

No Preference

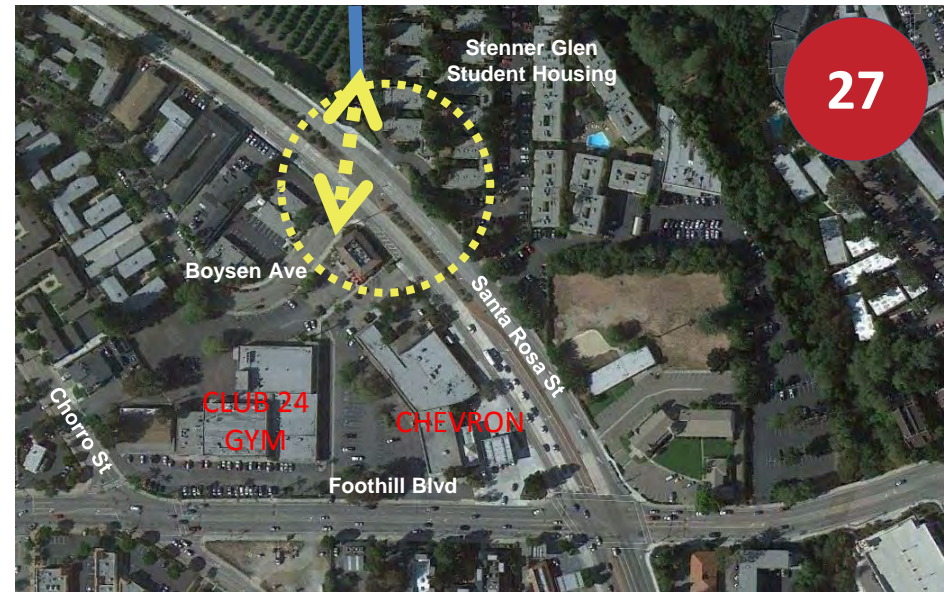
PH1

76

4

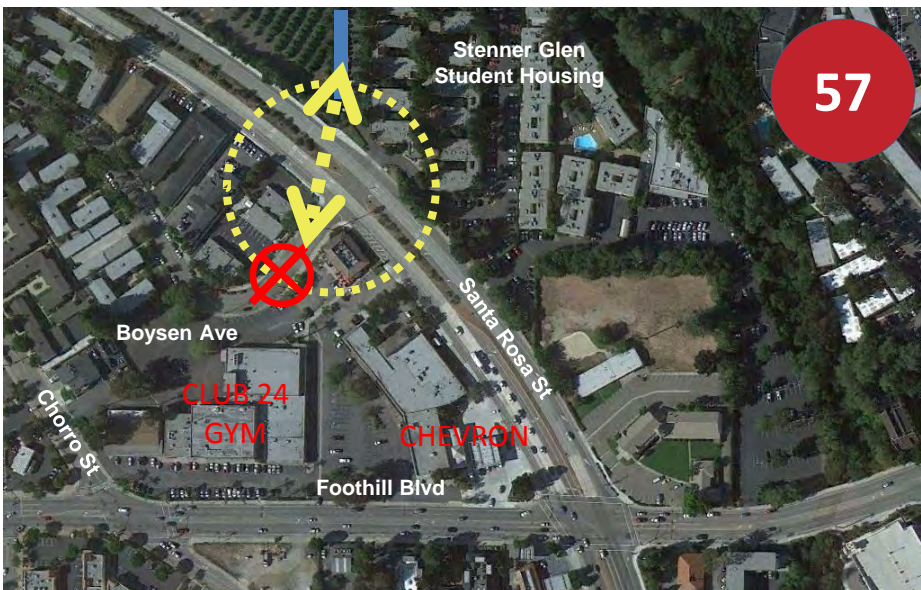
- How about a City Farm on the Avila Ranch and a dignity village for homeless?
- Avila Ranch: need interconnection between the two proposed areas of “RLD”
- Avila Ranch: Why agriculture into Business Park?
- Avila Ranch: Looking into future we should expand development area to south of Buckley to Creek and create more complete south of airport neighborhood. Great for additional housing which will in turn support some local commercial retail. Extend buckley to S. Higuera
- Avila Ranch: Maximize residential. Do not need more Business Parks; Also provides much needed connection of Buckley to S. Higuera and Bob Jones Bike Path connection
- Avila Ranch: Allow for creativity in new housing developments. Public recreation or sports complex may be appropriate. Extend the boundaries of the area more south.
- Avila Ranch: Possible larger residential development potential similar to a “Margarita South” concept – allows for circulation connections; expand near creek boundary.
- Avila Ranch: The trend towards rezoning it out of commercial use and into residential use is good.
- Avila Ranch: More low income housing needed
- Avila Ranch: Expand housing – more like Margarita- expand connectivity
- Avila Ranch: Good site for residential development in the city.
- Recommend an added sphere of influence in the Avila Ranch area-this has the potential to take pressure off of other areas and allow for new unique development. Look beyond this map which will allow for other circulation possibilities. Address significant issues at Buckley and LOVR.
- Avila Ranch: The study area should expand to the natural boundaries to the south and east (creek). Additionally another worth study would be to the north for large warehouse/recreation functions.

1. Pedestrian Access Near Foothill Blvd



1-1. Existing Conditions

1-2. Over/Under Pass Crossing



1-3. Boysen Access Closure – Bikes & Ped Access Only

Issues

- Pedestrians jaywalk across Santa Rosa Street north of Foothill Blvd
- Future CalPoly Master Plan Pedestrian & Bike Connections

Discussion Points on 1-2

- Enhance safety for all modes
- Follows existing pathway preferred by pedestrians
- Could provide natural daylight in tunnel with opening along median

Discussion Points on Site 1-3

- Closure of east end of Boysen Ave. at Santa Rosa St. to further enhance or provide for over or under pass crossing.

No Preference

1
PH1 - 78

-
- Suggest ped/bike signal @ Boysen instead of tunnel or bridge. Slow traffic/cut cost!
 - 1-3. While I really like the idea of closing this to Motor Vehicle traffic as it will help both peds and bikes- this would create some difficulty for circulation in/out of Boysen for residents. These are mainly student apartments. Since the north end of Chorro is not accessible from a westbound direction, anybody returning from Cuesta or CalPoly would have to use Ferrini and Chorro which have their own traffic issues already.
 - Creating a tunnel for the pedestrian access near Foothill Blvd would create more problems. An overpass would be excellent.

2. Vehicular Access Near Foothill Blvd



2-1. Existing Conditions

2-2. Chorro Realignment

Issue

- Foothill Blvd and Chorro Street intersection is skewed; volumes at Foothill Blvd and Santa Rosa Street intersection eventually will exceed capacity of current geometry

General Discussion Points

- Better sightlines for drivers at right intersection than at skewed intersection
 - Realignment of Chorro Street would reduce pedestrian crossing time along Foothill Blvd
 - Coordination with Caltrans at Foothill Blvd and Santa Rosa Street
 - Increase capacity of intersection at Foothill Blvd and Santa Rosa Street
- Costs for intersection improvements and maintenance

Discussion Points on 2-2

- Realign Chorro St. (south of Foothill Blvd.) so that it intersects Foothill Blvd. at a right angle

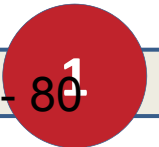
Discussion Points on 2-3

- Realign Chorro St. (south of Foothill Blvd.) so that it intersects Foothill Blvd. at a right angle
- Realign Chorro St. (north of Foothill Blvd.) so that it intersects at Broad St.
- Realign Boysen Ave. so it intersects Foothill Blvd.
- Impacts to buildings and properties



2-3. Broad & Boysen Realignment

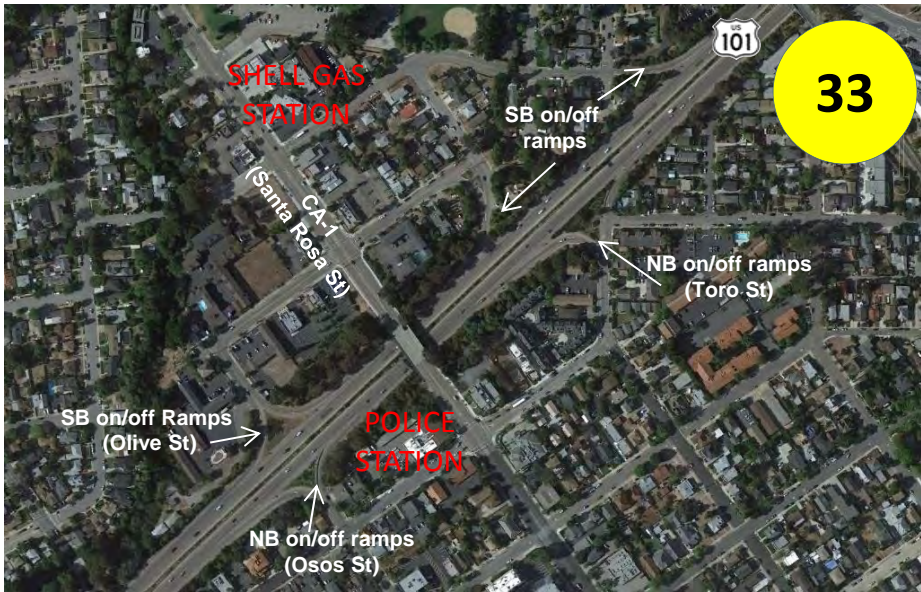
No Preference PH1 - 80



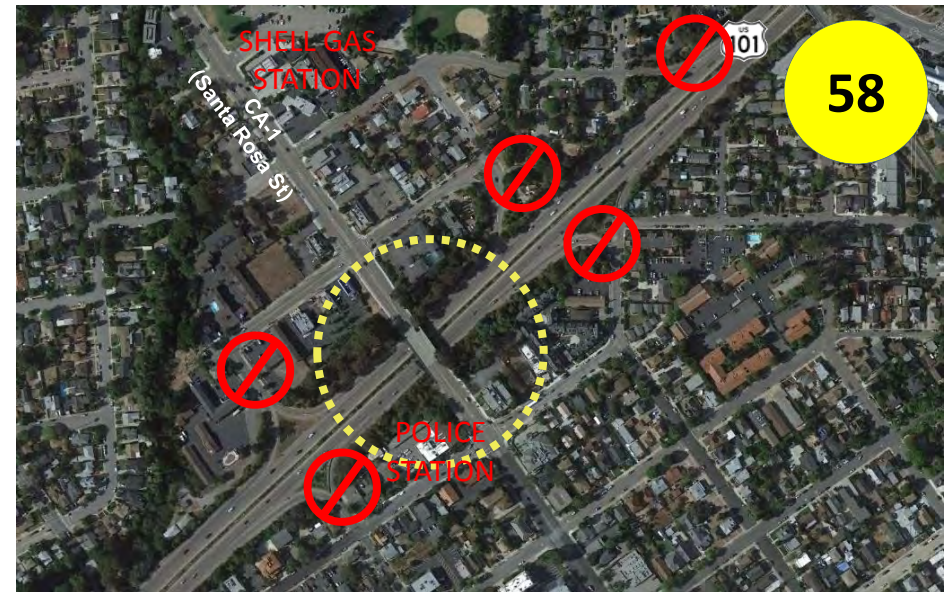
- No comments submitted.

- Bicycle related: South bound HWY 1 to Highland and block access to Chorro. Remove section of Island to allow bicycle travel for southbound HWY 1 to southbound Chorro.
- Study area should go all the way to downtown
- Please look into creating a market in the old Copelands Store under the Marsh St Parking garage. Feature vendors who would provide SLO grown all week. Pike St. Market as the model.
- Please look into a market in old Copelands Store @ Marsh-feature locally sources vendors
- Re: speed bump at Buchon/Toro – one speed bump on this street does nothing- traffic takes it at full speed or faster as a joke- cars gouge the asphalt- material in pickups/utility trailers bounce (noisy)- noisy even at 3a.m. – Cars honk as they pass over bump – bump needs to be build curb to curb like on Pismo- now, cars go around the bump and travel in parking lane . Listen to the tax payers instead of Cal Poly kids who are gone in a few years.
- The commitment to ensure that this is primarily a “residential based” process was completely abandoned at this future fair- as if this was never an issue. The sign in sheet asked for an “address” and no residents gave city business address, etc. There was NO consultant staff asking those who were submitting comments if they were residents. Council directed that this process be primarily resident based at the last “Future Fair” (as a resident of the task force, neighborhood, etc input) attendees were to put their city of residence. Consultant staff asked those submitting comments if they were a resident of the city- if not, it was so noted.
- The Prado Rd poster asked if people wanted full interchange- but does not ask who should pay for it- that was voted upon in a city election & residents voted again subsidy of developers cost (overpass)
- Lack of meaningful notifications of neighborhoods/residents who would be impacted by proposals at the Future Fair. The city sent out very general notifications Future Fair and the reaction was- this does not apply to my neighborhood or this is not specific proposal that would affect my residence. If the city had sent out notices to residents who would be affected by a specific proposal what that proposal was many residents would have been upset (Oceanaire). There were many Future Fair attendees who have development interests/financial holdings.
- Q: Where is the city going to get funds to pay for all these proposed changes?

3. CA-1 & US 101 Interchange



3-1. Existing Freeway Access Through Neighborhoods



3-2. Potential for Enhancement of Interchange



3-2. Example Impact to Surround Properties

Issues

- Does not meet modern design standards
- Heavy congestion on Santa Rosa
- Ramp system routes traffic through surrounding neighborhoods

Discussion Points on 3-2

- Redesign interchange to alleviate traffic on neighborhood streets
- Impacts to adjacent businesses and properties
- Potential access restrictions at adjacent intersections (Olive & Walnut)
- Closure of existing ramps to neighborhood streets
 - Osos Street and Olive Street
 - Toro Street and Olive Street
 - Broad Street

No Preference 1
PH1 - 83

- 3-2. I like realigning access to 1 but not to close Broad St ramps

4. Broad St. & US 101 Interchange



4-1. Existing Freeway Access Through Neighborhoods



4-2. Potential for Ramp Closure

Issues

- Does not meet modern design standards
- Ramp system routes traffic through surrounding neighborhoods

Discussion Points on 4-2

- Redesign interchange to alleviate traffic on neighborhood streets
- Close the Broad St. on- and off-ramps
- Increases in traffic on Santa Rosa St.

No Preference

6

PH1 - 85

- What about closing only southbound on-ramp (NW side) side at Broad Street/Hwy 101
- Broad St & US 101 interchange: Place a planted median strip down Broad which will slow down traffic for the mission school children.
- Broad St. overcrossing for ped's & bikes
- Broad St e/ 101 close off 1 on ramps & put a bridge over or under for bikes & peds
- Broad St & US 101 speed bumps & more stop signs on Broad
- Closing Broad at 101 would close the vessel for the neighborhood to access other areas. Rerouting would just add more traffic to other areas, and would be extremely limiting to the people that live in the neighborhood!
- Broad St overcrossing – bicycle/pedestrian only.
- Pedestrian/bicycle overcrossing
- Do not forget a pedestrian plan!!!
- Do Not forget a pedestrian plan
- PED PLAN!!!

5. Marsh/ Higuera & Pismo / Buchon Two-way Roads and Couplets



5-1. Existing Conditions



5-2. Convert Buchon to One-Way



5-3. Convert Marsh & Higuera to Two-Way (California to SR)

Issues

- First point of E/W connection is neighborhood, leading to cut-through traffic
- Heavy school time cut-through traffic on Buchon Street

Discussion Points on 5-2

- Convert Buchon St. to an eastbound one-way street, forming a couplet with westbound Pismo St.
- Reduces neighborhood traffic by eliminating westbound movements
- Limits access for neighborhood residents

Discussion Points on 5-3

- Convert Marsh St. and Higuera St. to two-way streets east of Santa Rosa St.
- Reduces neighborhood traffic by providing shorter routes.
- Changes access and impacts on-street parking for business along these sections of Higuera & Marsh.

No Preference

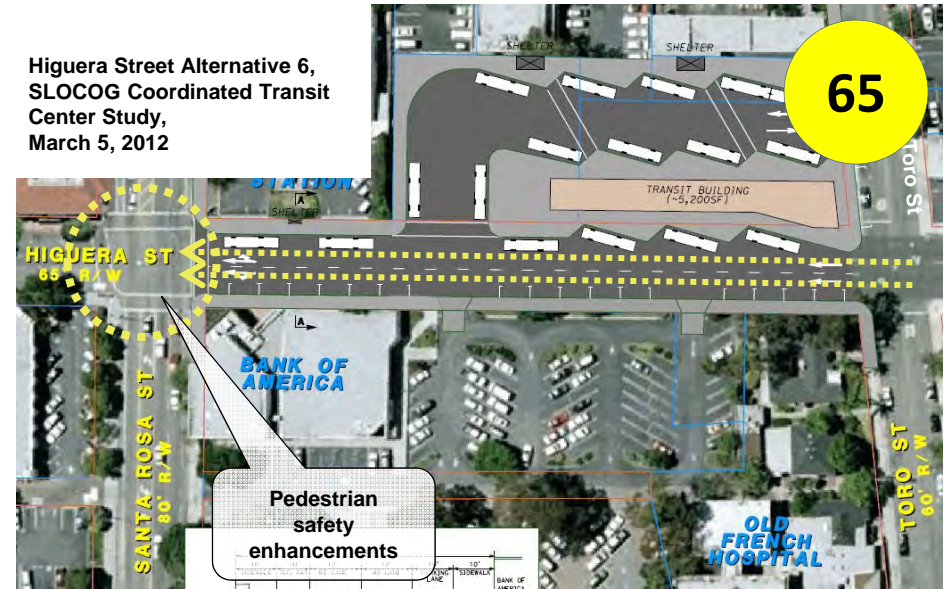
2
PH1 - 87

- Buchon needs traffic calming. one way won't solve it unless it is done like Pismo with one lane.
- Cutting off Johnson R. turn onto Buchon in addition to Higuera & Marsh being two way between Johnson & Santa Rosa... Buchon is still two way in this scenario.
- Please do not make Buchon one way
- To help traffic flow in downtown:
 1. Enforce double parking laws
 2. Commercial deliveries before 9 or 8 am.
 3. All ways stop Chorro at Higuera for pedestrian scramble
- Send out notice to Buchon Res. Re: one way st (is way too)
- Find it difficult to believe people can vote on the downtown residential traffic that don't live there. Most have no regard for traffic speed or noise. The traffic study did no good to control speed or traffic on Buchon.
- We live at Buchon & Toro – need to slow traffic – current bump no good use! Four way stop to make traffic stop. Or if one way, a 3 way stop & more speed bumps in the 1100 block of Buchon. For one way- like Pismo bike lane, parking on both sides, 1 lane traffic still-use 3 way stop!
- Don't make Buchon Street a one-way street.
- Do not want Buchon St. to be one way!
- We live on Buchon St. and will need to move if you make it one-way. Please do not do this.
- One lane for cars, one lane for bikes parking on both sides of the street all way along Buchon, one way east bound from High at Higuera to Buchon all the way to Johnson with speed humps. Superior route for bikes, hill with least elevation gain, & stoplight at Broad street. #5 #8 combo.
- Please make Buchon St one way eastbound with one car lane, one bike lane, and speed humps (like the east end of Pismo St.) It would be a directional counterpart to west-bound Pismo. It is too narrow a street for 2 car lanes/and/or 2 way traffic. People who must park on Buchon regularly lose their side mirrors because people misjudge the narrow street. This is so unsafe for cyclists.

6. Transit Center Relocation



6-1. Existing Conditions



6-2. Example Site Layout on Higuera Street



Example Site Layout W/ Two-Way Traffic

Issue

- Transit center could be a “self-contained” hub

Discussion Points on 6-2

- Maintain Higuera St. as one-way (westbound) and provide pedestrian safety enhancements at the intersection of Santa Rosa St. and Higuera St.

Discussion Points on 6-3

- Convert Higuera St. to two-way and provide pedestrian safety enhancements at the intersection of Santa Rosa St. and Higuera St.

No Preference

0
PH1 - 89

- Have concern about traffic circulation for buses – they should be on Toro St except to access Higuera & Monterey keep busses out of the neighborhoods.
- Not sure what option I prefer, but think 2-way on Higuera downtown is a hinderance to foot traffic

7. Broad St Dog Leg (Mission Plaza Expansion)



7-1. Existing Conditions



7-2. Small Expansion of Pedestrian Plaza



7-3. Larger Expansion of Pedestrian Plaza
Future Fair 2 Summary

Issue:

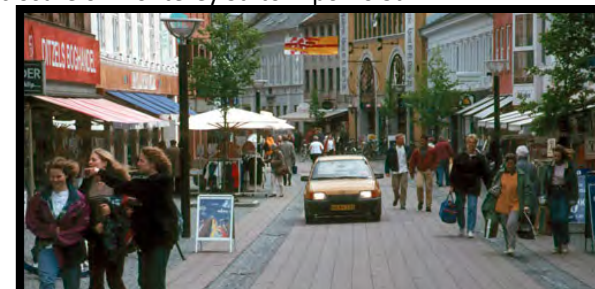
- Confusion regarding pass-through along Broad Street

Discussion Point on 7-2

- Close Broad St. to through traffic between Palm St. and Monterey St.
- Close additional block of Monterey St. between Mission Plaza and Broad St.

Discussion Point on 7-3

- Close Broad St. to through traffic between Palm St. and Monterey St.
- Extend closure of Monterey St. to Nipomo St.

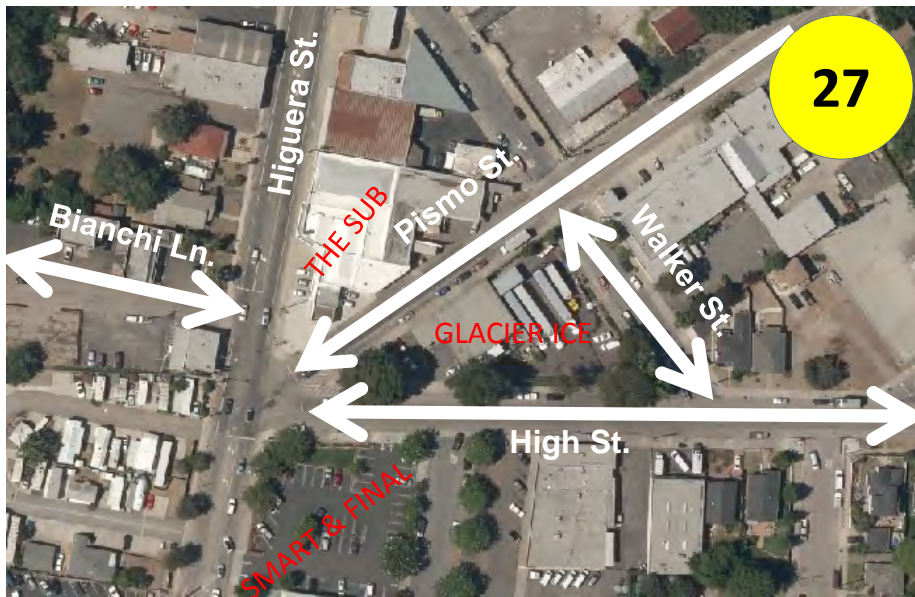


No Preference

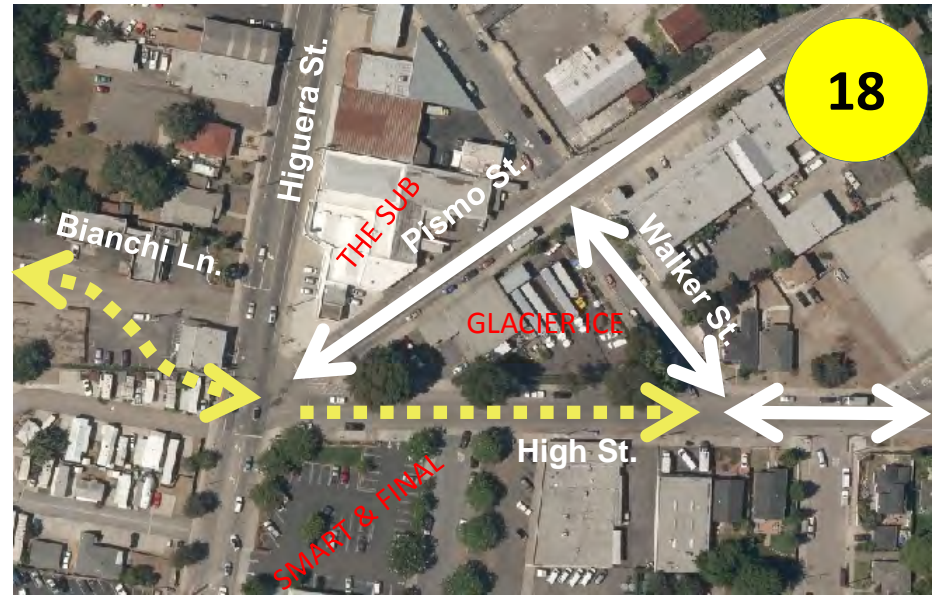
- All changes involving street closures- especially mission plaza – should be tested over time – maybe with movable barriers.
- I think that periodic closure of the Broad Street dogleg is sufficient. I live near this area and know what areas like this attract in late night hours. I wonder where funds to do this will come from. City needs to address homeless/transient situation before doing this. Monterey St. closure would be a mistake... my opinion.
- 7-3 I'm in favor of the through closure. BUT: bicycle traffic needs to be allowed through & specifically planned for. Note that part of this area (closure area) is "planned" to be a bike blvd in the 2007 Bike Trans. Plan.
- Broad Street vote for 7.2
- [📧] Comment provided via e-mail on 6/4/2013]. I just wanted to confirm our discussion earlier this week. I am unable to attend the meeting today but am opposed to the closure of the Broad St./Monterey St. area for several reasons:
 - infringes on the rights of the private property owners in the suggested area
 - adds to congestion on adjacent streets. Consider that in a 4 block stretch on Palm St., there is Mission Prep, the Mission and two parking structures. With any given event, this area is already congested.
 - any closure would just enhance transient/homeless issues we have in this area.

I will keep this short but it seems that some are determined to see this happen without a full understanding of what's going on in our neighborhood 24/7 and not addressing larger issues this suggestion would create.

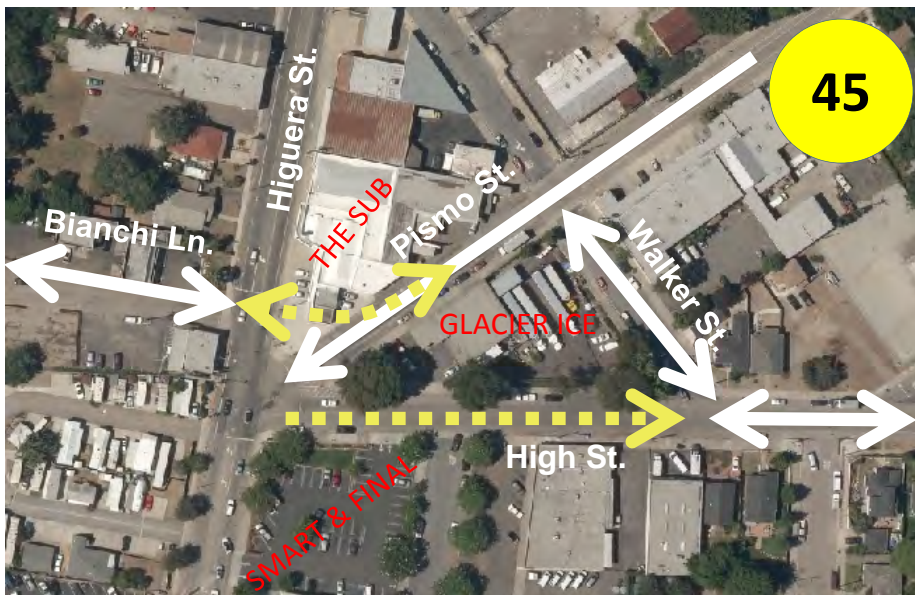
8. High & Pismo / Higuera Intersection



8-1. Existing Conditions



8-2. Example Conversion of High St. to One Way



8-3. Realignment of Bianchi Ln

Future Fair 2 Summary

Issues

- Heavy congestion in intersection
- Awkward intersection alignment affects safety
- Long pedestrian crossings

Discussion Points on 8-2

- Realign Bianchi Ln. with High St. and convert High St. to one-way (eastbound only) between Higuera St. and Walker St.

Discussion Points on 8-3

- Realign Pismo St. with Bianchi Ln. and convert High St. to one-way (eastbound only) between Higuera St. and Walker St.

No Preference

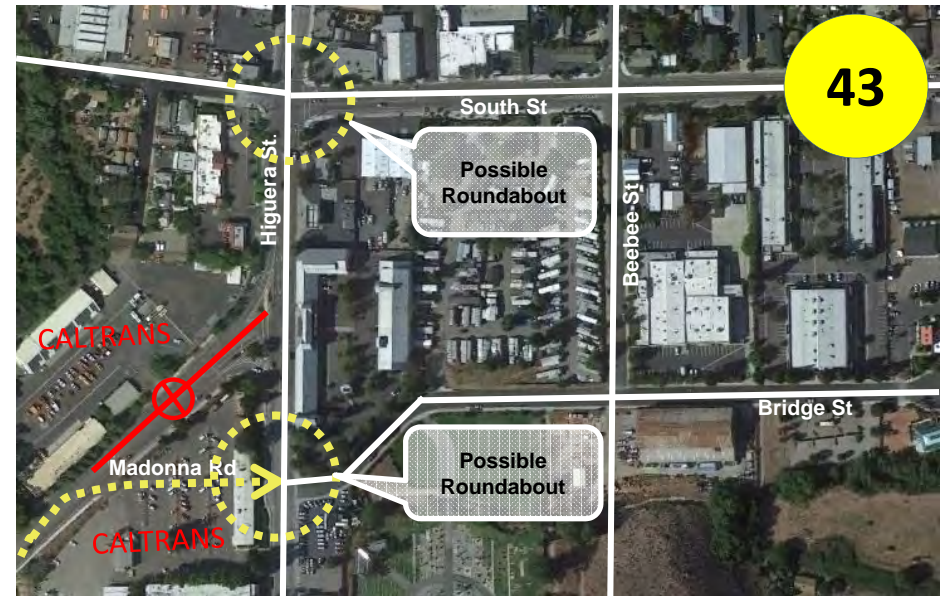
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PH1 - 93

- As a home owner on High St, I know from experience that traffic goes too fast on the street. It is also difficult to see oncoming traffic from the angled streets that intersect with High St. High does not feel safe as a walker, biker, or driver. Making High St one way with a single lane, stop signs, bike lane and speed bumps using the Pismo St model would improve safety on High St.
- These options make no sense.
- I think changes should focus on how the intersection is arranged not one way/both way streets. Some better signage, more clear where everything leads. Heck, a roundabout is a better option than the 2 proposed (but honestly more clear signage w/ street names of where lanes lead is probably preferable).

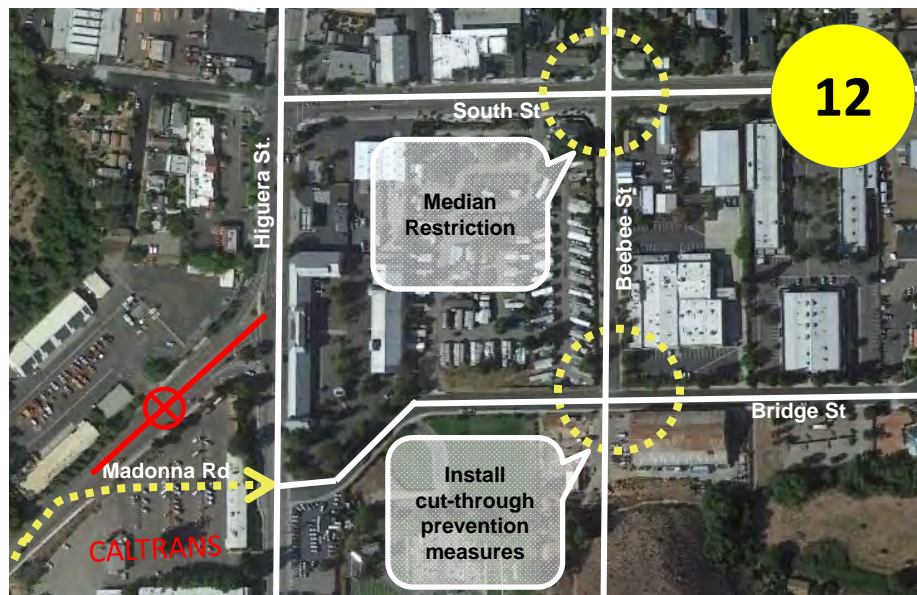
9. Madonna / Higuera Intersection



9-1. Existing Conditions



9-2. Example Realignment & Intersection Improvements



Example Cut Thru Prevention Measures

Issue

- Sharp turns and difficult sightlines at skewed intersection

Discussion Points on 9-2

- Realign Madonna Rd. to the Higuera St. and Bridge St. intersection
- Impacts Caltrans building
- Possible locations for roundabouts or other intersection improvements

Discussion Points on 9-3

- Realign Madonna Rd. to Higuera St. and Bridge St. intersections
- Potential to increase cut-through traffic on Bridge St. without additional measures
 - Full-street
 - Median diverter

No Preference

3
PH1 - 95

- Either side of the Madonna & S. Higuera intersection has very different potential – gateway vs. high density usage
- Madonna Rd & Higuera need more study for better solutions
- I don't support roundabouts on Higuera.

- I would like to see a pedestrian crossing across Broad Street between the South St. intersection and the Buchon intersection. The existing flashing yellow light at Upham Street is NEVER respected by motorists. It should be a full stop light.
- 1) Be very careful of what you allow near the City Farm site. This is a great opportunity that should not be curtailed by inappropriate new dev. 2) Nothing here about the Johnson Ave project from SLCUSD- traffic study?
- Soon have a neighborhood meeting Johnson/Crestview/Tanglewood/Southwood regarding neighborhood rentals and noncompliance issues.
- Please do not continue to greatly develop the Orcutt/Tank Farm/Johnson area. It is critical it remain agriculture or VLD housing with access only on Bullock Lane to residential development which is in the pipeline. Orcutt which goes to Tank Farm has good traffic flow at present. It will destroy the flow not to mention the Orcutt/Johnson intersection. If the anticipated development is approved as currently designed. Ditto the development train which will go on after that property- Did anyone ask us affected residents? NO!
- Johnson-Broad Ave: Best solution is 1. Build vehicle overpass at Orcutt RR crossing, 2. Build ped/bike overpass over RR at Humbert/Del camp, 3. Delete Bishop St vehicle crossing. This improves current vehicle circulation over RR and most importantly encourages alternative transportation for parks, schools, pool, bike path. Also Bishop St. extension will be a traffic nightmare and severely impact Bishop neighborhood.
- Bishop St. row needs to be abandoned or turned into community gardens. Strongly encourage a bike/ped overpass crossing near Del Campo and Humbert to encourage alternative transportation and get people out of cars. Also connects to existing bike path and parks, school, pool, etc.
- It would be nice to integrate vehicular traffic plans with bicycle and pedestrian circulation. I'd like to see more thorough inclusion of bicycle in every aspect. I say this because, while my husband rides his bike just about everywhere, I am simply too lazy to figure out a bicycle route- instead I jump into my car to get around- and we live near Glenn Burdette. (sad but true)
- The Broad Street corridor plan needs to go back to council after the election. It CANNOT be dead in the water because it went to a split 4 person council!!
- If you take all right hand traffic down Woodbridge St and Lawrence you must put in speed bumps! Woodbridge already is a speedway when you changed the pattern to the gas station.
- 1) Please incorporate Class 2 bike lanes and more pedestrian access into any roadway changes in the various parts of town. 2) Consider greater emphasis on bicycle infrastructure improvements downtown: dedicated bike lanes, on-street bike parking, removal of street parking for greater pedestrian/business use (sidewalk cafés, etc.)
- As part of overall planning I believe we need to garner more medium and high density housing- and hopefully affordable. Also think we must respect current businesses and property owners- e.g. recent Broad Street Corridor discussion should not eliminate or make non-conforming existing uses
- Add a linear park following the proposed bike path (connects proposed Flora/Fixlini bicycle Blvd) Mark the path have facilities that would/could be a destination point.

10. Bishop St Extension



10-1. Existing Conditions



10-2. Planned Crossing

Issues

- No east/west connections between Broad Street and Johnson Avenue
- Heavy congestion along Broad Street and Johnson Avenue
- Cut-through impacts to Pismo / Buchon Neighborhood
- Limited emergency response routes

Discussion Points on 10-2

- Complete overpass as included in existing plans
- Must coordinate with Union Pacific Railroad
- Reduces cut-through traffic in other neighborhoods
- Impacts to existing neighborhood on Bishop St.

No Preference

2

PH1 - 98

- Bishop St Extension on RR to Round House St: It would be lovely to make this a pedestrian and bicycle cross not cars.
- Find a way to line up Bishop Street with South. Why did city build fire station directly in path? Align with thoroughfare.
- 10-1 Should allow for a pedestrian/bike over/undercrossing
- Bishop St. overcrossing design for pedestrian/bicycle bus only
- Bishop Street extension. How will traffic from the extension transfer to South, Broad, or Santa Barbara SB?
- Bishop St in the vicinity of Terrace Hill Park needs to have speed bumps installed to slow down the traffic.

11. Broad Street Area



11-1. Existing General Plan

No Counts – Comments Only

Discussion Points on 11-2

- No longer include McMillan area in the South Broad Street area

PH1 - 100

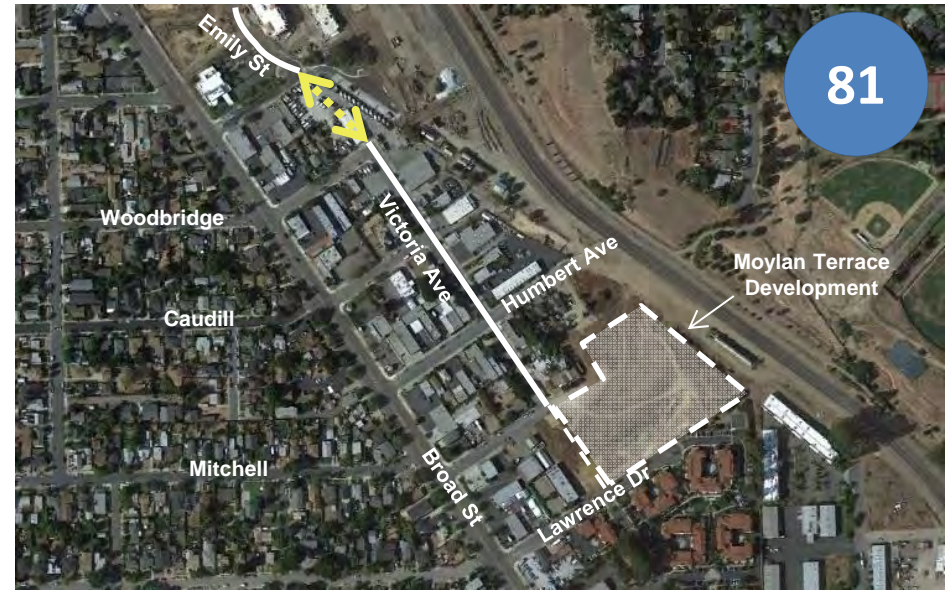
- Avoid T-intersections at all costs (Broad St.)
- No pedestrian safety zones for crossing S Broad. Possible solutions: intersection at Lawrence/Stoneridge double light (synchronized). Like up Lawrence on both sides of S Broad. If intersection then speed bumps on Lawrence.
- Don't cut things/zoning midblock. Upham and residential areas are not the same as further south.
- Broad Street Area: Make it into an attractive boulevard leading drivers into downtown (medians, sidewalk, ped crossings). Forget Victoria.

12. Victoria Ave Connection



1

12-1. Existing Conditions



81

12-2. Example Connection of Victoria Avenue and Emily St



31

12-3. Example Consolidated Access W/ Access Management (Turn Restrictions)

Issues

- Heavy Broad Street congestion
- Local access limitations
- Pedestrian connections across broad

Discussion Points on 12-2

- Connect Victoria Ave. at its northern end to Emily St.

Discussion Points on 12-3

- Limit access to Victoria Ave. from Broad St. and certain cross streets, only allowing access at Woodbridge St. and Lawrence Dr.

No Preference

3

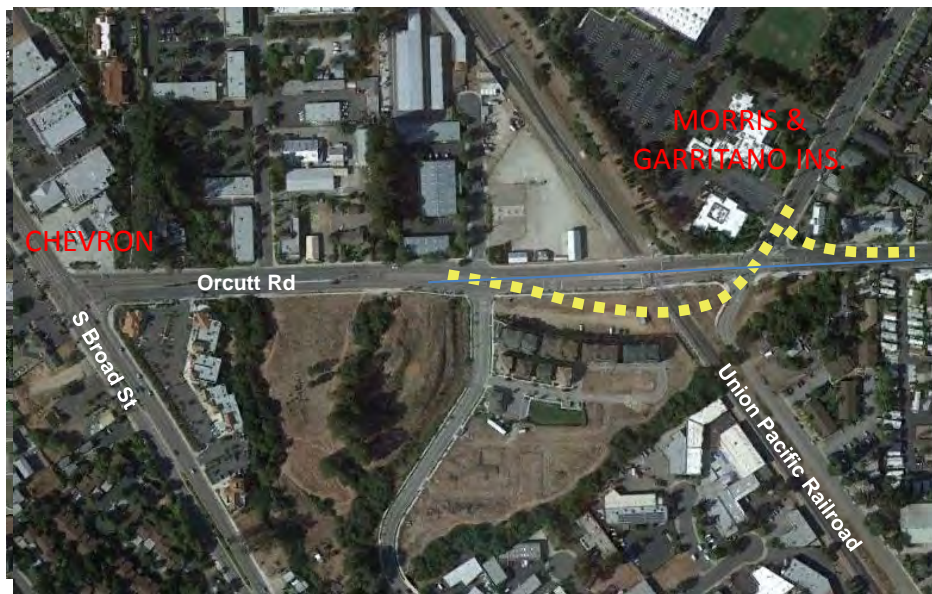
-
- Bicycle/pedestrian undercrossing train tracks Humbert St. and Woodbridge St.
 - If you only allow left turns into the Meadow Parks neighborhood, then you must calm Lawrence and Woodbridge- Woodbridge is a freeway not as it is.
 - 12-2: Care/focus on route as a preferred route for bicyclist (over Broad). Limit speeds, install bike facilities outside of any “door zone” on-street parking.
 - 12-3 I like 12-3 except I don’t see how it improves bicycle and pedestrian circulation.

13. Orcutt Rd. Overpass Railroad Crossing



13-1. Existing Overpass Railroad Crossing

13-2. Example Overpass Railroad Crossing



Example Overpass alignment

Issue
Limited east-west connectivity city-wide

Discussion Points on 13-2

- Construct an overpass over railroad
- Must coordinate with Union Pacific Railroad
- Other locations for overpass crossings may be considered
- Impacts to railroad safety trail

No Preference

3
PH1 - 104

- Prefer underpass instead of overpass- which potentially blocks views and increases costs and safety concerns.
- 13-2: with regards to RRST impact: This would be a perfect time to include the RRST under the overpass and therefore eliminate bikes/peds from having to cross Orcutt.
- The end of the bike path needs to be connected to Laurel and Orcutt and add more bike-only lights

- Please put the access back to Spencer's from the Oceanaire neighborhood. Taking away the straight-across has made it more dangerous. People do the following: [turn right then U turn in median then right turn to complete the straight-through, across the street travel.]
- Address increase in traffic on Garcia due to cut-through/traffic control avoidance attempts. As Garcia Dr. resident, I would rather deal with entrance/egress issues than high speed commuters & retail traffic on residential streets.
- When LOVR/101 interchange reworked, make sure bike path crosses LOVR not at grade- i.e. have it go below the bridge over LOVR.
- Madonna/LOVR Area: Please do not consider putting additional street access from Target to Madonna Rd. cutting through this neighborhood seriously hinders the social and physical condition of this quiet neighborhood.
- Please fix LOVR / 101 interchange bridge and continue to and/in in Costco & LOVR & left to city limits
- Keep the 4 small parcels that make a larger parcel next to the Alfano Chevrolet dealer OPEN space. Add it to the SLO urban farm.
- This area has actually improved for access and leaving area from past. Target, etc. within walking distance. If have to drive go right on LOVR from Garcia Dr do a U turn at Madonna Rd and the left on Froom Rd into shopping.
- We need 1 more left turn entrance going west on LOVR into New Frontiers/Home Depot area. Going east you can turn right and go behind the New Frontier and access Home Depot. But going west the median extends just too far and you can't make the left. Refer to map on other side *(of comment card)* for current route and proposed route.

14. Oceanaire Neighborhood Connections



14-1. Existing Conditions

14-2. Optional Connection from Neighborhood to Froom



14-3. Optional Connection from Neighborhood to LOVR
Future Fair 2 Summary

Issues

- Limited access from Oceanaire neighborhood to the east, LOVR, and Madonna Road
- Increased difficulty with Froom Extension & LOVR Volume Increases

Discussion Points on LOVR & Madonna Road

- Site constraints make roundabout or addition of lanes highly challenging. This likely would require additional right-of-way and disruption of existing buildings.
- Optional connection from Froom Ranch Way and/or LOVR to provide alternative exit from neighborhood but may lead to cut-through traffic.
- Seek input from neighborhood residents as to whether they need different connectivity.

Discussion Points on 14-2

- Provide a connection from the Oceanaire neighborhood south to Froom Ranch Way in order to access LOVR

Discussion Points on 14-3

- Provide a connection from the Oceanaire neighborhood west to LOVR

No Preference

PH1 - 107

3

- Do not open neighborhood to commercial areas.
- Above all else, we do not want Pereria or Oceanaire to be auto arteries to Prefumo Commons shopping Center. The Lakewood subdivision is a residential area! We will not tolerate any more traffic. You haven't required residential street access to Laguna shopping centers. Why are you proposing it where we live?
- Please do not consider connecting Oceanaire to Froom. As a husband and future dad, would not want to see traffic increase in amount and speed for us and the other families in the neighborhood. Thanks.
- Please SERIOUSLY address the LOVR/Madonna intersection approx. 2 weeks ago on Tuesday @ 10:30am I was on Madonna waiting to turn left going onto LOVR. There were 4 lights red/green- and I went thru on the 5th light. Ridiculous!
- Traffic speeds and quantities have improved with the development (and no left turn onto LOVR from Garcia)... prefer that it not become an option for people wanting to bypass intersection (such as how it works on the adjacent Oceanaire neighborhood across the street).
- Do not appreciate the fire trucks using Pereira Drive as a through road. Small children in neighborhood and noise.
- Live in Los Osos/Madonna need alternate left turn on LOVR better than current 50 feet before signal. Too much traffic.
- The only people who will benefit from opening up Target (Froom Ranch) to Oceanaire will be folks who live outside the area. That will become a great freeway thru the neighborhood which we do not need. The neighborhood should have the greatest input on making these changes, please respect our input. This neighborhood was in existence long before all the shopping came and the traffic jams on Madonna and LOVR.
- No main road thru Oceanaire neighborhood to get to commercial/shopping center.
- 14.3 We would like a left turn option from the frontage road. Really do not want connections from Oceanaire to Froom Ranch or from Vicente to Froom Ranch. The neighborhood can't take additional through traffic.
- When I take LOVR frontage from Garcia to Froom Ranch Road it is very difficult to get into left turn lane to LOVR.
- Need left-hand turn access onto LOVR
- Re Area 14 (Oceanaire Neighborhood): Something should be done to 1) slow down traffic, and 2) to discourage use as an alternate to Madonna/LOVR
- Traffic calming in the Oceanaire neighborhood is needed now- before any increase in buildings and land use is discussed. We submitted 62 opinion sheets from involved neighbors today. HELP US!
- 14-2 This option seems like it would work the best while not impacting LOVR traffic negatively. BUT it would encourage cut through traffic. I voted for it with this caveat: Roadway facilities in the neighborhood must be modified to discourage cut through traffic.
- Depending on majority view of viable options generated, at this point, I do not see any, but one option I would support or accept is turning Oceanaire Dr into a direct thoroughfare to Froom Ranch way.

In the Oceanaire Neighborhood, a petition was circulated prior to Future Fair 2 concerning issues people would like to have addressed. At Future Fair 2, 68 petitions were submitted as comments for use in the Land Use and Circulation Elements Update. The petition form contained five statements that people could mark in support. These statements are listed below, and the number of petitions marked in support of the statement is shown on the left side of the statement.

Do Not Create Any Automobile Access from this Neighborhood into the Target Shopping Area across Froom Ranch Road on the 2035 General Plan Circulation Update	
Any attempt to open our residential neighborhood streets directly into the shopping center will automatically divert traffic from major arteries in search of faster routes to Commercial areas and 101 access. Among the stated goals of the 2035 General Plan Update is to Maintain the integrity and enjoyment of the existing neighborhoods for the residents of those neighborhoods. When looking to this area for future circulation changes keep those goals in mind.	
62	<p>We Need Safe and Reasonable Traffic Calming Features</p> <p>As a resident of the Laguna Lake neighborhood immediately adjacent to the Target/Froom Ranch Road extension, I would like to propose the following initialed steps to enable our neighborhood streets to remain safe for our residents while improving the safety for the current residential traffic throughout the neighborhood. These will also improve safety as we enter and exit our streets to and from major arteries.</p> <ol style="list-style-type: none"> 1. Post 25mph Speed Limit signs at all 4 entries to the neighborhood, Madonna Road/Oceanaire Dr., Madonna Road/ Periera, Garcia/LOVR, and Froom/LOVR frontage next to school.
53	<p>This Neighborhood Has NO STOP Signs or Crosswalks</p> <ol style="list-style-type: none"> 2. Place Stop Signs and marked Crosswalks at the intersections of Oceanaire and Cayucous, Oceanaire and Pinecove, and at Garcia and Vincente. This will provide better speed control and safety for both pedestrians and residential traffic, as well as increased bicycle traffic, and is of minimal expense with maximum benefit to the neighborhood. This can also control and discourage crosstown traffic from using our neighborhood as a shortcut to the shopping centers increasing the safety of our residential streets.
45	<ol style="list-style-type: none"> 3. In Lieu of stop signs and marked crosswalks, consider Speed Bumps.
54	<ol style="list-style-type: none"> 4. Red Painted No Parking areas on curbs within 8 feet of all intersections to allow better vision for all cars, pedestrians and bicycles entering from adjacent streets. One parked truck, SUV, or van can completely blind traffic at intersections in this neighborhood.
48	<p>Left Hand Turns onto LOVR</p> <ol style="list-style-type: none"> 5. A simple solution to safely exiting this neighborhood onto LOVR is to change the traffic signal so that cars existing Froom Ranch Road on this side of LOVR enter the intersection without allowing any competing traffic from the opposite (Home Depot) side and allowing a left hand turn from both the center lane as well as the far left. Disallowing right turns against a red light from the opposite side of LOVR would remove any traffic confusion.

15. Prado Overpass / Interchange



15-1. Existing Conditions

15-2. Example Prado Road Extension with Full Interchange



15-3. Example Prado Road Extension with Overpass Only

- Issue**
- Limited east-west connectivity throughout city
- General Discussion Points:**
- Contingent on cooperation with Caltrans
 - Provides access to proposed Dalidio property development
 - Consideration for existing development on east side of US 101
- Discussion Points on Site 15-2**
- Develop full interchange
 - Relieves intensity and congestion at LOVR & Madonna interchanges.
 - Relieves intensity and congestion along Madonna Road & Oceanaire Neighborhoods.
 - Elks Lane realignment or cul-de-sac
- Discussion Points on Site 15-3**
- Extend Prado Rd. over US 101 to Madonna Rd.
 - Elks Lane realignment or cul-de-sac
 - Would not relieve traffic at LOVR or Madonna interchanges and may drive further expansion of those interchanges

- 15-2,3 hate to see AG land reduced
- Prado interchange should be a priority that is accessible for bike and pedestrian use.
- Area surrounding 40 Prado repurpose it for light industrial/commercial center. No mixed use.
- Build pedestrian/bus/bicycle overpass

16. Froom Ranch Way / Calle Joaquin Connections



16-1. Existing Conditions



16-2. Example with One Internal Intersection



16-3. Example with Several Internal Intersections

Issues

- Connectivity for Froom Ranch Way and Calle Joaquin
- Heavy congestion on Madonna & LOVR Roads
- Cut-through traffic in Oceanaire neighborhood

General Discussion Points

- Calle Joaquin Extension with Prado Road connection can enhance circulation and alleviate traffic at LOVR interchange and LOVR & Madonna Road
- Reduce traffic impacts on existing neighborhoods.
- Active street edge / parking behind buildings
- Trail connectivity
- Bicycle access between Dalidio property and commercial areas

Discussion Points on 16-2

- Connect Calle Joaquin to Madonna Road
- Connect Froom Ranch Way to Calle Joaquin at one (1) location

Discussion Points on 16-3

- Connect Calle Joaquin to Madonna Road
- Connect Froom Ranch Way to Calle Joaquin at two (2) or more locations

No Preference PH1 - 112

- There is currently no good way to make a left on LOVR from the LOVR/Madonna neighborhood. At a minimum, we should have Froom Ranch Rd w/ keep clear for BOTH the left turn lane AND the straight lane into Costco to allow cars from the LOVR frontage road to get out to LOVR. Instead of waiting for 1 or 2 green lights.

17. Vachell Road to Higuera Road



17-1. Existing Alignment

17-2. Vachell Ln. Realignment



17-3. Vachell Ln. Cul-de-Sac

Issues

- Higuera & LOVR Congestion
- Skew of intersection at S. Higuera Street and Vachell Lane
- LOVR Connections to Buckley

Discussion Points on 17-2

- Realign Vachell Ln. south of San Luis Business Park to connect to S. Higuera St.
- Impacts buildings and property
- Potential additional traffic on LOVR in front of Los Verdes

Discussion Points on 17-3

- Form a cul-de-sac at the northern end of Vachell Ln. and do not provide vehicular connection to S. Higuera St.
- Impacts parking lot for adjacent businesses
- Emergency access issues

No Preference 2

- You must do something regardless of the vote. Turning right from Vachell Land right onto Higuera is a death(s) waiting to happen. It's fast, under pressure, and often blind, if someone is on the left side.
- South Higuera/Airport Area
 1. Set priorities for E/W connection in So. SLO.
 2. Consider:
 - a) Santa Fe/Tank Farm interchange
 - b) link w/ Hoover
 - c) improve Buckley Rd. & build extension to So. Higuera
 - *include bike lanes
 3. Consider:
 - a) Prado/101 overpass w/ full interchange later.
 - b) would allow phasing in thru connections.
 4. Consider:
 - a) improved CL II or CL I bikeway along Tank Farm between Santa Fe & Farm Supply property
 - b) Link with Margarita area
 5. Consider:
 - a) round-about @ Prado & Broad St.

18. Tank Farm Road to Buckley Road



18-1. Existing Conditions



18-2. Example Alignment



18-3. Example General Area for Alignment

Issues

- Heavy congestion Higuera, LOVR, and Tank Farm
- Connectivity between Tank Farm Road and Buckley Road

General Discussion Point

- Connection could be made farther east and coordinated with the Chevron Specific Plan

Discussion Points on 18-2

- Provide a north-south connection that includes connecting Horizon Road and Jespersen Road
- Intersect with Suburban Road
- Disturbs some existing structures & properties

Discussion Points on 18-3

- Provide a north-south connection somewhere between Vachell Lane and Jespersen Road
- Intersection with Suburban Road
- May Disturb existing structures & properties
- Creek crossing

No Preference

PH1 - 116

2

- Improvements on bike lanes on Tank Farm needed (protection from traffic and cross-winds.)
- 18.3 is a good notion but exact location of the north/south road should go further to East towards airport.

19. LOVR to Buckley Road Connection



19-1. Existing Conditions



19-2. Example LOVR Bypass Alignment



19-3. Example Buckley Road Alignment

Future Fair 2 Summary

Issues

- Ease of access entering & exiting Los Verdes
- Volume of traffic passing by Los Verdes
- Future Congestion at LOVR & Higuera Street
- LOVR Connections to Buckley

Discussion Points on 19-2

- Moving road and noise impacts from one side of Los Verdes to the other
- Open space and agricultural impacts
- Careful not to disturb Octagon Barn
- Small wetland north of Octagon Barn

Discussion Points on 19-3

- Alignment of LOVR Bypass
- Careful not to disturb Octagon Barn

Combine 19-2 & 19-3

46

PH1 - 118

- I like it but more Bike planning will need to be done with residents being installed there needs to be build out of planned bike trails to Broad to access Los Ranchos school. The bigger problem is that there is no current Class I planned to cross 101 on LOVR, which would be the Laguna Middle School route for bikes.
- Please keep the “nature” aspect of Bob Jones Trail in mind as you discuss LOVR overpass & road through Creekside – no more development along Bob Jones Trail south of LOVR, or we will have a worse traffic problem. Keep AG designation!
- Get LOVR to connect to Buckley to 227 – a cross valley connector is needed.
- Must consider impacts to Octagon Barn Ctr. And bike trail extensions
- 19.2 & 19.3 should be combined into one option
- What about connecting Buckley to 101
- Like to see an alternative LOV Rd (behind Park 2) – LOV too busy now unless there can be a signal @ Parks 1 & 2

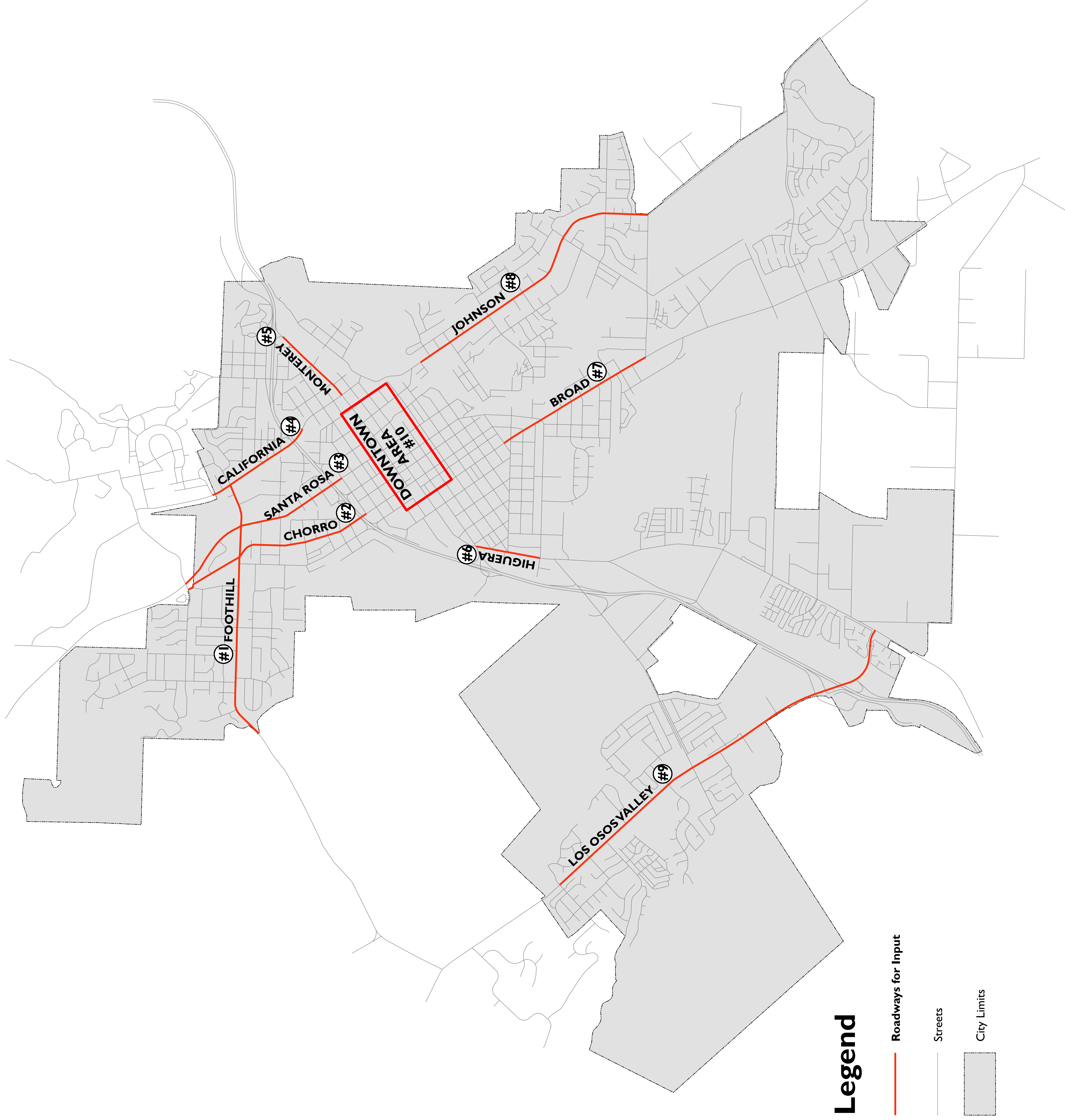
Complete Streets

At the station, participants were shown nine roadway segments and asked to assign a priority to each circulation mode for that street. In other words, for each roadway segment, rank the modes from 1 to 4, with 1 being the mode with the highest priority and 4 being the lowest priority.

The following pages provide a summary of this input.

- Residents on Buchon St do not know what the proposals are. And yet you are building up expectations without neighborhood input.
- For Downtown SLO: remove all on-street parking. Utilize area for extended side-walks/promenade. Dedicate a lane of travel for separate bike lane. Add parking structures on periphery of downtown core.
- LOVR should not connect to Buckley Road or connect Buckley to So. Higuera.
- Anything to quiet noise on LOVR from Autos
- Fund the LOVR overpass
- Please include handicapped symbols in pedestrian analysis/needs assessment for roadways as what pedestrian (abled people) may be able to navigate disabled people may not plus lighting in these areas are different when considering the two classes.
- Please make sure to include the needs of people with disabilities in street planning. Visit the website for local disability organization Access for All for more information and free consultation from members: www.sloaccessforall.org Thank you!
- Comments are being made in a vacuum. Shift shopping centers and you will create more pollution and traffic congestion for people. Think auto park mentality.
- Circulation plan as presented June 1 completely ignores the need for the Bishop Street undercrossing!

Input for Complete Streets



Legend

 Roadways for Input

 Streets

 City Limits



Motorist Emphasis

The following factors lead to a superior environment for vehicles on an urban street:

- Increasing vehicle throughput on roadways
- Reducing vehicle delay at signalized and unsignalized intersections
- Reducing interruptions to traffic flow and preserving vehicle speeds



Transit Passenger Emphasis

The following factors lead to a superior environment for transit passengers on an urban street:

- Reliable transit service with frequencies of 15 minutes or less
- Higher transit travel speeds
- High quality walkways leading to the transit stops
- Numerous transit stop locations with benches, shelters, and real-time traveler information
- On-board crowding less than 80%, meaning passengers can have a choice of seats



Pedestrian Emphasis

The following factors lead to a superior environment for pedestrians on an urban street:

- Providing a walkway on both sides of the roadway with ample width that allows side-by-side walking
- Distancing the walkway away from vehicular traffic using bike lanes, shoulders, on-street parking, trees, landscaping, and street furniture
- Reducing vehicle volumes and speeds, particularly those closest to the walkway
- Limiting delay for pedestrians at signalized intersections
- Providing raised medians that can serve as pedestrian refuges at both signalized and unsignalized locations
- Removing permitted left turn movements by vehicles at signalized intersections
- Narrowing the crossing distances at intersections



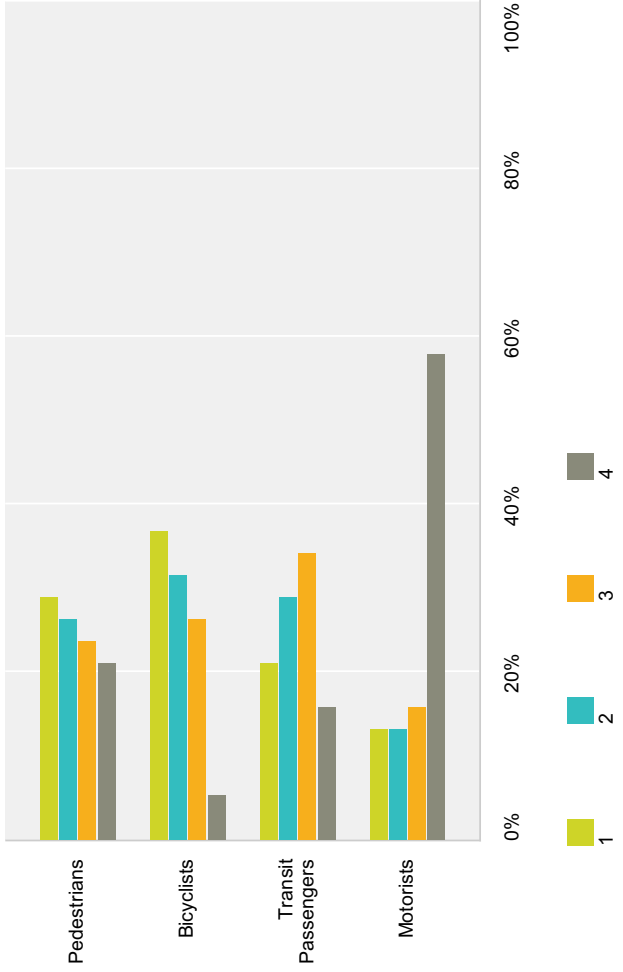
Bicyclist Emphasis

The following factors lead to a superior environment for bicyclists on an urban street:

- Providing bikeways on both sides of the roadway with ample width
- Excellent pavement condition that is free of potholes, damage, and debris
- Distancing the bike lane away from vehicular traffic as much as possible
- Reducing vehicle volumes and speeds, particularly those closest to the bike lane
- Removing or reducing on-street parking
- Narrowing the crossing distances at intersections
- Providing bike lanes through intersections
- Limiting or reducing the number of unsignalized intersections or driveways along the street

Q1 Please place these users in terms of priority for Foothill Boulevard.

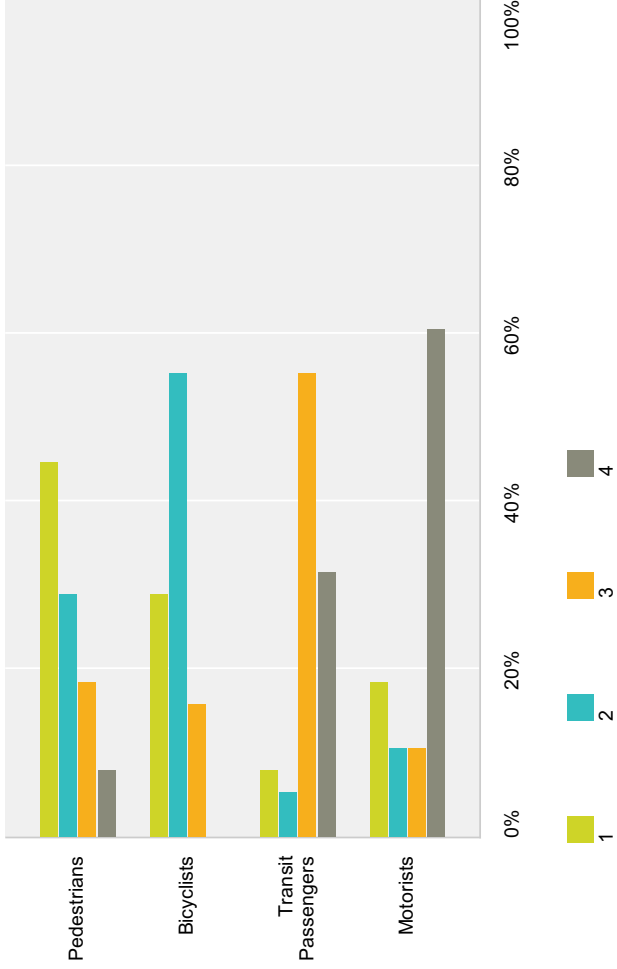
Answered: 38 Skipped: 5



	1	2	3	4	Total	Average Ranking
Pedestrians	28.95% 11	26.32% 10	21.05% 8	23.68% 9	38	2.63
Bicyclists	36.84% 14	31.58% 12	5.26% 2	26.32% 10	38	3.00
Transit Passengers	21.05% 8	28.95% 11	15.79% 6	34.21% 13	38	2.55
Motorists	13.16% 5	13.16% 5	57.89% 22	15.79% 6	38	1.82

Q2 Please rank these users by priority for Chorro Street.

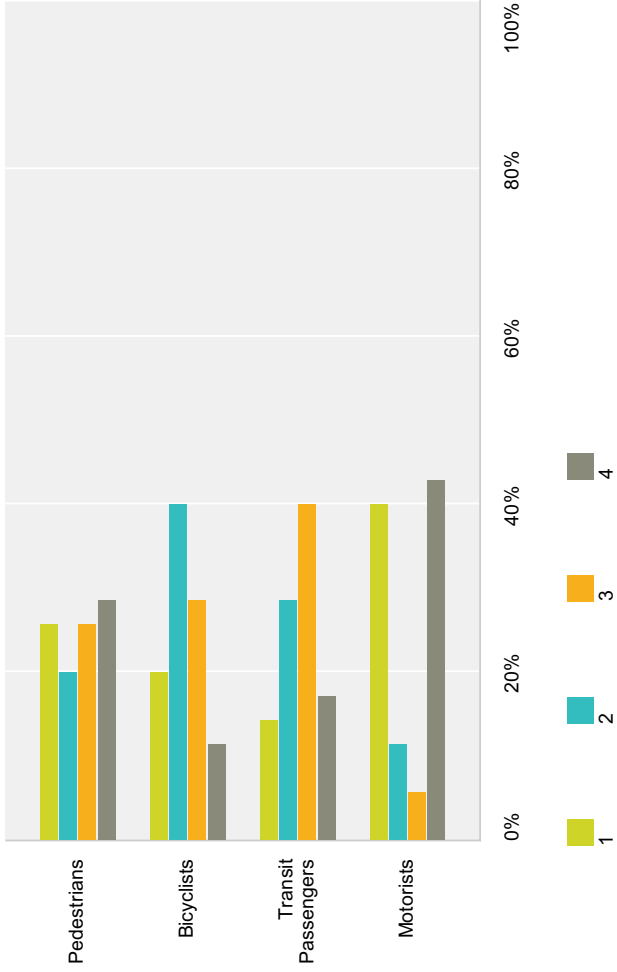
Answered: 38 Skipped: 5



	1	2	3	4	Total	Average Ranking
Pedestrians	44.74% 17	28.95% 11	18.42% 7	7.89% 3	38	3.11
Bicyclists	28.95% 11	55.26% 21	15.79% 6	0% 0	38	3.13
Transit Passengers	7.89% 3	5.26% 2	31.58% 12	60.53% 23	38	1.89
Motorists	18.42% 7	10.53% 4	10.53% 4	60.53% 23	38	1.87

Q3 Please rank these users by priority for Santa Rosa Street.

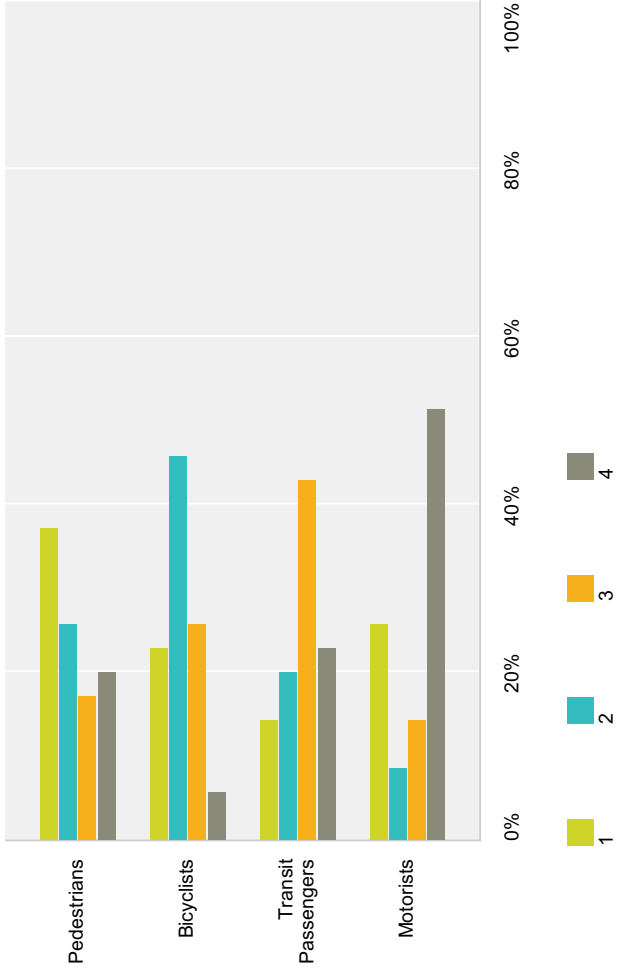
Answered: 35 Skipped: 8



	1	2	3	4	Total	Average Ranking
Pedestrians	25.71% 9	20% 7	28.57% 10	25.71% 9	35	2.43
Bicyclists	20% 7	40% 14	11.43% 4	28.57% 10	35	2.69
Transit Passengers	14.29% 5	28.57% 10	17.14% 6	40% 14	35	2.40
Motorists	40% 14	11.43% 4	42.86% 15	5.71% 2	35	2.49

Q4 Please rank these users by priority for California Boulevard.

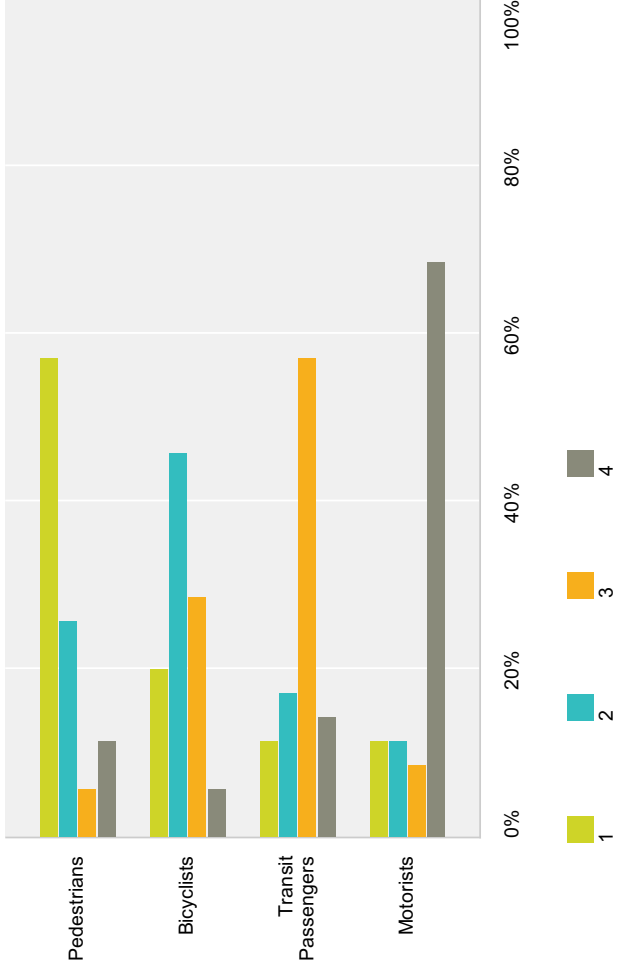
Answered: 35 Skipped: 8



	1	2	3	4	Total	Average Ranking
Pedestrians	37.14% 13	25.71% 9	17.14% 6	20% 7	35	2.80
Bicyclists	22.86% 8	45.71% 16	5.71% 2	22.86% 8	35	2.86
Transit Passengers	14.29% 5	20% 7	42.86% 15	18.57% 6	35	2.26
Motorists	25.71% 9	8.57% 3	14.29% 5	51.43% 18	35	2.09

Q5 Please rank these user in terms of priority for Monterey Street.

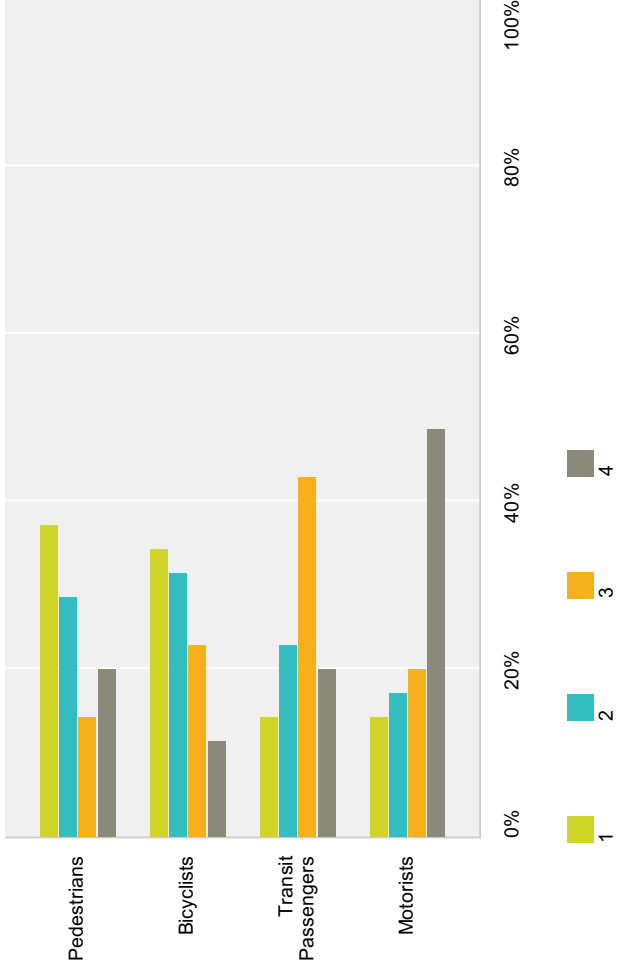
Answered: 35 Skipped: 8



	1	2	3	4	Total	Average Ranking
Pedestrians	57.14% 20	25.71% 9	5.71% 2	11.43% 4	35	3.29
Bicyclists	20% 7	45.71% 16	28.57% 10	5.71% 2	35	2.80
Transit Passengers	11.43% 4	17.14% 6	57.14% 20	14.29% 5	35	2.26
Motorists	11.43% 4	11.43% 4	8.57% 3	68.57% 24	35	1.66

Q6 Please rank these users in terms of priority for Higuera Street.

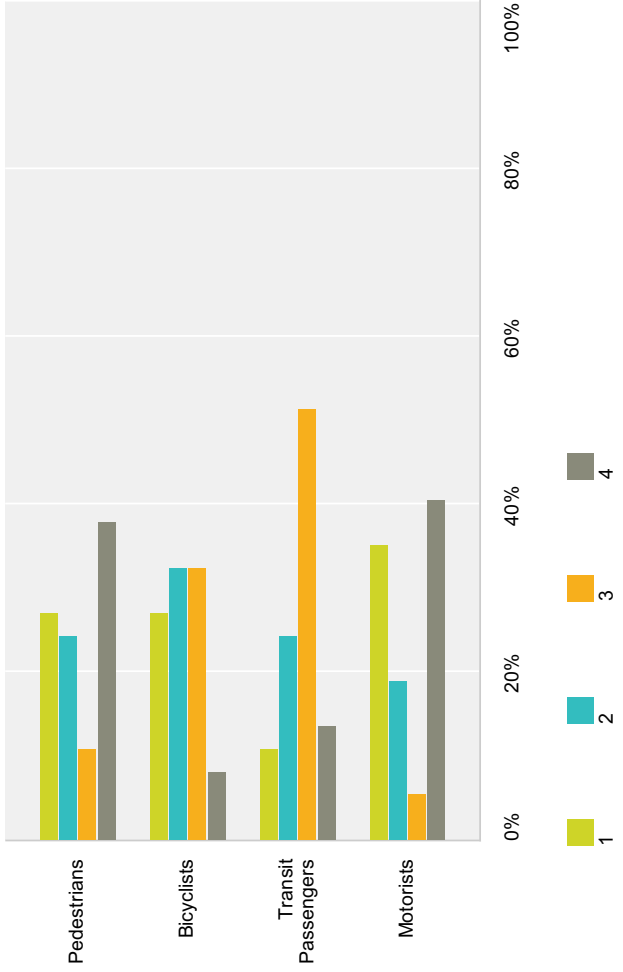
Answered: 35 Skipped: 8



	1	2	3	4	Total	Average Ranking
Pedestrians	37.14% 13	28.57% 10	14.29% 5	20% 7	35	2.83
Bicyclists	34.29% 12	31.43% 11	22.86% 8	11.43% 4	35	2.89
Transit Passengers	14.29% 5	22.86% 8	42.86% 15	20% 7	35	2.31
Motorists	14.29% 5	17.14% 6	20% 7	48.57% 17	35	1.97

Q7 Please rank these users in terms of priority for Broad Street.

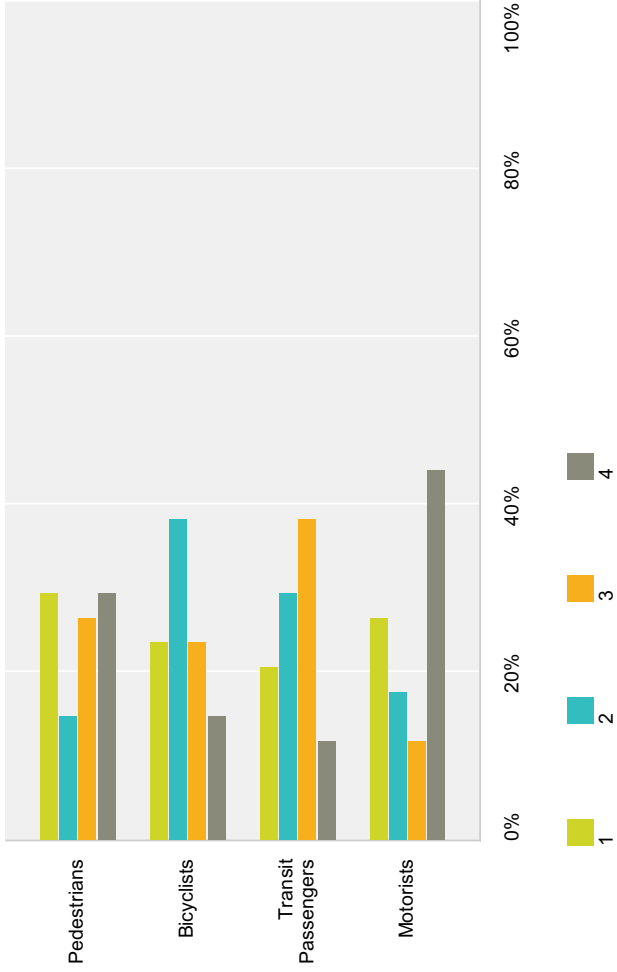
Answered: 37 Skipped: 6



	1	2	3	4	Total	Average Ranking
Pedestrians	27.03% 10	24.32% 9	10.81% 4	37.84% 14	37	2.41
Bicyclists	27.03% 10	32.43% 12	8.11% 3	32.43% 12	37	2.78
Transit Passengers	10.81% 4	24.32% 9	13.51% 5	51.35% 19	37	2.32
Motorists	35.14% 13	18.92% 7	5.41% 2	40.54% 15	37	2.49

Q8 Please rank these users in terms of priority for Johnson Avenue.

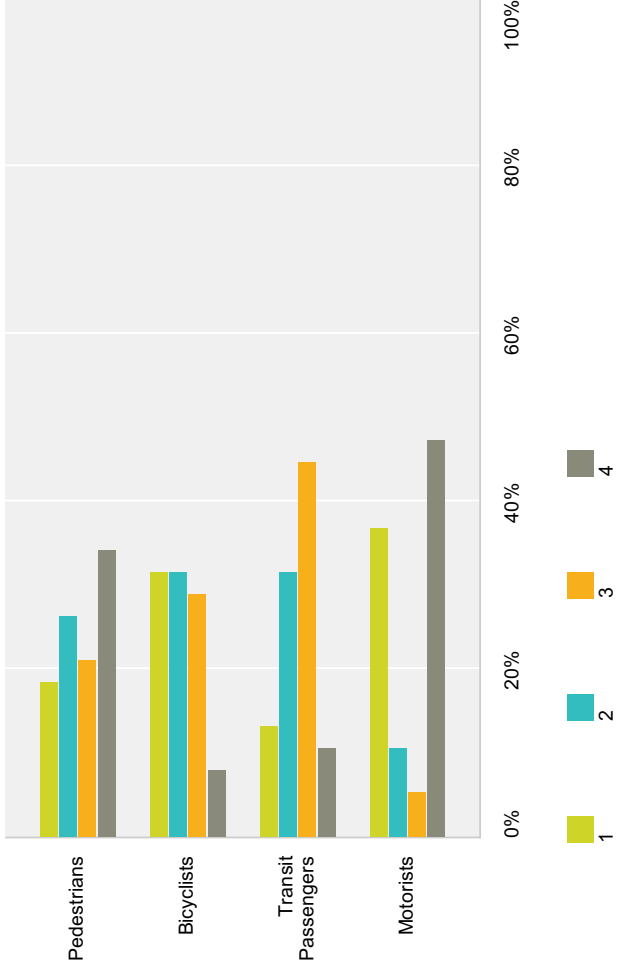
Answered: 34 Skipped: 9



	1	2	3	4	Total	Average Ranking
Pedestrians	29.41% 10	14.71% 5	26.47% 9	29.41% 10	34	2.44
Bicyclists	23.53% 8	38.24% 13	23.53% 8	14.71% 5	34	2.71
Transit Passengers	20.59% 7	29.41% 10	38.24% 13	11.76% 4	34	2.59
Motorists	26.47% 9	17.65% 6	11.76% 4	44.12% 15	34	2.26

Q9 Please rank these users by priority for Los Osos Valley Road.

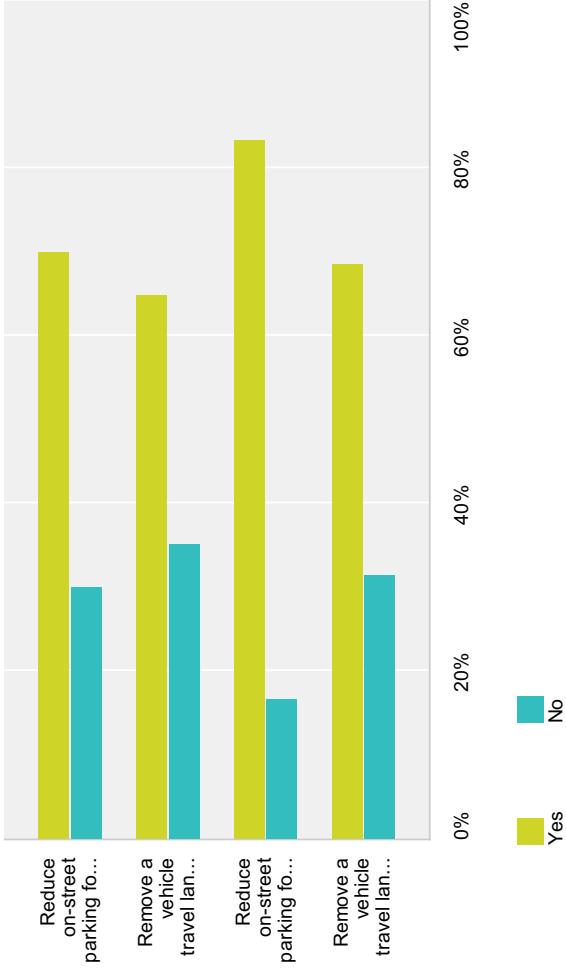
Answered: 38 Skipped: 5



	1	2	3	4	Total	Average Ranking
Pedestrians	18.42% 7	26.32% 10	21.05% 8	34.21% 13	38	2.29
Bicyclists	31.58% 12	31.58% 12	28.95% 11	7.89% 3	38	2.87
Transit Passengers	13.16% 5	31.58% 12	44.74% 17	10.53% 4	38	2.47
Motorists	36.84% 14	10.53% 4	5.26% 2	47.37% 18	38	2.37

Q10 Would you be willing to do the following to improve the walking and/or bicycling environment in the Downtown Area?

Answered: 40 Skipped: 3



	Yes	No	Total Respondents
Reduce on-street parking for a better walking environment.	70% 28	30% 12	40
Remove a vehicle travel lane for a better walking environment.	64.86% 24	35.14% 13	37
Reduce on-street parking for a better cycling environment.	83.33% 30	16.67% 6	36
Remove a vehicle travel lane for a better cycling environment.	68.57% 24	31.43% 11	35

Other Comments

At Future Fair 2, participants were also encouraged to provide comments on any other topic of interest related to the Land Use and Circulation Elements Update. The following are the comments received.

General Comments

The following comments were submitted as general comments.

- Identify potential areas for the future build out of the city so that community planning extends beyond the current update/ 20 year horizon.
- It is critical to ensure that projected/planned residential capacity consider key priorities and policies including the city's stated jobs/housing balance goals, the economic development strategic plan, climate action plan, and general plan.
- Expand the update to include corridors of potential use and improved circulation
- Potentially revisit height limits to address development opportunities in certain areas.
- Like to keep freeway and other traffic noise to a minimum. Noise barriers on freeway area.
- Bright Life Playschool → Kim Love. I am trying to open a child care center and have found the perfect space to rent. It is on Broad Street, across from the airport but is zoned as commercial services. I was told that I would need to apply for a director's use permit which is what I am about to do. I have been looking for six months for a suitable rental with enough space for our needs and have found little to nothing on that side of 101 that is zoned correctly. I am aware that the Marigold Center is zoned for a center but there is no enclosed outdoor space. The community child care licensing board requires 75sq. feet of outside space per child that is fenced and 35 sq. feet of inside space per child. This facility would allow 50+ sq. feet per child which is ideal. I understand that this could take 4-6 weeks after application is submitted to get an answer as to whether I would be allowed to rent the space. I was hoping to talk to someone who may be able to give me an indication before 4-6 weeks so that I do not have to pay almost 2 months of rent with no income.
- Your sign-in is a slap in the face to residents as I stood behind someone I knew didn't live here but he gave a business address to make it look like he did. The deliberate manipulations are a disgrace.
- Notification sent out for this "input" was not timely.
- These options are without any context. The environmental constraints, pros and cons, and existing city policies are not presented in order for people to make an informed choice.
- Expand urban reserve line.
- Water rate formula is wrong. Water conservation is penalized.
- Please Add "Resident Address" for future meetings (on the Workshop sign in sheet.
- No where was I asked my address and inclusion to make these decisions. Are our names going to be cross-checked on voter roster? Wish residents to make the decisions NOT developers.
- More biking/walking options! I hope all these new circulation proposals include space for health promoting transportation
- Need to address the airport land use plan conflicts in regards to housing development.
- Circulation plan as presented June 1 completely ignores the need for the Bishop Street undercrossing!
- Residents on Buchon St do not know what the proposals are. And yet you are building up expectations without neighborhood input.
- For Downtown SLO: remove all on-street parking. Utilize area for extended side-walks/promenade. Dedicate a lane of travel for separate bike lane. Add parking structures on periphery of downtown core.

- LOVR should not connect to Buckley Road or connect Buckley to So. Higuera.
- Anything to quiet noise on LOVR from Autos
- Fund the LOVR overpass
- Please include handicapped symbols in pedestrian analysis/needs assessment for roadways as what pedestrian (abled people) may be able to navigate disabled people may not plus lighting in these areas are different when considering the two classes.
- Please make sure to include the needs of people with disabilities in street planning. Visit the website for local disability organization Access for All for more information and free consultation from members: www.sloaccessforall.org Thank you!
- How about a City Farm on the Avila Ranch and a dignity village for homeless?
- Comments are being made in a vacuum. Shift shopping centers and you will create more pollution and traffic congestion for people. Think auto park mentality.

**SAN LUIS OBISPO
TF-LUCE MINUTES
June 27, 2013**

ROLL CALL

Present: Task Force Members Walter Bremer, Russell Brown, Hema Dandekar, Jon Goetz, Dave Juhnke, Chris Richardson, Rob Rossi, Sandra Rowley, Carla Saunders, Sharon Whitney, Chuck Crotser (arrived at 6:55 pm), Vice-Chairperson Pierre Rademaker, and Chairperson Eric Meyer

Absent: Task Force Member Matt Quaglino

Staff: Community Development Director Derek Johnson, Deputy Director of Community Development Kim Murry, Associate Planner James David, Principal Transportation Planner Peggy Mandeville, and Recording Secretary Dawn Rudder

ACCEPTANCE OF THE AGENDA:

The agenda was accepted as amended.

MINUTES:

Minutes of May 14, 2013, were approved as presented.
Minutes of June 19, 2013, were approved as presented.

PUBLIC COMMENTS:

Jeffrey Specht, San Luis Obispo, voiced that the illegal lodging tickets he has been receiving constitute harassment and unnecessary ticketing on the City's part. He asked the Committee's help in talking to anyone they can regarding this issue.

Dave Kuykendall, San Luis Obispo, indicated that the LUCE workshops were excellent. He expressed that traffic calming in neighborhood is desirable but is concerned with the circulation concerning Johnson, Marsh, and Higuera Streets. He urged the Committee to discourage cut-through traffic in residential areas and direct traffic to the arterial streets.

Chris Hoover, San Luis Obispo, opposes Buchon as a one-way street and is also concerned that traffic should be routed to the arterial streets.

Bill Casella, San Luis Obispo, offered that speed bumps are not effective and urged the Committee to come up with a better circulation plan utilizing Marsh and Higuera Streets so traffic will be routed off of Buchon Street.

There were no further comments made from the public.

Kim Murry, Deputy Director of Community Development, presented the question of whether the Task Force wishes to request the Council appoint additional members to replace the three members who have resigned.

Task Force members discussed the TF-LUCE guidelines which call for an odd number of members and also expressed concerns that it would be difficult for a new member to understand the input and discussions that have occurred over the last year.

Chairperson Meyer voiced support of adding a young voice to the group.

The Task Force consensus was to support the existing size of the Task Force and not to request Council appoint additional members at this time.

DISCUSSION ITEMS: CIRCULATION ALTERNATIVE

Chairperson Meyer requests the Task Force consider a request to consider circulation item #5 ahead of other items in response to an attendee's request.

5. Higuera and Marsh Street

Peggy Mandeville, Transportation Planner, pointed out that residents have voiced concerns that Buchon not be converted to a one-way street. Being able to evaluate option of two way traffic will be important to understand how this affects overall circulation in this area.

Task Force Members discussed intent of two-way access on Marsh and Higuera between Santa Rosa and Johnson and whether this would address traffic on residential streets.

Task Force member Saunders expressed concern that Buchon residents were not individually notified of potential circulation changes. Peggy Mandeville offered that the neighborhood traffic efforts have involved the neighborhood prior to this effort.

On motion by Task Force Member Pierre Rademaker, seconded by Walt Bremer, to forward an alternative of circulation option 5-3 of the Higuera/Marsh St. proposal.

AYES: Task Force Members Bremer, Brown, Dandekar, Goetz, Juhnke, Richardson, Rowley, Saunders, Whitney, Rademaker and Meyer

NOES: None

RECUSED: Task Force Member Rossi

ABSENT: Task Force Members Quagliano and Crotser

The motion passed on a 12:0 vote.

Public Comments:

Eugene Jud, San Luis Obispo, urged the committee to review student proposals that locate the transit center at the Shell Station property located on Higuera/Monterey and

Santa Rosa. This site can bring everything together in a better vision for the future that focuses more on pedestrians and bicycles.

DISCUSSION ITEMS

Workshop Feedback:

Kim Murry described insights from the workshop offered to staff and asked for observations from the Task Force not noted in the agenda packet.

Task Force member Saunders expressed concerns regarding workshop attendees and their lack of information given to them about proposed alternatives due to poster size limitations.. In addition, committee member Saunders offered that the number of Future Fair 2 workshop attendees did not reflect the same degree of participation as the 2012 LUCE Community Survey's 2,200 household and business owner responses.

LAND USE ALTERNATIVES

Kim Murry presented a summary of the information provided to the Task Force and their role in evaluating the input and alternatives. The desired outcome will be to identify which alternatives should proceed for further evaluation.

Committee Comments:

Task Force member Carla Saunders was very uncomfortable with the Alternatives Newsletter and its failure to note the 2,200 responses to the LUCE Community Survey or the existing LUCE goals as screening criteria that will be used by City Staff and the Consultant Team in their comprehensive evaluation of the existing LUE and Circulation element goals, policies, and implementation programs. She noted that the policy evaluation considerations listed in the newsletter include extraordinarily broad items such as "consistency with SLOCOG efforts" and "Sustainable Communities grant-related items."

Chairperson Meyer indicated that alternatives being discussed will eventually fit together but that there are other policies that will need to be folded in such as the Climate Action Plan and other plans. Identify the overarching goal for the future vision.

Derek Johnson indicated that the goals and vision were identified earlier in the process and this is what is being used to direct the effort. However, if other bigger visions are missing, this is the time to identify them.

Sandra Rowley is not comfortable with the update being consistent with a regional vision such as SLOCOG versus what the residents of the city want to see occur.

Task force Member Chuck Crotser arrived at 6:55 p.m.

Derek Johnson, Community Development Director, indicated that staff and the consultant team will follow the direction of the Task Force that was confirmed by both the Planning Commission and Council; namely that the existing LUCE goals will be used to evaluate amendments to the general plan. He further noted that the newsletter

is not a policy document and it will not be adopted. Mr. Johnson urged the Task Force to use all of the input received, including the survey and workshop input when evaluating alternatives.

Task Force Member Saunders continued to express concerns with the alternatives newsletter.

Task Force Member Rowley asked if Task Force could be provided with the list of what would be used to evaluate the amendments.

Community Development Director Johnson indicated that the Task Force, Planning Commission and Council directed staff to use the existing Land Use and Circulation Element goals as screening criteria and those have been provided to the Task Force.

Task Force members requested information for how student projects are incorporated into the review process and whether staff those ideas were reviewed when considering alternatives.

Peggy Mandeville indicated that many of the student and community efforts have been provided to the consultant team.

Chair Meyer indicated an interest in seeing some of the student projects that might propose more visionary ideas.

A – Diocese Site on Daly

Kim Murry indicated that this site has a deed provision that restricts use of the site to Church and church-related uses, and recommends that the Task Force remove this site from further evaluation of alternatives.

On motion by Task Force Member Juhnke, seconded by Task Force Bremer, to remove this site from further consideration of land use alternatives.

AYES: Task Force Members Bremer, Brown, Dandekar, Goetz, Juhnke, Richardson, Crotser, Rowley, Saunders, Whitney, Rossi, Rademaker and Meyer

NOES: None

RECUSED: None

ABSENT: Task Force Member Quaglino

The motion passed on a 13:0 vote.

Task Force Member Russ Brown left the meeting at 7:10 pm.

B - Foothill Blvd/Santa Rosa

Task Force members discussed the concept of mixed uses on the site in question and also on the properties on the south side of Foothill Blvd. Members discussed the concept of being able to evaluate a larger alternative to understand the economics and impacts over a longer period of time.

On motion by Task Force Member Richardson, seconded by Task Force Member Crotser, to forward alternatives B3 and B4 and also to include Mixed Uses on the south side of Foothill Blvd. from the triangular property at Chorro east to Santa Rosa.

AYES: Task Force Members Bremer, Crotser, Dandekar, Goetz, Juhnke, Richardson, Whitney, Rossi, Rademaker and Meyer
NOES: Task Force Members Saunders and Rowley
RECUSED: None
ABSENT: Task Force Member Quaglino

The motion passed on an 10:2 vote.

C - Pacheco elementary site

Sharon Whitney made a motion to remove this site from consideration. She provided a handout with information stating that the neighborhood is broken, and 1) rezoning will not fix this site, 2) workshop results were bifurcated, 3) no clear consensus emerged from future fair, and 4) hotel would not be welcome in the area.

On motion by Task Force Member Whitney, seconded by Task Force Member, to remove this site from further consideration.

AYES: Task Force Members Whitney, Rowley and Saunders
NOES: Task Force Members Bremer, Dandekar, Goetz, Juhnke, Richardson, Crotser, Rossi, Rademaker and Meyer
RECUSED: None
ABSENT: Task Force Members Brown and Quaglino

The motion failed on a 3:9 vote.

Task Force Member Saunders stated the community survey information supports additional small parks in residential areas.

On motion by Task Force Member Richardson, seconded by Task Force Member Juhnke, to forward alternative C4 for consideration.

AYES: Task Force Members Bremer, Dandekar, Goetz, Juhnke, Richardson, Crotser, Rossi, Rowley, Rademaker and Meyer
NOES: Task Force Members Whitney and Saunders
RECUSED: None
ABSENT: Task Force Members Brown and Quaglino

The motion passed on a 10:2 vote.

D - Diocese site near Bressi Place and Broad Street

Task Force member Saunders indicates that portions of this property are within a wildlife corridor noted in the Conservation and Open Space Element.

On motion by Task Force Member Juhnke, seconded by Task Force Vice-Chair Rademaker, to remove this site from further consideration.

AYES: Task Force Members Bremer, Rowley, Whitney, Saunders, Goetz, Juhnke, Rademaker and Meyer

NOES: Task Force Members Richardson, Dandekar and Crotser

RECUSED: Task Force Member Rossi

ABSENT: Task Force Members Brown and Quaglino

The motion passed on an 8:3 vote.

E - Upper Monterey area:

Staff presented that while there are no physical alternatives being discussed for this area, the Task Force is able to offer policy considerations for direction.

Task Force member Rowley observed that if a conference center was to be located near the college campus, the student demographic would need to be understood when designing the facilities.

Task Force Member Saunders pointed out that this property backs up to low density residential.

Direction: Task Force members provided comments including the desirability for this area to host a conference center. Other ideas included use of parking district, street façade improvements, lot assembly to facilitate more dense development, making the area more pedestrian-friendly, addressing the appearance of properties in public ownership, and addressing the transit center location.

F - Downtown Area:

Derek Johnson commented that the downtown pedestrian plan is a product that will be coming to the Task Force at a future date.

Task Force members discussed the desirability of plazas and public views.

G - Mid-Higuera Area

Task Force Member Rowley commented that the consultants should understand the purpose of the streets in the area. If future planning includes reduced on-site parking it will impact residential neighborhoods.

H - Caltrans site

On motion by Task Force Member Juhnke, seconded by Task Force Member Dandekar, to forward consideration of Mixed Use on this site that would include Tourist Commercial, Office and some residential as shown in H-2 and H-4.

AYES: Task Force Members Bremer, Rowley, Whitney, Saunders, Richardson, Dandekar, Crotser, Rossi, Goetz, Juhnke, Rademaker and Meyer

NOES: None

RECUSED: None

ABSENT: Task Force Members Brown and Quaglino

The motion passed on a 12:0 vote.

Some Task Force members commented that this site may be appropriate to look at height limit changes to accommodate the desired development.

I - General Hospital Site

Task Force member Rowley shared her concerns about unstable soils on this site and does not support using any of the open space portion for housing.

Task Force Member Saunders commented that according to the survey, acquiring & maintaining open space is what the community wants.

On motion by Task Force Member Rowley, seconded by Task Force Member Saunders, to remove this site from further consideration and retain the existing designations.

AYES: Task Force Members Rowley, Whitney and Saunders

NOES: Task Force Members Bremer, Richardson, Dandekar, Crotser, Rossi, Goetz, Juhnke, Rademaker and Meyer

RECUSED: None

ABSENT: Task Force Members Brown and Quaglino

The motion failed on a 3:9 vote.

Task Force members discussed options of allowing some additional density on the site in the area not designated as open space.

On motion by Task Force Member Juhnke, seconded by Task Force Vice-Chair Rademaker, to forward alternative I-3 but delete the residential low density area shown between the URL and the City Limit line (current shown as OS).

AYES: Task Force Members Whitney, Saunders, Bremer, Richardson, Dandekar, Crotser, Rossi, Goetz, Juhnke, Rademaker and Meyer
NOES: Task Force Member Rowley
RECUSED: None
ABSENT: Task Force Members Brown and Quaglino

The motion passed on an 11:1 vote.

J - Broad Street Area

Some Task Force members voiced their desire to understand more about the concepts in the Broad Street Area Plan.

Derek Johnson stated the link to this plan will be forwarded to the TF-LUCE members. He suggested revisiting this area at the next meeting and the Task Force concurred.

K - Sunset Drive-In Site

Task Force members discussed the status of the discussions regarding locating a homeless center on this property, and how a potential overpass or interchange would impact uses on the property.

Task Force members also voiced that there is very little to do for middle or high school age children.

On motion by Task Force Member Crotser, seconded by Task Force Member Rademaker, to forward alternative K-3 for consideration.

AYES: Task Force Members Whitney, Saunders, Bremer, Richardson, Dandekar, Crotser, Rossi, Goetz, Juhnke, Rademaker, Rowley and Meyer
NOES: None
RECUSED: None
ABSENT: Task Force Members Brown and Quaglino

The motion passed on a 12:0 vote.

L - Madonna/LOVR area

The Task Force postponed discussion of this site until the next meeting.

M - Pacific Beach site

Task Force members discussed the potential mix of uses on the property and how changes in uses will impact the neighborhood.

On motion by Task Force Member Richardson, seconded by Task Force Member Crotser, to forward consideration of alternatives M-3 and M-4.

AYES: Task Force Members Bremer, Richardson, Dandekar, Crotser, Rossi, Goetz, Juhnke, Rademaker and Meyer

NOES: Task Force Members Rowley, Whitney and Saunders

RECUSED: None

ABSENT: Task Force Members Brown and Quaglino

The motion passed on a 9:3 vote.

N - Calle Joaquin Auto Sales

Task Force Member Bremer made a motion to endorse alternative N-3 which was seconded by Task Force Member Juhnke.

Task Force members discussed whether residential mixed use was appropriate at this site and observed that alternatives for this property should be discussed in concert with the Dalidio alternatives.

Task Force Member Bremer withdrew his motion.

SET TIME FOR NEXT TF-LUCE MEETING:

The next meeting TF-LUCE meeting will be held July 1 at 6:00 pm and July 9th at 6 pm in the Council Hearing Room.

ADJOURNMENT: The meeting was adjourned at 9:08 p.m.

Respectfully submitted by,

Dawn Rudder
Recording Secretary

**SAN LUIS OBISPO
TF-LUCE MINUTES
July 1, 2013**

ROLL CALL

Present: Task Force Members Walter Bremer, Russell Brown, Chuck Crotser, Hema Dandekar, Jon Goetz, Dave Juhnke, Matt Quaglino, Chris Richardson, Rob Rossi, Sandra Rowley, Carla Saunders, Vice-Chairperson Pierre Rademaker, and Chairperson Eric Meyer

Absent: Task Force Member Sharon Whitney

Staff: Community Development Director Derek Johnson, Deputy Director of Community Development Kim Murry, Principal Transportation Planner Peggy Mandeville, Associate Planner James David, and Recording Secretary William Kavadas

ACCEPTANCE OF THE AGENDA:

The agenda was accepted as presented.

PUBLIC COMMENTS:

Eugene Jud presented the Task Force with a handout showing a student-designed future Transit Center located on the Shell Station property at Santa Rosa and Monterey. The proposal includes bus staging areas on-street and reserves the block of Santa Rosa Street between Higuera and Monterey for bus, pedestrian and bicycle traffic only. The design provides an opportunity to make a plaza with amenities for pedestrians and bicyclists.

Task Force Member Carla Saunders was not comfortable with the Alternatives Newsletter characterization of policy screening criteria since it fails to include the 2012 LUCE Community Survey responses.

Community Development Director, Derek Johnson ensures the Task Force that the direction from the Task Force that was endorsed by both the Planning Commission and City Council to use the Land Use and Circulation Element Goals will be followed.

DISCUSSION ITEMS:

Schedule:

Staff presented a schedule to the Task Force showing upcoming meetings for September 2013 through May 2014. The purpose of the discussion was to ensure the Task Force members would be available for the more frequent meetings that will begin in September when the draft elements will be presented in legislative draft format.

Alternatives:

The Task Force continued their discussion of Land Use Alternatives for identified sites. Staff member Murry summarized the comments and general support for each alternative expressed at the workshop held on June 1st and requested Task Force direction.

O. Madonna Property on Los Osos Valley Road

COMMITTEE COMMENTS:

The Task Force discussed environmental constraints and gateway views on the property and the types of uses that might be appropriate. The Task Force offered that neighborhood commercial might be more appropriate at this location rather than destination commercial uses.

Task Force member Dandekar offered that a student-designed project for this location won a “Bank of America Affordable Housing Challenge” competition and the site can accommodate development while protecting environmentally sensitive areas.

Task Force member Saunders cited the community survey as important input since over 50% of respondents favor preserving creeks, marshes and open space.

Public Comment:

John Madonna, property owner, offered that the area may accommodate a future off-ramp to Hwy 101 at Calle Joaquin. He favored connections to the open space and park land and biking/walk ways connections from parts of Calle Joaquin to the town as a whole.

On motion by Rob Rossi, seconded by Pierre Rademaker, to forward the alternative of a Planned Development Overlay on the property to address future development potential. Items to be addressed with an application include viewshed, hillside and open space protection, potential height limits, wetland protection, access to other connections, historic farm buildings, mixed use to accommodate workforce housing, and neighborhood commercial type uses.

AYES: Walter Bremer, Russell Brown, Chuck Crotser, Hema Dandekar, Jon Goetz, Dave Juhnke, Matt Quaglino, Chris Richardson, Rob Rossi, Sandra Rowley, Vice-Chairperson Pierre Rademaker, and Chairperson Eric Meyer

NOES: Carla Saunders

RECUSED: None

ABSENT: Sharon Whitney

The motion passed on a 12:1 vote.

P. Higuera/Airport Area

Peggy Mandeville, Transportation Planner, presented different options for the property located between Hwy 101 and the Los Verdes development along Los Osos Valley Road.

COMMITTEE COMMENTS:

Task Force members questioned the viability of continuing the agricultural uses and discussed constraints on the site including circulation concerns and floodplain considerations.

Task Force member Rowley indicated this does nothing to solve the problems of crossing LOVR between Los Verdes I and II, previously identified by residents of those developments. Entrance onto LOVR from Los Verdes I and II was also identified as a problem.

Public Comment:

No public comment

On motion by Chris Richardson, seconded by Chuck Crotser, to forward modified alternative P-5 reflecting infill housing with open space on the property.

AYES: Walter Bremer, Russell Brown, Chuck Crotser, Hema Dandekar, Jon Goetz, Dave Juhnke, Matt Quaglino, Chris Richardson, Rob Rossi, Carla Saunders, Vice-Chairperson Pierre Rademaker, and Chairperson Eric Meyer

NOES: Sandra Rowley

RECUSED: None

ABSENT: Sharon Whitney

The motion passed on a 12:1 vote.

Q. Margarita Area Specific Plan

Kim Murry Deputy Director of Long Range Planning, presented the potential for increased residential density within the Margarita Area Specific Plan.

COMMITTEE COMMENTS:

Task Force members asked for clarification of issues related to airport safety zones and expressed concern regarding appropriate density for the area and that any proposal not impact open space currently designated in Specific Plan.

Community Development Director Johnson explained that the City is working with the County Airport Land Use Commission as they update the Airport Land Use Plan. He

further noted that the City has engaged an airport land use consultant to advise the City in the endeavor so that safety and noise considerations are appropriately addressed in accordance with Caltrans State Aeronautics Handbook standards.

Community Development Director Johnson also explained that higher densities would impact park requirements.

Public Comment:

No Public Comment.

On motion by Chuck Crotser, seconded by Dave Juhnke to forward the alternative Q-2 that considers the potential for increased density with supporting Neighborhood Commercial development for the Margarita Area Specific Plan.

AYES: Task Force Members Walter Bremer, Russell Brown, Chuck Crotser, Hema Dandekar, Jon Goetz, Dave Juhnke, Matt Quaglino, Rob Rossi, Sandra Rowley, Carla Saunders, Vice-Chairperson Pierre Rademaker, and Chairperson Eric Meyer

NOES: None

RECUSED: Chris Richardson

ABSENT: Sharon Whitney

The motion passed on a 12:0 vote.

R. Tank Farm at Broad

Kim Murry Deputy Director of Long Range presents alternatives for the site.

COMMITTEE COMMENTS:

Task Force members discussed uses for the site and indicated that uses that serve the existing and proposed businesses in the area would be most appropriate. The Task Force discussed the lack of pedestrian and bicycle connectivity in this area and expressed a desire to include amenities for these types of modes.

Public Comment:

No Public Comment

On motion by Rob Rossi, seconded by Matt Quaglino, to forward an alternative for mixed commercial uses with limited residential on upper floors. Commercial uses should serve the surrounding businesses and bicycle and pedestrian connectivity must be addressed.

AYES: Task Force Members Walter Bremer, Russell Brown, Chuck Crotser, Hema Dandekar, Jon Goetz, Dave Juhnke, Matt Quaglino, Chris

Richardson, Rob Rossi, Sandra Rowley, Carla Saunders, Vice-Chairperson Pierre Rademaker, and Chairperson Eric Meyer

NOES: None

RECUSED: None

ABSENT: Sharon Whitney

The motion passed on a 13:0 vote.

S. Avila Ranch

Kim Murry Deputy Director of Long Range presented alternative land use options for the Avila Ranch property.

COMMITTEE COMMENTS:

Task Force member Richardson announced a conflict of interest.

Task Force members discussed creek protection and wildlife corridors; and bicycle and pedestrian connectivity to other parts of the community, especially to shopping areas north of the property. Other comments included concerns about the need to connect Buckley Road to S. Higuera.

Staff explained that the Specific Plan option would address performance criteria and utilities infrastructure needs as well as issues discussed by Task Force.

Public Comment:

No public comment

On motion by Rob Rossi, seconded by Russ Brown, to forward an alternative that supports a mix of residential densities, connection to shops to the north, connection to S. Higuera and a mix of uses similar to alternative S-3.

AYES: Task Force Members Walter Bremer, Russell Brown, Chuck Crotser, Hema Dandekar, Jon Goetz, Dave Juhnke, Matt Quaglino, Rob Rossi, Sandra Rowley, Carla Saunders, Vice-Chairperson Pierre Rademaker, and Chairperson Eric Meyer

NOES: None

RECUSED: Chris Richardson

ABSENT: Sharon Whitney

The motion passed on a 12:0 vote.

J. Broad Street Area

Kim Murry, Deputy Director of Long Range Planning, presented information related to workshop input for the South Broad Street area.

COMMITTEE COMMENTS:

Chairperson Meyer recused himself due to a recent property purchase in the area.

Task Force members discussed the issue of zoning changes and potential effects to existing land uses. The members discussed uses located on both the Victoria and McMillan areas and how uses might interact as changes occur over time. Task Force members expressed desire to protect existing business uses in the area.

Chuck Crotser motions to explore land-use proposals from Draft Broad Street Plan that protect existing businesses, Matt Quaglino seconds.

Public Comment:

No Public Comment

On motion by Chuck Crotser, seconded by Matt Quaglino, to forward an alternative that supports the land uses and form-based codes as expressed in the Draft South Broad Street Area Plan with provisions to protect existing businesses and excluding the McMillan area from the plan.

AYES: Task Force Members Walter Bremer, Russell Brown, Chuck Crotser, Hema Dandekar, Jon Goetz, Dave Juhnke, Matt Quaglino, Chris Richardson, Rob Rossi, Sandra Rowley, Carla Saunders, and Vice-Chairperson Pierre Rademaker

NOES: None

RECUSED: Eric Meyer

ABSENT: Sharon Whitney

The motion passed on a 12:0 vote (Meyer recused).

L. Dalidio / Madonna Area

Kim Murry Deputy Director of Long Range presented a brief history of the development proposals for the Dalidio property.

COMMITTEE COMMENTS:

Task Force members discussed the development entitled under County jurisdiction and whether the development is feasible given the need to provide on-site utilities. Several members expressed a desire to see the property annexed and developed within the City so that the City could have some influence over what gets developed on the property.

The Task Force discussed the types of uses that might be viable given the development that has occurred on Los Osos Valley Road. Members also discussed the current Land Use Element policies that direct 50% of the site to be retained in open space, and the possibility that some flexibility regarding the 50% requirement might be appropriate if open space could be obtained in other locations in addition to the Dalidio property. Task Force members expressed that the property is a key visual gateway to the City with a valued agricultural character. Some members provided input that some development needed to be included in the alternative because a developer would not seek annexation of a property to be designated solely for agricultural uses.

Rob Rossi left the meeting at 8:10 pm.

Public Comment:

No Public Comment

On motion by Chuck Crotser, seconded by Russ Brown, to forward an alternative with a mix of uses with a significant open space/agricultural (at least 50%) component (alternative L-5 without the specific direction of particular sizes/shapes of uses).

AYES: Task Force Members Walter Bremer, Russell Brown, Chuck Crotser, Hema Dandekar, Jon Goetz, Dave Juhnke, Matt Quaglino, Chris Richardson, Sandra Rowley, Carla Saunders, Vice-Chairperson Pierre Rademaker, and Chairperson Eric Meyer

NOES: None

RECUSED: None

ABSENT: Rob Rossi and Sharon Whitney

The motion passed on a 12:0 vote.

N. Calle Joaquin

Kim Murry Deputy Director of Long Range presented options for property on Calle Joaquin along Highway 101.

COMMITTEE COMMENTS:

Task Force members discussed ideas related to reconfiguration of development areas to bring agricultural uses closer to freeway. This would involve re-alignment of Calle Joaquin potentially to connect to other circulation links. Members discussed whether uses were more appropriate as Commercial Tourism or General Retail but did note that auto sales bring in tax revenue

Derek Johnson, Community Development Director, comments that the City has engaged a consultant to conduct an economic analysis to in order to understand whether the lots are needed for future auto sales.

Walter Bremer motions for mixed-use with swap of open space and agriculture land closer to the freeway, Chuck Crotser seconds.

Public Comment:

No public comment

On motion by Walt Bremer, seconded by Chuck Crotser, to forward an alternative to consider mixed use (in context with the Dalidio property and the City's agricultural parcel) and focusing on connectivity to the neighborhoods to the north.

AYES: Task Force Members Walter Bremer, Russell Brown, Chuck Crotser, Hema Dandekar, Jon Goetz, Dave Juhnke, Matt Quaglino, Chris Richardson, Sandra Rowley, Carla Saunders, Vice-Chairperson Pierre Rademaker, and Chairperson Eric Meyer

NOES: None

RECUSED: None

ABSENT: Rob Rossi and Sharon Whitney

The motion passed on a 12:0 vote.

PUBLIC COMMENTS ON NON-AGENDA ITEMS:

There were no further comments made from the public.

SET TIME FOR NEXT TF-LUCE MEETING:

July 9, 2013 at 5:30 pm in the Council Hearing Room.

Task Force requested staff also seek an additional meeting date/time in the event they do not complete the alternatives discussion on July 9th.

ADJOURNMENT: The meeting was adjourned at 8:47 pm.

Respectfully submitted by,

William Kavadas
Recording Secretary

**SAN LUIS OBISPO
TF-LUCE MINUTES
July 9, 2013**

ROLL CALL

Present: Task Force Members Walter Bremer, Russell Brown, Chuck Crotser, Jon Goetz, Dave Juhnke, Matt Quaglino, Chris Richardson, Sandra Rowley, Carla Saunders, Sharon Whitney, and Chairperson Eric Meyer

Absent: Hema Dandekar, Rob Rossi, Vice-Chairperson Pierre Rademaker

Staff: Community Development Director Derek Johnson, Deputy Director of Community Development Kim Murry, Traffic Operations Manager Jake Hudson, and Recording Secretary William Kavadas

ACCEPTANCE OF THE AGENDA:

The agenda was accepted as presented.

MINUTES:

Minutes of June 27th and July 1st were approved as amended.

PUBLIC COMMENTS:

There were no comments made from the public.

DISCUSSION ITEMS: CIRCULATION ALTERNATIVES

Chair Meyer requests the Task Force consider item #14 out of order so that a member of the public can provide testimony.

14. Oceanaire Neighborhood connection

Traffic Programs Manager Jake Hudson described the options presented at the Future Fair 2 and results for Task Force discussion.

Committee Comments:

Task Force members discussed the input received from area residents that supports leaving the neighborhood connections as they exist today.

Public Comments:

Theo Jones, Oceanaire neighborhood, indicated that the neighbors in the area do not want a connection to Froom Ranch. Any connection to the neighborhood creates concerns about cut-through traffic. She acknowledged that Froom Ranch will go through to the northeast and expressed concerns about crossing the creek.

On motion to by Goetz, seconded by Saunders, to withdraw alternative #14 from further consideration and leaving the Oceanaire neighborhood with the connections that currently exist.

AYES: Committee Members Bremer, Brown, Crotser, Goetz, Juhnke, Quaglino, Richardson, Rowley, Saunders, Whitney, and Chairperson Meyer
NOES: None
RECUSED: None
ABSENT: Committee Members Dandekar, Rossi, and Vice-Chair Rademaker

The motion passed on an 11:0 vote.

1. Pedestrian Access near Foothill/Boysen/Santa Rosa

Traffic Programs Manager Jake Hudson, described the options presented at the Future Fair 2 and results for Task Force discussion. He described how closure of Boysen would allow more right-of-way to accommodate the bike and pedestrian crossing of Highway 1 and provide a better trailhead.

Committee Comments:

Committee members discussed the potential circulation impacts if Boysen is closed.

Dave Juhnke observed that if Boysen is closed, traffic from development on Boysen will be pushed to the Chorro/Highland intersection which is already impacted. He indicated consideration of a Boysen closure in alternative #1 needs to be linked to realignment alternatives listed in #2.

Jon Goetz questioned whether re-aligning Boysen to connect to Foothill would have an acceptable distance from the Foothill/Santa Rosa intersection.

Chuck Crotser expressed the desire to keep some flexibility in the location of the over/underpass across Santa Rosa.

There were no further comments made from the Committee.

Public Comments: None.

On motion by Committee Member Juhnke, seconded by Committee Member Brown to forward for consideration alternative 1-3 with flexibility in location of over/underpass and with consideration of all alternatives for Boysen including full closure, access restrictions, and retaining its current configuration.

AYES: Committee Members Bremer, Brown, Crotser, Goetz, Juhnke, Quaglino, Richardson, Rowley, Saunders, Whitney, and Chairperson Meyer
NOES: None
RECUSED: None
ABSENT: Committee members Dandekar, Rossi, and Vice-Chair Rademaker

The motion passed on an 11:0 vote.

2. Chorro and Broad Streets Realignment

Committee Comments:

Matt Quaglino questions the feasibility of realigning Chorro and Broad.

Russ Brown wants to make sure the alternative is evaluated with consideration of protecting residential streets from further traffic as the primary criteria.

Sandra Rowley expressed concerns about pulling traffic from higher-density housing in the area from Santa Rosa Street to neighborhood streets of Broad and Chorro. She also expressed concerns about late night bar traffic coming back through those neighborhoods to the Boysen developments.

Carla Saunders expressed concerns about a tourist gateway at Santa Rosa and Foothill that will funnel traffic down Chorro and Broad Streets. She supports an overpass to connect across Santa Rosa but has concerns about re-aligning or closing Boysen.

There were no further comments made from the Committee.

Public Comments: None.

On motion by Committee Member Crotser, seconded by Committee Member Bremer, to forward alternative 2-3 (Chorro and Broad re-alignment) for evaluation.

AYES: Committee Members Bremer, Brown, Crotser, Goetz, Juhnke, Quaglino, Richardson, Whitney, and Chairperson Meyer

NOES: Committee Members Rowley and Saunders

RECUSED: None

ABSENT: Committee Members Dandekar, Rossi, and Vice-Chair Rademaker

The motion passed on a 9:2 vote.

3. CA 1 and US 101 intersection

Traffic Programs Manager Jake Hudson, presented a description of the current alignment of hook ramps to Highway 101 in existing neighborhoods and the option of redesigning a Hwy 1/101 interchange and closing the smaller ramps. He also clarified Caltrans role in the process and indicated that the state agency would not be able to force the City to close the smaller ramps.

Committee Comments:

Committee members questioned the impact of the larger interchange on Olive Street businesses and the changes to circulation patterns created by closing and consolidating on/off ramps.

Committee Member Juhnke commented on the importance of the Route 1/Hwy 101 intersection from a tourism standpoint.

Committee Member Crotser indicated that there may be unanticipated impacts to tourism due to closure of smaller ramps in that the current configuration brings travelers directly to the Mission and the downtown area. He observed that a way-finding signage program would be a key component of a new interchange.

There were no further comments made from the Committee.

Public Comments: None.

On motion by Committee Member Crotser, seconded by Committee Member Quaglino to forward alternative 3-2 for further evaluation, including impacts to residential streets and the need for a signage program.

AYES: Committee Members Bremer, Brown, Crotser, Goetz, Juhnke, Quaglino, Richardson, Rowley, Saunders, Whitney, and Chairperson Meyer

NOES: None

RECUSED: None

ABSENT: Committee members Dandekar, Rossi, and Vice-Chair Rademaker

The motion passed on an 11:0 vote.

4. Broad Street and 101 ramps

Traffic Programs Manager Jake Hudson described the option to close the ramps to Hwy 101 from both sides of Broad Street. This option is only available if the interchange discussed in alternative #3 occurs.

Committee Comments:

Committee Member Juhnke indicated a desire to see a connection across Hwy 101 at Broad for pedestrians and bikes.

Hudson says bike plan shows a connection further to the south.

Member Rowley questions whether a bike connection is needed at Broad when Chorro connection is available one block to the east.

There were no further comments made from the Committee.

Public Comments: None.

On motion by Committee Member Juhnke, seconded by Committee Member Richardson to forward alternative 4-2 for evaluation with the addition of a bike and pedestrian overpass at this location.

AYES: Committee Members Bremer, Brown, Crotser, Goetz, Juhnke, Quaglino, Richardson, Rowley, Saunders, Whitney, and Chairperson Meyer
NOES: None
RECUSED: None
ABSENT: Committee Members Dandekar, Rossi, and Vice-Chair Rademaker

The motion passed on an 11:0 vote.

6. Transit Center Location

Traffic Programs Manager Jake Hudson presented the transit center alternative as a question of whether this is the appropriate location for this facility and indicated that the graphics showed that the center works regardless of whether the traffic is one way or two way on Higuera Street.

Public Comment:

Eugene Jud, San Luis Obispo, reminded the Task Force of the students' design for the transit center which he presented on July 1st. Mr. Jud expressed a preference to locate the transit center on the Shell Station property and to close the surrounding streets to vehicular traffic other than buses. He prefers to retain valuable land development and use the public right-of-way for buses, bicycles and pedestrians.

Committee Comments:

Chair Meyer expressed a preference for two-way traffic on Higuera Street to create different circulation downtown.

Committee Member Juhnke questioned whether the slide showing the existing condition should also include the current location of the transit center adjacent to City Hall and the County building.

Staff Member Hudson acknowledged that the existing condition should include both sites – the current development on Higuera as well as the existing transit center location.

Chair Meyer expressed a strong desire to study location of the transit center within the public right of way.

Committee Member Crotser indicated the Downtown Concept Plan shows strong pedestrian connections across Santa Rosa.

There were no further comments made from the Committee.

On motion by Committee Member Crotser, seconded by Committee Member Brown to forward an alternative that looks at this site/block of Higuera/Santa Rosa/Monterey for the location for the transit center and consider use of both public and private property.

The evaluation is to consider ideas from student projects and the Downtown Concept Plan.

AYES: Committee Members Bremer, Brown, Crotser, Goetz, Juhnke, Quaglino, Richardson, Rowley, Saunders, Whitney, and Chairperson Meyer
NOES: None
RECUSED: None
ABSENT: Committee Members Dandekar, Rossi, and Vice-Chair Rademaker

The motion passed on an 11:0 vote.

7. Broad Street “Dogleg”

Traffic Programs Manager Jake Hudson discussed the options for the area.

Committee Comments:

Committee members discussed circulation impacts of full street closures and whether temporary closures associated with events was more appropriate. The Committee discussed with staff the description of a “woonerf” and noticing and comments from those potentially impacted by street changes.

There were no further comments made from the Committee.

Public Comment:

Eugene Jud, San Luis Obispo, indicated that street closures should occur where people are. He recommends closing a two-block area of Higuera Street for a trial period.

On motion by Committee Member Crotser, seconded by Committee Member Bremer to forward alternatives 7-2 and 7-3 using a woonerf concept and not full closure of the streets for further evaluation.

AYES: Committee Members Bremer, Brown, Crotser, Goetz, Juhnke, Quaglino, Richardson, Rowley, Saunders, Whitney, and Chairperson Meyer
NOES: None
RECUSED: None
ABSENT: Committee members Dandekar, Rossi, and Vice-Chair Rademaker

The motion passed on an 11:0 vote.

8. High/Pismo and Higuera Intersection

Traffic Programs Manager Jake Hudson described the circulation challenges associated with the current configuration of the streets

Committee Comments:

Committee Member Rowley suggested elongating the signal cones and new or longer crosswalk signals where needed to address circulation issues.

Staff Member Hudson indicated that the signal housings were being modified but that it didn't address the issue of awkward intersections and impacts to pedestrians and bicycles.

Committee members clarified that option 8-3 would retain Pismo as a one-way street and not convert a portion to two-way traffic. They also confirmed that Walker Street would remain a two-way street.

There were no further comments made from the Committee.

Public Comments: None.

On motion by Committee Member Crotser, seconded by Committee Member Richardson to forward alternative 8-3 for further evaluation.

AYES: Committee Members Bremer, Brown, Crotser, Goetz, Juhnke, Quaglino, Richardson, Saunders, and Chairperson Meyer
NOES: Committee Members Rowley and Whitney
RECUSED: None
ABSENT: Committee Members Dandekar, Rossi, and Vice-Chair Rademaker

The motion passed on a 9:2 vote.

9. Madonna and Higuera Intersection

Traffic Programs Manager Jake Hudson described the option of aligning Madonna to Bridge Street.

Committee Comments:

Committee Member Juhnke expressed support for evaluating the alternative connection but without using roundabouts.

Committee Member Rowley described support for the current configuration because it facilitates traffic movement turning from Higuera to Madonna without the need to stop at a signal.

Committee Member Bremer indicated the more square intersection alignment assists bicycle and pedestrian movement across Higuera and Madonna.

There were no further comments made from the Committee.

Public Comments: None.

On motion by Committee Member Juhnke, seconded by Committee Member Quaglino, to forward alternative 9-2 for further evaluation.

AYES: Committee Members Bremer, Brown, Crotser, Goetz, Juhnke, Quaglino, Richardson, Saunders, and Chairperson Meyer
NOES: Committee Members Rowley and Whitney
RECUSED: None
ABSENT: Committee Members Dandekar, Rossi, and Vice-Chair Rademaker

The motion passed on an 9:2 vote.

10. Bishop Street Extension

Traffic Programs Manager Jake Hudson, explained that the current Circulation Element contains a bridge across the train tracks at Bishop Street to accommodate all modes of traffic. The alternative to the current condition is to evaluate the impact of eliminating the connection.

Committee Comments:

Committee Member Rowley expressed concern about impacts of a vehicular connection to the existing neighborhoods and supports a connection for pedestrians and bikes only.

Committee Member Crotser expressed an interest in seeing reconstruction of the roundhouse incorporated into the design of the structure that is built.

There were no further comments made from the Committee.

Public Comment:

Eugene Jud, San Luis Obispo, introduced the idea of induced demand where building the vehicular bridge will bring traffic into the neighborhoods.

On motion by Committee Member Quaglino, seconded by Committee Member Richardson, to evaluate three options: 1. A bridge for all modes of traffic; 2. A bridge for bicycles and pedestrians only; and 3. Elimination of any connection at Bishop Street.

AYES: Committee Members Bremer, Brown, Crotser, Goetz, Juhnke, Quaglino, Richardson, Rowley, Saunders, Whitney, and Chairperson Meyer
NOES: None
RECUSED: None
ABSENT: Committee Members Dandekar, Rossi, and Vice-Chair Rademaker

The motion passed on an 11:0 vote.

11.11 & 12 Victoria Avenue Connection and Broad Street circulation

Traffic Programs Manager Jake Hudson discussed the potential circulation connections and changes in the area. Staff Member Murry clarified that options 11-2 and 11-3 are not mutually exclusive and that input from the workshop should be considered in light of how the options were presented.

Committee Comments:

Committee members questioned connectivity across Broad Street and potential access restrictions.

There were no further comments made from the Committee.

On motion by Committee Member Goetz, seconded by Committee Member Whitney, to forward alternatives 12-2 and 12-3 for evaluation.

AYES: Committee Members Bremer, Brown, Crotser, Goetz, Juhnke, Quaglino, Richardson, Rowley, Saunders, and Whitney
NOES: None
RECUSED: Chairperson Meyer
ABSENT: Committee Members Dandekar, Rossi, and Vice-Chair Rademaker

The motion passed on an 10:0 vote (Meyer recused).

13. Orcutt Road Overpass

Traffic Programs Manager Jake Hudson, described the alternative to evaluate removal of the grade separated crossing currently included in the Circulation Element. He noted that train traffic is currently about seven trains/day which represents a decrease since the Circulation Element was adopted. Staff is still seeking information from the Railroads regarding anticipated future train traffic.

Committee Comments:

Committee members discussed how grade separation would affect local streets and bicycle connectivity.

Committee Member Richardson reminded the Task Force that future traffic will grow in this area due to planned development in the Orcutt Area, additional development at Laurel Creek, and build-out of community.

Public Comments:

Eugene Jud, San Luis Obispo, indicated that another east-west connection exists at Tank Farm Road.

There were no further comments made from the Committee.

On motion by Committee Member Crotser, seconded by Committee Member Whitney to forward alternative 13-1 eliminating the overpass on Orcutt Road for evaluation.

AYES: Committee Members Bremer, Brown, Crotser, Goetz, Juhnke, Quaglino, Richardson, Rowley, Saunders, Whitney, and Chairperson Meyer
NOES: None
RECUSED: None
ABSENT: Committee Members Dandekar, Rossi, and Vice-Chair Rademaker

The motion passed on an 11:0 vote.

15. Prado Overpass/Interchange

Traffic Programs Manager Jake Hudson presented circulation information regarding current need for an east-west connection and impacts to existing interchanges at Los Osos Valley and Madonna Roads.

Committee Comments:

Committee Member Quaglino indicated that if an interchange is needed now, there is no doubt that it will be required in the future as more development occurs over time and recommends keeping the full interchange as the preferred alternative.

Chair Meyer questioned whether the upcoming upgrade to the Los Osos Valley Road interchange affects the need for a full interchange at Prado.

Task Force Member Juhnke wants to keep the focus on the alternative of a full interchange.

Community Development Director Johnson indicates a desire to see modeling of traffic impacts with both an overpass and full interchange options.

Committee Member Bremer indicated that connectivity options associated with alternative 16 may impact whether the Task Force supports an overpass versus an interchange.

Chair Meyer would like to see an overpass reserved for non-vehicular traffic to see how it will affect the transit model.

Committee Member Juhnke will not support an overpass alternative that doesn't accommodate cars.

There were no further comments made from the Committee.

Public Comments:

Eugene Jud, San Luis Obispo, expressed a desire for an overpass that serves pedestrian, bicycle, and transit modes only. He offered that this facility would serve as

a gateway to city and would represent a forward-thinking community. Mr. Jud shared that traffic activity is staying level because the younger generation is not as car-centric.

On motion by Committee Member Juhnke, seconded by Committee Member Rowley to forward alternatives 15-2 (current plan) and 15-3 (overpass only) for evaluation.

- AYES:** Committee Members Bremer, Crotser, Goetz, Juhnke, Quaglino, Richardson, Rowley, and Whitney
NOES: Chairperson Meyer and Committee Members Brown and Saunders
RECUSED: None
ABSENT: Committee members Dandekar, Rossi, and Vice-Chair Rademaker

The motion passed on an 8:3 vote.

16. Froom Ranch/Calle Joaquin

Traffic Programs Manager Jake Hudson discussed the connections from Froom Ranch Way extension and Calle Joaquin. Since development on the Dalidio property is unknown at this moment, it isn't possible to describe specific locations of potential facilities. Input from Task Force can be general as to needed circulation connections.

Committee Comments:

Committee members discussed difficulty of making recommendations on circulation without knowing what development proposal may be coming forward.

Chair Meyer prefers to move Calle Joaquin away from Hwy 101 frontage to preserve visual open space/agriculture corridor to be more consistent with character of community.

Committee Member Saunders expressed concern about moving open space and agriculture.

Committee Member Crotser favors limiting the amount of roads taking up space on property.

There were no further comments made from the Committee.

Public Comments: None.

On motion by Committee Member Juhnke, seconded by Committee Member Richardson to forward alternatives that evaluate whether one or more connections are needed to provide an additional north-south connection between Los Osos Valley Road and Prado/Dalidio; and whether an internal east-west or loop road is needed to connect those roads on the Dalidio property.

- AYES:** Committee Members Bremer, Brown, Crotser, Goetz, Juhnke, Quaglino, Richardson, Rowley, Saunders, Whitney, and Chairperson Meyer

NOES: None
RECUSED: None
ABSENT: Committee Members Dandekar, Rossi, and Vice-Chair Rademaker

The motion passed on an 11:0 vote.

17. Vachell Road to Higuera

Traffic Programs Manager Jake Hudson described the challenges and options for Vachell Road.

Committee Comments:

Committee members clarified interaction between this alternative and the Buckley Road connection to Higuera. Staff indicated that closing Vachell is not a viable option if Buckley does not connect to S. Higuera.

There were no further comments made from the Committee.

Public Comments: None.

On motion by Committee Member Rowley, seconded by Committee Member Juhnke, to evaluate 17-2 as a “back up” alternative in the event Buckley Road does not connect to S. Higuera.

AYES: Committee Members Bremer, Brown, Crotser, Goetz, Juhnke, Quaglino, Rowley, Saunders, Whitney, and Chairperson Meyer
NOES: None
RECUSED: Committee Member Richardson
ABSENT: Committee Members Dandekar, Rossi, and Vice-Chair Rademaker

The motion passed on a 10:0 vote (Richardson recused).

18. Tank farm Road to Buckley

Traffic Programs Manager Jake Hudson presented the concept of an additional north-south connection between Tank Farm Road and Buckley which may be beneficial in the future to address connectivity for future development.

Committee Comments:

Committee Member Saunders favors alternative 18-2 over 18-3 due to creek crossing issues and wildlife corridors.

Public Comments: None.

On motion by Committee Member Goetz, seconded by Committee Member Juhnke, to forward alternative 18-2 for evaluation.

AYES: Committee Members Bremer, Brown, Crotser, Goetz, Juhnke, Quaglino, Rowley, Saunders, Whitney, and Chairperson Meyer
NOES: None
RECUSED: Committee Member Richardson
ABSENT: Committee Members Dandekar, Rossi, and Vice-Chair Rademaker

The motion passed on a 10:0 vote (Richardson recused).

19. LOVR to Buckley Road and Bypass connection

Traffic Programs Manager Jake Hudson described the alternatives and clarified that alternatives 19-2 and 19-3 were not mutually exclusive. The workshop input reflected this by identifying a third alternative to combine both alternatives as the preferred one.

Committee Comments:

Committee members had a brief discussion regarding benefits of both alternatives.

There were no further comments made from the Committee.

Public Comments: None.

On motion by Committee Member Crotser, seconded by Committee Member Brown, to forward alternative 19-2 and 19-3 for evaluation.

AYES: Committee Members Bremer, Brown, Crotser, Goetz, Juhnke, Quaglino, Rowley, Saunders, Whitney, and Chairperson Meyer
NOES: None
RECUSED: Committee Member Richardson
ABSENT: Committee Members Dandekar, Rossi, and Vice-Chair Rademaker

The motion passed on a 10:0 vote (Richardson recused).

PUBLIC COMMENTS ON NON-AGENDA ITEMS:

Eugene Jud presented a two-page handout to the Task Force showing an alternative alignment and design width for Prado Road. He questioned the need of a four-lane Prado Road because of the anticipated size and capacity of Tank Farm and Buckley Roads.

Committee Member Juhnke requested information regarding future Task Force composition given Chairperson Meyer's impending resignation from the City Planning Commission and his role as the Planning Commission member participating on the TF-LUCE.

Community Development Director Johnson explained that the item was not advertised as part of the Task Force agenda for the evening and hence the Task Force could not take any formal action. He explained that the Council would be providing policy

direction on August 20th regarding the future composition of the task force. Committee members expressed their strong desire to not have new members added to the Task Force and asked Director Johnson to communicate that desire to the Council.

SET TIME FOR NEXT TF-LUCE MEETING:

September 18, 2013, at 6:00 p.m., in the Council Hearing Room.

ADJOURNMENT: The meeting was adjourned at 9:15 p.m.

Respectfully submitted by,

William Kavadas
Recording Secretary

**SAN LUIS OBISPO
PLANNING COMMISSION MINUTES
July 24, 2013**

CALL TO ORDER/PLEDGE OF ALLEGIANCE

ROLL CALL: Commissioners John Fowler, John Larson, Michael Multari, Charles Stevenson, 1 Position Vacant, and Vice-Chairperson Eric Meyer

Absent: Chairperson Michael Draze

Staff: Director Derek Johnson, Deputy Director Kim Murry, Senior Planner Phil Dunsmore, Traffic Operations Manager Jake Hudson, Natural Resources Manager Bob Hill, Assistant City Attorney Andrea Visveshwara, and Recording Secretary Diane Clement

ACCEPTANCE OF THE AGENDA: The agenda was accepted as presented.

MINUTES: Minutes of June 26, 2013, were approved as presented.

PUBLIC COMMENTS ON NON-AGENDA ITEMS:

Eugene Judd, SLO, presented a gift to Vice-Chair Meyer for his work with the City and for all he has done for Cal Poly.

There were no further comments made from the public.

PUBLIC HEARINGS:

1. **276 Tank Farm Road.** ER 92-08: Introduction and review of the Draft EIR for the Chevron Tank Farm remediation and development project: Chevron Corporation, applicant. (*Phil Dunsmore*)

Phil Dunsmore, Senior Planner, presented the staff report, recommending the Commission receive a presentation and public testimony and provide feedback on the Chevron project Draft EIR. He noted that a letter from the Chamber of Commerce had been received and was distributed to the Commission just prior to the meeting.

Commr. Multari clarified with staff that the development agreement is a part of the project.

Commr. Multari asked if all open areas will be restored and whether non-native species in areas not proposed for remediation will be removed.

Mr. Dunsmore noted that the project description does not include addressing areas of the site that are not proposed for remediation or development.

Commr. Fowler asked why no homes are planned in the project area.

Mr. Dunsmore responded that the project area is in an airport safety zone.

PUBLIC COMMENTS:

Dan Sutton, San Luis Obispo, stated the project provides an opportunity for inclusion of recreation for youth.

John Spatafore, San Luis Obispo, noted the opportunity for recreation, biking, and development of a commercial area that would attract light manufacturing. He stated that completion of Prado Road will improve emergency response times and provide better transportation flow.

Doug Hoffman, San Luis Obispo, owner of a business at Tank Farm and Santa Fe, reconsidered his opposition to the roundabout, viewing it as one of several workable possibilities. He stated that the traffic flow all along Tank Farm Road should be considered as a whole.

Dan Rivoire, Executive Director of the San Luis Bike Coalition, supports bike path development but stated that he does not think a class 1 and class 2 bike lane need to be parallel to each other on Tank Farm and that a protected class 2 would be preferred. Connectivity issues within the project and throughout the city need to be examined, especially the Broad Street/Tank Farm Road intersection and the roundabout. He said the Bike Coalition is concerned but supports going forward.

Dave Garth, San Luis Obispo, expressed concern about the beneficial economic impact for the community and found nothing in the environmental impact report on that subject. He noted the opportunity to generate more head-of-household jobs.

Ken Kienow, San Luis Obispo, supported bike lanes protected from traffic. He supports development of the project under City jurisdiction.

Lea Brooks, San Luis Obispo, commended Chevron for taking on the project but expressed concern that the draft EIR is deficient. She noted the need to emphasize alternative modes of transportation and connectivity between Los Osos Valley Road and Broad Street for bicycles. She pointed out that there was no mention of how bicyclists will be affected by intersections and additional lanes on Tank Farm Road. She stated that the plan has a motor vehicle bias.

Myron "Skip" Amerine, San Luis Obispo, supports bike lanes totally separated from traffic and addressing complete streets. He stated that adding lanes to Tank Farm will only cause higher speeds. He also expressed concern about concrete oil reservoir floors and soil that will be brought in.

Eugene Jud, San Luis Obispo, was concerned about bike safety with the roundabout, and about the potential for creating a "little Los Angeles." He stated that Broad Street to the airport is a totally car-oriented route with no public transportation to the airport. He asked if bicycle parking is addressed in the draft EIR.

Ty Safreno, owner of a property next to the project; was concerned about infrastructure needs vs wants. He requested the source of data presented in support of roundabouts. He stated that San Luis Obispo has an aging population that may not deal well with

roundabouts which he described as being contradictory for traffic flow in an industrial area. He supports the development of a business park to cluster industrial businesses.

Tim Walters, principal with RRM Design Group, stated that AASP identifies a signal as the ultimate solution with a roundabout only an interim solution. He noted that the AASP breakdown of costs indicated that signalization was less expensive by about one million dollars. He noted that bicyclists and pedestrians would be negatively impacted by a roundabout in this particular location.

Ermina Karim, San Luis Obispo Chamber of Commerce, reaffirmed the Chamber's support for annexation because it is critical for this corridor to be a part of the City. She urged the City to enter into a suitable agreement with Chevron.

Deborah Hoffman, co-owner of a business at Tank Farm Road and Santa Fe with her husband expressed concern with the roundabout the handling of traffic from Broad Street to South Higuera. She stated that calming traffic to 15 mph will result in gridlock. She noted a need for careful traffic study. She supported the proposed bike lanes but saw a need to address bicycle traffic moving north and south.

Dawn Legg, San Luis Obispo, encouraged quick action for economic feasibility.

Neal Havlik, former city employee who worked on open space, supported the project, and the deletion of the Unocal collector road. He stated that the open spaces make up a majority of the project but are not clearly dealt with in terms of dedication. He supported a conservation easement to preserve these open spaces.

There were no further comments made from the public.

COMMISSION COMMENTS:

Commr. Stevenson expressed concern about the appropriateness of the roundabout and how it would work in this location.

Commr. Multari was concerned about accurate project description (including the development agreement), in order to have a complete evaluation of potential environmental impacts, and noted that an addendum or supplement may be required later. He commended the draft EIR as a very good basis for the project. He stated there is a need to analyze different forms of transportation. He asked Senior Planner Dunsmore to elaborate on the presence of asbestos.

Mr. Dunsmore stated there is a potential for naturally-occurring asbestos in serpentine rock on a hill in the project area, and mitigation is designed to minimize health risks.

Commr. Fowler commended the project as part of the city. He expressed concern about well contamination if the project were to be developed in the county. He was also concerned about cultural impacts and the open space issue.

Senior Planner Dunsmore stated that the goal is to have it become public open space. He noted that some areas need no remediation, but it would be appropriate to address the non-native invasive plant species.

Director Derek Johnson stated that the final project EIR will be clear on this issue.

Diane Kukol, Regional Water Quality Control Board, stated that it is highly unlikely that there would be any drawing down of oily material into the water supply. She stated that connection to the sewer line along Tank Farm Road for waste water disposal is dependent on annexation.

Commr. Fowler stated that while there is no housing proposed, there is a nexus between job creation and housing. He agreed with the need for a buffer for bicyclists. He commended the draft EIR.

Commr. Stevenson gave compliments to staff on an excellent draft EIR. He appreciated public comments about bike trails.

Commr. Larson stated a need to revisit the wetlands issue about whether environmental impacts are Class 1 or 2.

Bob Hill, Natural Resources Manager, stated that many state agencies will be involved in the future but the draft EIR comes first.

Vice-Chair Meyer, in general, expressed support for the future positive outcomes. He pointed out that the draft EIR is inconsistent with the city bicycle plan and treats bicycling only as recreation. He noted that Class 1 bike paths are dealt with by Parks & Recreation while Public Works deals with Class 2 paths although, in San Luis Obispo, bicycle journeys often combine business and recreation. He stated protected bike lanes along Tank Farm should be a hybrid of Class 1 and 2. He stated there is a need to address how to get across Tank Farm Road at points between Broad and Higuera. He expressed concern about excess traffic capacity and excessive maintenance costs when the Buckley Road and Prado Road extensions are added to lane expansion on Tank Farm Road. He noted the need to consider all modes of transportation and ways for pedestrians and bicycles to cross Tank Farm Road. He supports the City's Bicycle Transportation Plan and indicated that Chevron's project will need some adjustment.

Commr. Multari noted that the EIR process allows changes if the City makes findings that there are community values that outweigh impacts. He gave the example of the community deciding to not add lanes to Tank Farm Road and accepting the impact of heavier traffic.

There were no further comments made from the Commission.

2. **City-Wide**. GPI 15-12: Land Use and Circulation Elements Update: Study session to review and discuss Task Force recommended Land Use and Circulation alternatives for the Land Use and Circulation Elements update; City of San Luis Obispo - Community Development Dept., applicant (*Kim Murry*)

Kim Murry, Deputy Director, presented the staff report, recommending the Commission review the land use and circulation alternatives endorsed for further evaluation by the Task Force for the Land Use and Circulation Elements Update and provide input and revisions as appropriate.

Commissioners discussed how to handle Vice-Chair Meyer's need to be recused on one item concerning the Johnson/Broad area.

On motion by Commr. Stevenson, seconded by Commr. Larson, that the item of Johnson/Broad area be taken as the last discussion item of the meeting.

AYES: Commrs. Fowler, Larson, Multari, and Stevenson
NOES: None
RECUSED: Commr. Meyer
ABSENT: Commr. Draz

The motion passed on a 4-0 vote.

Commr. Multari clarified the nature of alternatives.

Deputy Director Murry stated that the Planning Commission's recommendations will receive high-level review and be presented to Council in October. The City Council will select a "preferred alternative" to the current general plan that will subsequently proceed through full environmental review.

Slide 1 Foothill area: TF-LUCE recommendations include University Square transition from general retail to mixed use. Properties on the southeast side of Foothill are also included for mixed uses. Two sites owned by the Diocese of Monterey were not recommended for changes to their current land-use designations. The Old Pacheco School site was recommended by the TF-LUCE to consider for residential and park use. Circulation recommendations include consideration of realignment of Chorro, Broad, and Boysen as well as a separated bike and pedestrian connection across Santa Rosa Street.

PUBLIC COMMENTS ON SLIDE 1 OF THE PRESENTATION:

Sharon Whitney, resident of Pacheco School neighborhood, requested removing the old Pacheco School site from consideration and was opposed to medium to high-density residential development for that site. She would have supported an alternative for use of the site as a park.

Ermina Karim, Chamber of Commerce, supported increasing building heights in the Santa Rosa/Foothill area and thought the area might be appropriate for a research park. She stated that the Santa Rosa corridor is a gateway to the City and is an appropriate location for tourism-supporting commercial uses. She spoke in favor of designating Chorro as the alternative bike route to downtown and new, medium-density apartments with a transition to low-density residential for the Old Pacheco School site.

Geoff Straw, Director of San Luis Obispo RTA, cyclist, spoke in support of a pedestrian/bicycle over/underpass for Santa Rosa Street. He advocated considering all forms of transportation.

Eugene Jud, San Luis Obispo, commended the work done by staff with some reservations.

There were no further comments made from the public.

COMMISSION COMMENTS ON SLIDE 1 OF THE PRESENTATION:

Commr. Multari thought that B-4 was the most sensible and wanted the whole area considered for mixed use. He supports policy discussions about parking and height requirements. He was not in favor of a research park in this area. He noted that planning for the Pacheco School site may be impacted by Cal Poly's master plan. He stated that the shape and size of the park at this site should be flexible and that a policy discussion was needed. He supported TF-LUCE recommendations for potential land use and circulation changes in the area.

Commr. Stevenson spoke about B-4 and expressed a desire to see flexibility in mixed use that could accommodate horizontal or other types of mixed use. He supported serving student needs in this area. He emphasized the importance of understanding the parks needs of the neighborhood around the Old Pacheco site. He expressed opposition to the Chamber position for this site.

Commr. Multari stated that Cal Poly is considering building more housing with commercial businesses included across the street. He suggested that perhaps a policy decision, not a land use decision, is needed for the Old Pacheco site.

Commr. Fowler commended the work done by the Land Use Committee. He supported the pedestrian/bicycle alternative and residential development for the Pacheco School site.

Commr. Meyer expressed concern about losing school sites. He agreed that the shape of the park is only an approximation at this point.

Deputy Director Murry stated that Cal Poly is planning a 1400-bed housing expansion on a campus parking lot across the street from the Old Pacheco site. She stated that the City is looking forward 20-35 years to anticipate future community needs, however, the school district may have more immediate needs even though they have yet to formulate plans for the property.

On motion by Commr. Multari, and seconded by Commr. Stevenson, the Planning Commission supports the Task Force for the Land Use and Circulation Elements recommendations with consideration of the policy direction noted in the Commission's discussion.

AYES: Comms. Fowler, Larson, Meyer, Multari, and Stevenson
NOES: None
RECUSED: None
ABSENT: Commr. Draze

The motion passed on a 5-0 vote.

Slide 2: Monterey/Downtown/Mid-Higuera Area

Jake Hudson, Traffic Operations Manager, presented the circulation alternatives shown on slide 2. These involve exploring full or event-related closure of Broadway and Monterey

streets near Mission Plaza; potential freeway ramp closures in neighborhoods and expansion on interchange at US 101 and SR 1; location of the Transit Center on Higuera near Santa Rosa; conversion of Marsh and Higuera to two-way streets between Santa Rosa and Johnson; and re-alignment of Bianchi Lane to Pismo.

PUBLIC COMMENTS ON SLIDE 2 OF THE PRESENTATION:

David Kuykendall, San Luis Obispo, indicated that on Pismo and Buchon Streets, much of the traffic is cut-through and not local. He supports shifting traffic from residential area to arterial streets. He expressed concern about the Johnson Avenue Housing Project's traffic impacts to Johnson, Pismo, and Buchon and supports better utilization of Marsh Street.

Bill Casella, San Luis Obispo, asked if there would be a right-hand turn lane on Higuera Street onto High Street. He supported two-way traffic on Higuera Street and Marsh Street.

Eugene Jud, San Luis Obispo, stated he had mixed feelings about the process. He indicated the June workshop had a carnival atmosphere and that people didn't understand what they were voting on. Problems aren't defined and there hasn't been criteria listed for how to evaluate alternatives. He opposes one-way streets in residential areas, a large interchange, and feels that Higuera Street should be pedestrian only.

COMMISSION COMMENTS ON SLIDE 2 OF THE PRESENTATION:

Commr. Larson stated that it is convenient to have local ramps to get on and off freeways.

Commr. Stevenson supported the alternatives with the caveat that he is not entirely in support of 7-3 – the larger closing of Monterey and Broad Streets.

Commr. Multari noted advantages of reducing traffic on Broad Street near Mission Plaza. He stated that neighborhood on/off freeway ramps are inadequate but that he has concerns about creating one large freeway interchange. He noted that 7-3 has issues concerning access to businesses and to the parking structure. He supported a policy discussion of what type of closure may be appropriate for this area.

Commr. Fowler stated that closing the off-ramp at Broad Street, is troubling as it is a direct route to the airport, the Mission, and Downtown.

Commr. Meyer supported one-way traffic on Broad Street, diagonal parking, and closing the street for events, options that did not get into the TF-LUCE recommendation and were recommended by Ken Schwartz.

On motion by Commr. Multari, and seconded by Commr. Stevenson, to forward the LUCE recommendations to the City Council but with a policy discussion about the nature and phasing of closure in 7-3

AYES: Commrs. Multari and Stevenson
NOES: Commrs. Fowler, Larson, and Meyer
RECUSED: None
ABSENT: Commr. Draze

The motion failed on a 2-3 vote.

On motion by Commr. Multari, and seconded by Commr. Fowler, the Planning Commission supports the Task Force for the Land Use and Circulation Elements recommendations for alternatives 3-2, 4-2, 5-3, 6-2, and 8-3 (without alternatives 7-2 and 7-3).

AYES: Commrs. Fowler, Larson, Meyer, Multari, and Stevenson
NOES: None
RECUSED: None
ABSENT: Commr. Draze

The motion passed on a 5-0 vote.

On motion by Commr. Multari, and seconded by Commr. Stevenson the Planning Commission supports the Task Force for the Land Use and Circulation Elements recommendations for alternative 7-3 with inclusion of policy discussion regarding desired outcomes and nature and phasing of treatment of the streets.

AYES: Commrs. Fowler, Larson, Meyer, Multari, and Stevenson
NOES: None
RECUSED: None
ABSENT: Commr. Draze

The motion passed on a 5-0 vote.

Slide 3: Monterey/Downtown/Mid-Higuera Area (continued)

Jake Hudson, Traffic Operations Manager, presented the circulation alternatives for potential re-alignment of Madonna to form an intersection at Bridge Street across Higuera. Deputy Director Murry described the Task Force recommendations for policy discussions to address Upper Monterey, Downtown, and Mid-Higuera areas but that the Task Force did not recommend land use designation changes for these areas. She also explained the TF-LUCE recommendation to explore both Tourist Commercial and some form of Mixed use for the Caltrans site at Higuera and Madonna.

PUBLIC COMMENTS ON SLIDE 3 OF THE PRESENTATION:

There were no comments made from the public.

COMMISSION COMMENTS ON SLIDE 3 OF THE PRESENTATION:

Commr. Stevenson supports a large-scale conference center at the Cal Trans site. He indicated that the re-alignment of Madonna may be OK but that Mixed Use is probably not appropriate for this location.

Commr. Meyer expressed a need to study the options of a conference center or commercial use.

Commr. Fowler agreed with Commr. Stevenson and asked if the Chamber had any comments.

Ermina Karim, Chamber of Commerce, stated that the Chamber has been an advocate for a conference center for a long time and agreed with the Task Force findings regarding mixed use.

Commr. Larson stated that the intersection of Madonna Road and Higuera Street is awkward but does work. He added that this is a great location for a conference center but asked if realignment of Madonna Road would reduce the size of the Cal Trans property. He stated that use and circulation are linked closely. He thought the City could do without the realignment.

Deputy Director Murry stated that the alignment concept was offered by a participant at the December workshop. She further noted that the Cal Trans site is 13 acres in size and that conference centers usually require approximately 4-6 acres.

Commr. Multari agreed with Commr. Larson about the intersection and was inclined more to support H-3 but would like a policy discussion.

On motion by Commr. Multari, seconded by Commr. Stevenson, the Planning Commission supports the Task Force for the Land Use and Circulation Elements recommendations for alternatives E, F and G; and H-3 with a policy discussion that would address circulation options and the possibility of incorporating more public open space. Land uses to serve as gateway uses on the Caltrans site should include a conference center and other uses compatible with a conference center.

AYES: Comms. Fowler, Larson, Meyer, Multari, and Stevenson
NOES: None
RECUSED: None
ABSENT: Commr. Draz

The motion passed on a 5-0 vote.

On motion by Commr. Stevenson, and seconded by Commr. Multari, to continue to August 14.

There were no further comments made from the Commission.

AYES: Comms. Fowler, Larson, Meyer, Multari, and Stevenson
NOES: None
RECUSED: None
ABSENT: Commr. Draz

The motion passed on a 5:0 vote.

COMMENT AND DISCUSSION:

3. Staff

- a. Agenda Forecast – Deputy Director Murry highlighted the August 14th and 28th meetings to include the continued review of TF-LUCE recommended alternatives, an update to the Bicycle Transportation Plan, and a Tentative Parcel Map proposed for 323-353 Grand Ave.
- b. Deputy Director Murry stated that the City Council will consider vacancies on the Task Force on August 20th and asked the Planning Commission to appoint a member in the event the Council opts to replace Commissioner Meyer as the Planning Commissioner on the Task Force.

4. Commission

- a. Commr. Multari agreed to serve on the TF-LUCE in the event the Council wishes to appoint a Commissioner to fill a Task Force vacancy.
- b. Commr. Meyer noted his resignation from the Planning Commission and his desire to continue serving on the TF-LUCE as a resident.

ADJOURNMENT: The meeting was adjourned at 9:57 p.m.

Respectfully submitted by,

Diane Clement
Recording Secretary

Approved by the Planning Commission on August 28, 2013.

Ted Green
Interim Supervising Administrative Assistant

**SAN LUIS OBISPO
PLANNING COMMISSION MINUTES
August 14, 2013**

CALL TO ORDER/PLEDGE OF ALLEGIANCE

ROLL CALL: Commissioners, Michael Multari, Charles Stevenson, 1 Position Vacant, Vice-Chairperson John Larson, and Chairperson Michael Draze

Absent: Commissioner John Fowler

Staff: Community Development Director Derek Johnson, Deputy Community Development Directors Doug Davidson and Kim Murry, Assistant Planner Marcus Carloni, Traffic Operations Manager Jake Hudson, Deputy Director of Public Works Tim Bochum, Assistant City Attorney Andrea Visveshwara, and Recording Secretary Diane Clement

ACCEPTANCE OF THE AGENDA:

The agenda was accepted as presented.

MINUTES:

Approval/amendment of the minutes of July 24, 2013, was continued due to a lack of four members in attendance that were present on July 24, 2013.

ELECTION: Commr. Larson was unanimously elected as Vice-Chairperson.

PUBLIC COMMENTS ON NON-AGENDA ITEMS:

There were no comments made from the public.

PUBLIC HEARINGS:

1. **323 Grand Avenue.** MS/ER 25-13: Review of minor subdivision of 323 and 353 Grand Avenue to create four parcels with exceptions to the minimum lot depth and area requirement and adoption of a Negative Declaration of Environmental Impact; R-1 zone; Ryan Petetit/John Belsher, applicants. (*Marcus Carloni*)

Assistant City Attorney Andrea Visveshwara recused herself based on a conflict of interest. She stated that she has not had any communication with the Commission on this item.

Marcus Carloni, Assistant Planner, presented the staff report, recommending adoption of the Draft Resolution, which grants final approval to the project, based on findings and subject to conditions which he outlined.

PUBLIC COMMENTS:

John Belsher, applicant, provided a PowerPoint presentation.

Steve Delmartini, SLO, supported the project and infill development in general, praised the parking provided, and stated it would upgrade the neighborhood.

There were no further comments made from the public.

COMMISSION COMMENTS:

Chair Draze was concerned about setbacks and the amount of parking.

Commr. Stevenson noted that lots 2 and 3 adjoin a shallow drainage basin and wondered if this would be usable outdoor space.

Commr. Larson discussed the project's density.

Marcus Carloni, Assistant Planner, stated that, when a lot is substandard, the main issue is compatibility with the neighborhood. He noted there are many substandard R-1 lots in the area.

Commr. Stevenson supported the project as a well-designed, efficient use of land. He expressed concern about the cost to the subdivider language in finding #6.

Commr. Multari discussed the neighborhood density and lot sizes in terms of compatibility. He supported prohibiting secondary dwelling units.

Commr. Larson supported this project over individual development of the lots due to better access and parking and the elimination of secondary dwelling units.

Commr. Multari discussed the project's density and questioned the number of bedrooms that would be allowed if the lot sizes were proposed in the R-2 zone.

Commr. Draze supported the project as a better option than three residences with five bedrooms and secondary dwelling units that might result in higher density. He stated that the project is consistent with a single-family neighborhood.

Commr. Multari stated that this property is 1.5 blocks from Cal Poly and thus it is likely to be rented to students. He noted that the General Plan encourages student housing close to Cal Poly.

Commr. Stevenson expressed concern with the unit size.

Mr. Carloni, in response to a question about R-2 density, stated three-bedroom residences would be allowed per lot if the proposed lot sizes were in the R-2 zone.

Commr. Larson commended the design of the project and stated that this development will be compatible with residences in this area.

Commr. Multari expressed concern about vehicles backing out onto Grand Avenue and wanted the applicant to consider one driveway for the project.

There were no further comments made from the Commission.

On motion by Commr. Stevenson, seconded by Vice-Chair Larson to approve the project per staff recommendation with the following modifications:

1. Modify finding #5 to read as follows "...standards codified in the Subdivision Regulations because *the design will result in a more efficient use of the land, and the property...*"
2. Add condition #5 which reads "Secondary Dwelling Units shall not be allowed."
3. Add condition #6 which reads "The Architectural Review Commission shall consider one driveway accessing all parcels on the project site resulting in elimination of backing out onto Grand Avenue."

AYES: Commrs. Draze, Larson, Multari, and Stevenson
NOES: None
RECUSED: None
ABSENT: Commr. Fowler

The motion passed on a 4:0 vote.

2. **City-Wide.** GPI 15-12: Land Use and Circulation Elements Update: Continued review of Task Force-recommended alternatives to the Land Use Element update; City of San Luis Obispo – Community Development Dept., applicant. *(Kim Murry)*

Kim Murry, Deputy Director, presented the staff report, recommending the Commission continue to review the land use and circulation alternatives endorsed for further evaluation by the Task Force for the Land Use and Circulation Elements Update and provide input and revisions as appropriate.

PUBLIC COMMENTS ON SLIDE 4 OF THE PRESENTATION (MADONNA/LOVR AREA):

Steve Devencenzi, SLOCOG, stated that the Prado Road interchange does impact SLOCOG. He can see justification for some regional funds for access to the airport via Prado Road to Broad. He noted that SLOCOG is currently conducting a mobility study in the county. He stated that closure of ramps and going to one access point for 101 will be very expensive and, rather than stating that ramps are to be closed, it may be preferable to plan a complete analysis of all the ramps, with the possibility that ramps in existence may be redesigned. He noted that going to one access point may require widening Santa Rosa.

Jenna Smith, SLO, Executive Director of Central Coast Grown, noted that the general plan calls for preserving agricultural properties. Central Coast Grown supported retaining fifty percent of the Dalidio property as agricultural land.

Brian Engleton, City Farm, supported option L-5 as it preserves fifty percent of the land as agricultural. He stated that the planned medium and high-density housing will serve the purpose of connecting people to their local food supply. He supported considering the impact on agricultural lands when planning new roads.

Amy Sinsheimer, SLO, member of Central Coast Grown, supports L-5 over options that might preserve even more open space because the adjacent housing would connect residents to agriculture. She noted the need to optimally use the agricultural land.

Rosemary Wilvert SLO, member of the City Farm group, emphasized the need for sustainable farmland in light of climate change. She noted that the land use plan and the master plan for the Calle Joaquin Preserve require that fifty percent be reserved for agriculture. She stated that the City Farm working group advocates extending Calle Joaquin to Dalidio Road but understands that either 15-3 or 15-2 will be passed and therefore prefers 15-3.

Karen Newman, representative for the City Farm working group, opposed the extension of From Ranch Way because it would cut off access to City Farm. She stated that the extension of the Bob Jones Bike Trail would preserve access. She supported contiguous open spaces that would bring people to, not through, them. She stated that the extension of Calle Joaquin should be parallel to 101.

Eugene Jud, SLO, suggested the Prado overpass be just a bicycle/pedestrian bridge. He noted the need for planning for people who will be 45 in 2035. He maintained that vehicular traffic is not growing in many locations and that fewer young people have driver licenses today.

Peter Schwartz, SLO, Cal Poly physics professor, supported high-density housing and safety for bicycles and pedestrians. He supported a bicycle and pedestrian-only overpass for Prado Road.

Grace Morgan, SLO, supported a bicycle/pedestrian-only overpass and making the city safe for bicycles and pedestrians. She stated that people will adjust to what is built.

Shahram Shariati, SLO, former student, noted the need for more housing, especially affordable housing. He maintained that increases in traffic volume come from people being forced to live outside the city due to high prices. He stated that people are turning against transportation by car.

Marshall Ochylski, representative of the developer who has the Dalidio property in escrow, supported mixed use with primary emphasis on residential, especially entry and workforce housing. He clarified the definition of preserving fifty percent of the land as meaning open space and/or agricultural. He supported the mitigation of that fifty

percent with offsite property exchanges if there is an opportunity. He supported continued consideration of circulation options.

Steve Delmartini, SLO, stated he does not know what entry and workforce housing actually means. He expressed concern about airport flight paths in relation to housing planned.

Linda Sealy, SLO, noted that there will never be more class 1 soil on earth and thus there is a need to preserve this land for agriculture over building shopping malls or housing. She opposed the concept of off-site mitigation to meet the fifty percent requirement.

Charlene Rosales, SLO Chamber of Commerce, supported the Prado Road interchange for current needs and future development. She stated the area is ideal for mixed use, medium and high-density housing, hospitality space, bicycle access, and parks.

Erik Justesen, business owner, supported mixed use and a move away from large commercial. He noted that with a limited amount of space within the city limits, trying to set aside a sizeable amount of open space would be problematic. He stated that cross circulation, such as the extension of Calle Joaquin, etc., is needed to get to shopping.

Eric Meyer, SLO, left his bicycle at the front of the Council Chamber as an exhibit.

There were no further comments made from the public.

COMMISSION COMMENTS ON SLIDE 4 OF THE PRESENTATION (MADONNA/LOVR AREA):

Commr. Larson stated that the Prado interchange would serve an important east/west traffic flow function and facilitate moving traffic on and off 101. He noted that if this interchange is eliminated, there must be a demonstration of where that traffic will go and what impacts it will have.

Commr. Stevenson expressed concern about how CalTrans would view a Prado Road overpass vs. an interchange and whether the city would be required to design a full interchange even if the City opted to pursue the overpass instead of the interchange.

Deputy Director of Public Works Tim Bochum indicated that design of the facility is also impacted by underlying issues of access and space. He noted that grading for an overpass might result in flood waters on Hwy 101.

Commr. Multari thanked Eugene Jud for his report. He noted that medium/high-density residential on the Dalidio property may not fit with the current Airport Land Use Plan. He stated the City should not be constrained by existing land use categories, but consider designations such as mixed-use plan 1 or 2, etc., with a focus on policy. He supported consideration of offsite mitigation of open space as part of the policy discussions.

Commr. Draze agreed that the Commission should not get too detailed at the general plan level and that new designations may be helpful. He stated that he is hesitant to remove circulation options for the future whether car, bicycle, or pedestrian.

Commr. Stevenson agreed that discussion of details needs to be at the policy level.

Community Development Director Derek Johnson stated that the alternatives will be modeled and can be in the general plan for many years without immediate action.

Commr. Draze noted that if an alternative is not in the plan, then it is precluded from being implemented.

Commr. Larson stated that modeling and understanding what deletion of the Prado interchange would mean is important and that east/west circulation is a regional issue.

Commr. Draze supported the Task Force and Commission on residential development. He noted that in one or two generations, transportation preferences will change.

There were no further comments made from the Commission.

On motion by Commr. Multari, and seconded by Commr. Stevenson, the Planning Commission recommended to the City Council that the L5 area (Dalidio) be designated as a mixed-use planning area with policies to evaluate the appropriate mix of uses, including agricultural open space at fifty percent and a residential component that is consistent with applicable airport policies. The Commission further recommended that circulation connections between Los Osos Valley Road and Dalidio be evaluated.

AYES: Commrs. Draze, Larson, Multari, and Stevenson
NOES: None
RECUSED: None
ABSENT: Commr. Fowler

The motion passed on a 4:0 vote.

On motion by Commr. Multari and seconded by Commr. Stevenson, the Commission recommended to the City Council that both 15-2 and 15-3 (Prado overpass and interchange) alternatives be evaluated.

AYES: Commrs. Draze, Larson, Multari, and Stevenson
NOES: None
RECUSED: None
ABSENT: Commr. Fowler

PUBLIC COMMENTS ON SLIDE 5 OF THE PRESENTATION (MADONNA/LOVR 2):

Shahram Shariati, SLO, suggested that areas already developed but empty, such as the old New Frontiers site, be developed instead of open areas.

There were no further comments made from the public.

COMMISSION COMMENTS ON SLIDE 5 OF THE PRESENTATION:

Commr. Draze stated that some portion of the Madonna property would be designated mixed use, to be decided at the policy level, but not the entire property. He noted that the hillsides are not being considered for active uses. He noted the need for a bicycle connection to Target and onto Froom Ranch. He questioned the inclusion of office space on K-3/the Sunset Drive-in to Prado area.

There were no further comments made from the Commission.

On motion by Commr. Multari, seconded by Commr. Stevenson, the Planning Commission recommended to the City Council that Site 14 (Oceanaire connection to Froom Ranch) be enhanced for bike and pedestrian connections but that no vehicular connections be made; that K-3 (Sunset Drive-in to Prado Site) be designated for a mix of uses with policy direction to guide appropriate mix; that M-3 and M-4 (Froom Ranch and LOVR) be considered through policy discussion to support a non-residential buffer along roads but to consider Medium-High Density residential development and park at this location; that Task Force directional items for O-3 (Madonna) be included in the policy discussion but not require a Planned Development overlay; and that N-4 (Calle Joaquin) be addressed through policies that will call out the appropriate mix of uses.

AYES: Comms. Draze, Larson, Multari, and Stevenson
NOES: None
RECUSED: None
ABSENT: Commr. Fowler

The motion passed on a 4:0 vote.

PUBLIC COMMENTS ON SLIDE 6 OF THE PRESENTATION (SOUTH HIGUERA/ AIRPORT AREA):

Stephen Peck, SLO, project manager for the Avila Ranch property, discussed their efforts to review the Buckley Road connection to Higuera. He indicated they are working with the County, the City, and Caltrans to determine connections for pedestrian and bike connections to the Octagon Barn and alignment of Buckley Road.

Charlene Rosales, SLO Chamber of Commerce, stated that the Chamber is in agreement with LUCE Task Force recommendations.

Steve Delmartini, SLO, stated that the Tank Farm/Broad area needs residential development and that Avila Ranch is a circulation nightmare that needs evaluating.

Erik Justesen, business owner, indicated that Avila Ranch is isolated and connections to the retail sites to the north is important. He supports the Buckley connection to Higuera and stated that longer term, the City should look at options to expand outside of the current city limits – perhaps south of Buckley Road.

Eugene Jud, SLO, supported the Buckley Road connection to LOVR. He stated that the Marigold Center/Broad/Tank Farm area could be much denser. He suggested a roundabout at Tank Farm and Broad and developing pedestrian connections above streets.

Eric Meyer, SLO, indicated that the Avila Ranch concepts require Chevron's participation to connect the bike network to that area. He emphasized the need to improve pedestrian and bike circulation in the Tank Farm/Broad area.

There were no further comments made from the public.

On motion by Commr. Multari, and seconded by Commr Stevenson, the Planning Commission recommends the TF-LUCE recommendations for 17-2 (Vachel), 18-2 (north-south connection between Tank Farm and Buckley), 19-4 (Bypass and Buckley connection to Higuera), P-5 (Residential/open-space mix near Los Verdes condos), Q-2 (policy to review MASP density), R-3 (mixed use at Broad/Tank Farm), and S-3 (Avila Ranch concept) as a planning area with policy direction that will guide future development.

AYES: Commrs. Draze, Larson, Multari, and Stevenson

NOES: None

RECUSED: None

ABSENT: Commr. Fowler

The motion passed on a 4:0 vote.

PUBLIC COMMENTS ON SLIDE 7 (JOHNSON/BROAD AREA) OF THE PRESENTATION:

Steve Delmartini, SLO, supported upzoning the area between Lawrence and Mitchell on the west side, previously changed from R-2 to R-1, R-2 again. He stated this area could accommodate secondary dwellings behind existing dwellings.

Erik Justesen, business owner, supported the inclusion of the Broad Street plan. He noted a need to connect the east and west sides of the city. He stated that more railroad overcrossings were needed all the way to Orcutt Road but do not need to be vehicular. He supported slowing Broad Street traffic.

Charlene Rosales, SLO Chamber of Commerce, supported including the Broad Street Area plan as part of the update. She stated that the Chamber is supportive of senior housing and facilities in the area behind General Hospital.

Eugene Jud, SLO, commended the Broad Street plan and noted the need for more pedestrian bridges over the railroad tracks. He stated that Bishop Street is very steep, which makes it difficult to integrate with Santa Barbara Road with the Fire Department facility there. He stated that the neighborhood would probably not support it.

There were no further comments made from the public.

COMMISSION COMMENTS ON SLIDE 7 OF THE PRESENTATION:

Commr. Stevenson supported keeping the railroad overpass at Orcutt due to concerns of rail activity. He agreed that Bishop Street connection is steep and getting over the railroad tracks and down would be difficult. He supported consideration of bikes and pedestrian crossings, but not vehicles.

Commr. Draze supported keeping the Bishop Street connection in for consideration along with the railroad overpass. He stated that the Commission needs to recommend strongly that the City Council consider inclusion of the Broad Street plan.

Commr. Larson agreed with Commr. Stevenson in supporting the Orcutt road overpass and predicted that more oil will be transported by train in the future. He agreed that the Broad Street plan should be looked at again.

There were no further comments made from the Commission.

On motion by Commr. Stevenson, seconded by Commr. Larson, the Planning Commission recommended the Council include evaluation of the consequences of eliminating the Bishop Street bridge, withdraw the alternative of eliminating the Orcutt Road overpass, provide policy direction for I-3 (area behind General Hospital), and strongly endorsed the inclusion of the Broad Street Area plan with changes to address removal of the McMillan/Duncan area and provisions for non-conforming uses as part of the update.

AYES: Comms. Draze, Larson, Multari, and Stevenson
NOES: None
RECUSED: None
ABSENT: Commr. Fowler

The motion passed on a 4:0 vote.

SLIDE 8 (PROPERTY OWNER REQUESTS RECEIVED):

There were no comments made from the public.

There were no comments made from the Commission.

Planning Commission direction agreed with staff recommendation to develop policies to guide evaluation of individual up-zoning requests.

COMMENT AND DISCUSSION:

3. Staff

- a. Agenda Forecast: Deputy Director Murry provided a forecast of items scheduled for the August 28th and September 11th meetings.

4. Commission

- a. Commr. Drazie will miss the August 28, 2013, meeting.
- b. The City Council will be appointing new Commissioners on September 3, 2013.

ADJOURNMENT: The meeting was adjourned at 9:39 p.m.

Respectfully submitted by,

Diane Clement
Recording Secretary

Approved by the Planning Commission on August 28, 2013.

Ted Green
Interim Supervising Administrative Assistant



01 October 2013

Mr. Derek Johnson, Community Development Director
 Ms. Kim Murry, Deputy Director, Long Range Planning
 CITY OF SAN LUIS OBISPO
 Community Development Department
 919 Palm Street
 San Luis Obispo, CA 93401

**RE: LAND USE AND CIRCULATION ELEMENT (“LUCE”) UPDATE –
 SAN LUIS COASTAL UNIFIED SCHOOL DISTRICT PROPERTIES**

Dear Mr. Johnson and Ms. Murry,

Our firm proudly represents the San Luis Coastal Unified School District (“School District”). As you know, on their behalf, we have provided input to the Planning Commission as they reviewed the Task Force recommendations for the School District’s properties – Site C. “Old” Pacheco Elementary and Site M. Pacific Beach High School. We are in receipt of the Mayor’s recent correspondence and appreciate her acknowledgement that the School District is a key partner in the community and accept her request to provide additional feedback with regards to whether the proposed land use alternatives further or hinder the District’s goals.

Pursuant to our recent meeting with you and Business Superintendent Pinkerton, and in light of the upcoming Council hearing to determine the scope of the environmental document for the LUCE process, please be advised of the following comments. While we clearly appreciate that the LUCE is a long-range planning effort, we hope that this information will provide you and the Council with the clear direction as to the disposition of the School District properties.

Site C – “Old” Pacheco Elementary

The LUCE Task Force and the Planning Commission have recommended four different land use scenarios for this property: 1) existing General Plan designation – Public Facilities; 2) Low-density residential; 3) a combination of low-density and medium-density residential; and 4) Medium-density residential with a fair portion of the property designated as park.

While the School District will soon embark upon a new student demographic statistical forecast, they know that enrollment has increased by three percent over the past three years following a ten-year steady decline in enrollment. Given this trend, it would be prudent to retain Pacheco Elementary at its current General Plan designation, until such a determination has been made to convert it to another use. While an even higher density residential land use than currently proposed in the LUCE alternatives would seem appropriate, at this time it is the School District’s desire to eliminate consideration of Site C from the LUCE and related environmental process.

Site M – Pacific Beach High School

The LUCE Task Force and the Planning Commission have recommended four different land use scenarios for this property: 1) existing General Plan designation – Public Facilities; 2) a combination of low-density residential, commercial retail, office and a park; 3) Mixed-use (housing and commercial) and a park; and 4) Medium high density residential and a park.

Based upon the age and condition of the existing structures, and the substantial increase in incompatible commercial development along the Los Osos Valley Road corridor, the School District is interested in placing this property in its Master Plan for Surplus Property and Revenue Enhancement Program. Guidance to accomplish this is provided by the Education Code¹ that codifies the procedures for the disposition of real property.

Our analysis of the “best and highest use” for the property revealed that the Commercial Retail (CR) land use category, that also allows for a maximum residential density of 36 units/acre (note that this property is in the Airport Land Use Plan/Airport Safety Area S-2 that limits residential density to 12 units/acre), may be an appropriate land use designation given the context of the mix of uses in the neighborhood. The School District would agree to changing the zoning to CR as part of the LUCE process, as long as there is an acknowledgement that there is absolutely no interest on the School District’s part to include a public park² on the subject property.

We hope that this clarifies the School District’s position on the above-mentioned properties and will allow you to complete your recommendation to the City Council. We will continue to monitor the LUCE planning process. Thank you in advance for your consideration. Please do not hesitate to contact us should you need any additional information.

Respectfully,
OASIS ASSOCIATES, INC.



C.M. Florence, AICP Agent
SAN LUIS COASTAL UNIFIED SCHOOL DISTRICT

c: Dr. Eric Prater, Superintendent SLCUSD
R. Pinkerton/Superintendent Business SLCUSD
T. Green, Esq.
12-0006/13-0031

¹ See Education Code §17387-17391 and §17455 – 17484.

²Through the negotiated agreement with the City of San Luis Obispo, all of the School District’s currently used and unused school sites, as well as Sinsheimer Park, are operated as publicly accessible parks and recreational facilities.



OASIS ASSOCIATES
LANDSCAPE ARCHITECTURE + PLANNING

02 October 2013

Mr. Derek Johnson, Community Development Director
Ms. Kim Murry, Deputy Director, Long Range Planning
CITY OF SAN LUIS OBISPO
Community Development Department
919 Palm Street
San Luis Obispo, CA 93401

**RE: LAND USE AND CIRCULATION ELEMENT (“LUCE”) UPDATE –
UNIVERSITY SQUARE, FOOTHILL BOULEVARD @ SANTA ROSA STREET**

Dear Mr. Johnson and Ms. Murry,

Our firm proudly represents Mr. Nicholas Tompkins/NKT Real Properties, LLC (“NKT”). NKT owns the property known as University Square. While we have not provided public input to the Planning Commission as they reviewed the Task Force recommendations for the subject properties – LUCE Update Site *B. Foothill Boulevard @ Santa Rosa Street* or the *Complete Streets 1. Pedestrian Access Near Foothill Boulevard* and *2. Vehicular Access Near Foothill Boulevard*, we have conducted an extensive search for a residential mixed-use development partner¹ and with that search, completed a fairly exhaustive and comprehensive economic feasibility analysis to design, permit and construct a mixed-use (residential/commercial) project. The results were certainly enlightening, but at the same time, extremely disappointing. Many factors contributed to the conclusion of infeasibility: land cost, entitlement and permit fees; construction costs; and lastly, the ability to generate revenues to compensate for the initial capital outlay.

At this juncture, NKT is poised to pursue a project reflective of the current zoning (Commercial Retail/“CR”) and the zone’s allowable uses, that are very similar to the LUCE Update alternative *B-2. Redevelopment of the Commercial Center*. We are currently in the planning phase of that effort and anticipate lodging an application in a matter of months. Based upon our client’s intentions, it would seem unnecessary to include the subject property and the various LUCE Update iterations in the Council’s deliberation about the scope of work for the environmental document. With regards to the traffic and circulation alternatives, we would of course continue to have an interest in how the City intends to move forward with the noted improvements.

As planners, we appreciate that the LUCE Update is a long-range planning effort, one that the City must revisit now and again to refresh the community vision and hopefully, be responsive to the financial realities of the marketplace. We hope that this information will provide you and the Council with the clear direction as to the University Square properties. Thank you in advance for your consideration. Please do not hesitate to contact us should you need any additional information.

¹ We interviewed/reviewed a total of six (6) proposals, two from the nation’s top multi-family residential development companies.

OASIS ASSOCIATES, INC.
2 October 2013
UNIVERSITY SQUARE – LUCE UPDATE PROCESS
Page 2 of 2

Respectfully,
OASIS ASSOCIATES, INC.



C.M. Florence, AICP Agent
NKT REAL PROPERTIES, LLC

c: N. Tompkins/NKT
12-0059



OASIS ASSOCIATES
LANDSCAPE ARCHITECTURE + PLANNING

02 October 2013

Mr. Derek Johnson, Community Development Director
Ms. Kim Murry, Deputy Director, Long Range Planning
CITY OF SAN LUIS OBISPO
Community Development Department
919 Palm Street
San Luis Obispo, CA 93401

**RE: LAND USE AND CIRCULATION ELEMENT (“LUCE”) UPDATE –
APNs 053-141-013 & 053-161-014, LOS OSOS VALLEY ROAD, SLO, CA**

Dear Mr. Johnson and Ms. Murry,

Our firm represents Mr. Wayne Longcrier, the Trustee of the Karl Jr. Trust, the Karen Trust and the Kathryn Trust, collectively known as the KFK Family Trusts (Trust). The Trust owns property on the north and south sides of Los Osos Valley Road (LOVR), adjacent to and west of Los Verdes Park. These properties are collectively known as Site P. LOVR Creekside Area in the City’s LUCE process. The intent of this letter is to provide you with the Trust’s opinion with regards to the alternative land use scenarios recommended by the Task Force and Planning Commission.

The LUCE Task Force and the Planning Commission have recommended five different land use alternatives for these properties: 1) existing General Plan designation – Interim Open Space and Open Space; 2) Medium high residential, agriculture and open space; 3) Low density residential, agriculture and open space; 4) Agriculture and open space; and 5) Medium high density, low density residential and open space. In addition, the property located south of LOVR, is noted on Circulation 19. LOVR Buckley Road Connection – 19.2 LOVR Bypass Alignment.

While the properties are constrained by a number of factors, we believe that the “best and highest use” for both parcels would be medium high density residential (“RMHD”). This greater density would help to mitigate for the City’s desire to take a portion of the southerly parcel to accommodate the LOVR bypass to Buckley Road and the additional open space, which effectively reduces the developable area.

We hope that this clarifies the Trust’s position on the above-mentioned properties and, in turn, will allow you to complete your recommendation to the City Council. We will continue to monitor the LUCE planning process. Thank you in advance for your consideration. Please contact us should you have any questions or require any additional information.

Respectfully,
OASIS ASSOCIATES, INC.

C.M. Florence, AICP Agent
KFK FAMILY TRUST

c: W. Longcrier, Trustee
K. Kundert/KFK Family Trusts
13-0017

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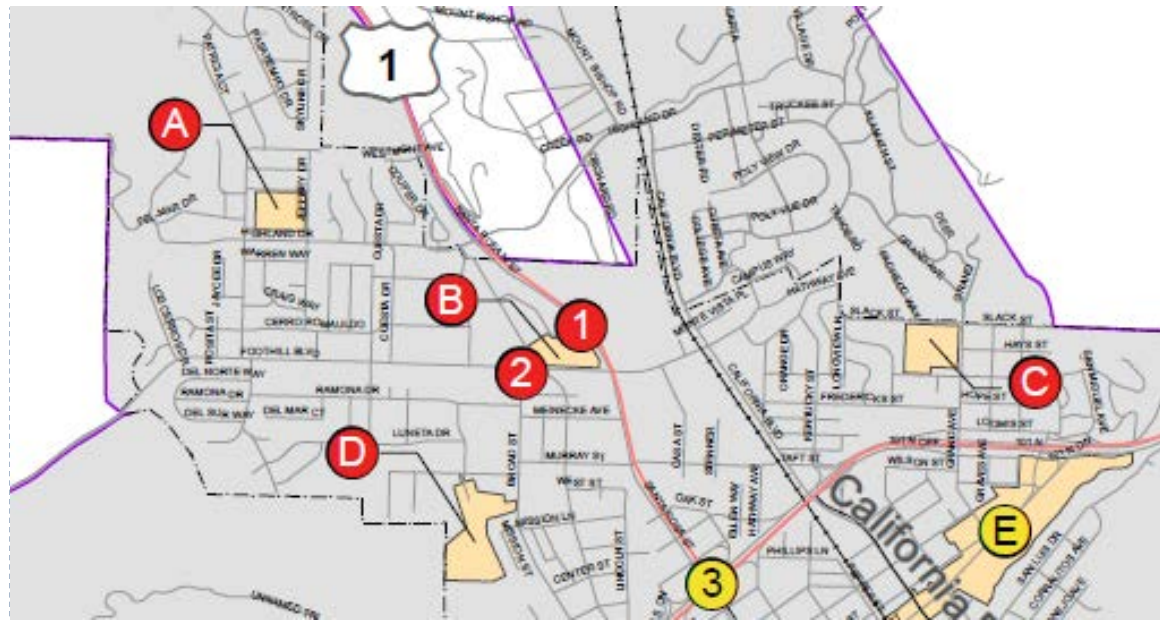
2035 

LAND USE &
CIRCULATION
UPDATE

Planning Commission
Recommendations
Preliminary
Land Use &
Circulation
Alternatives



October 15, 2013



Ped/bike connection across Santa Rosa. Consider all access options for Boysen/Santa Rosa (i.e. full access, no access, right-turn only, etc.)



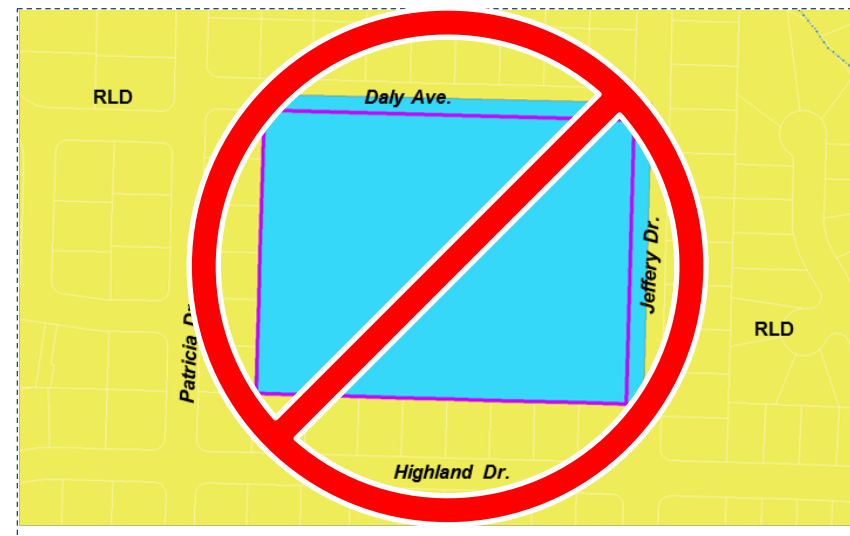
1-3. Boysen Access – evaluate options

Foothill Area

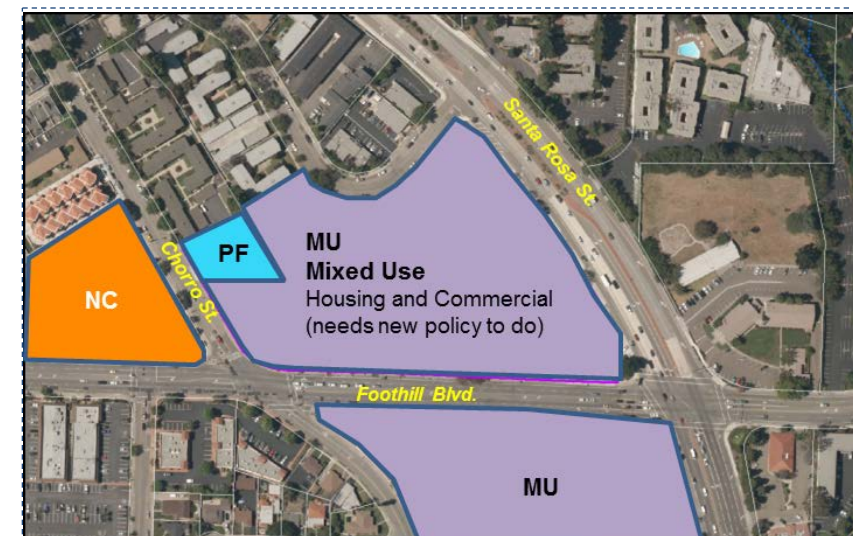
Circulation Alternatives: 1 – 2
Land Use Alternatives: A – D



2-3. Broad & Boysen Realignment



Site A: PC recommends no change



B-3. Redevelopment to Mixed Use

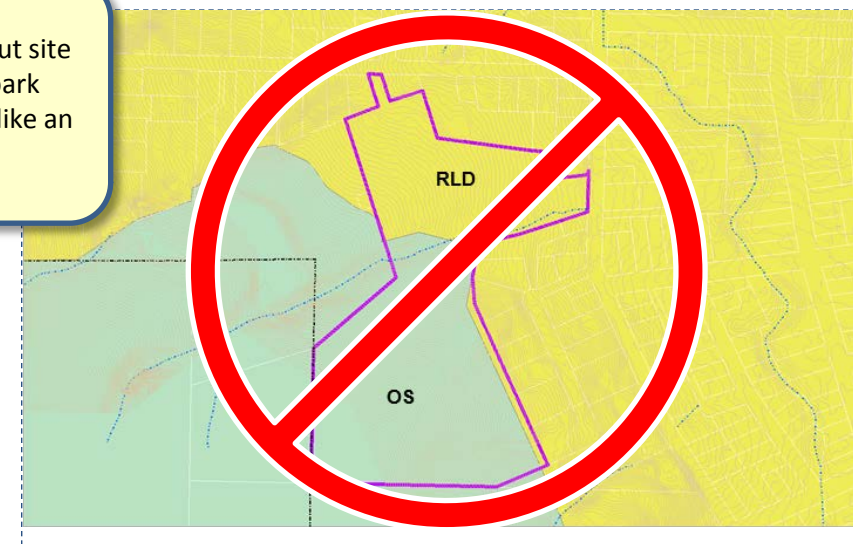


B-4. Redevelopment to Mixed Use (w/realignment)

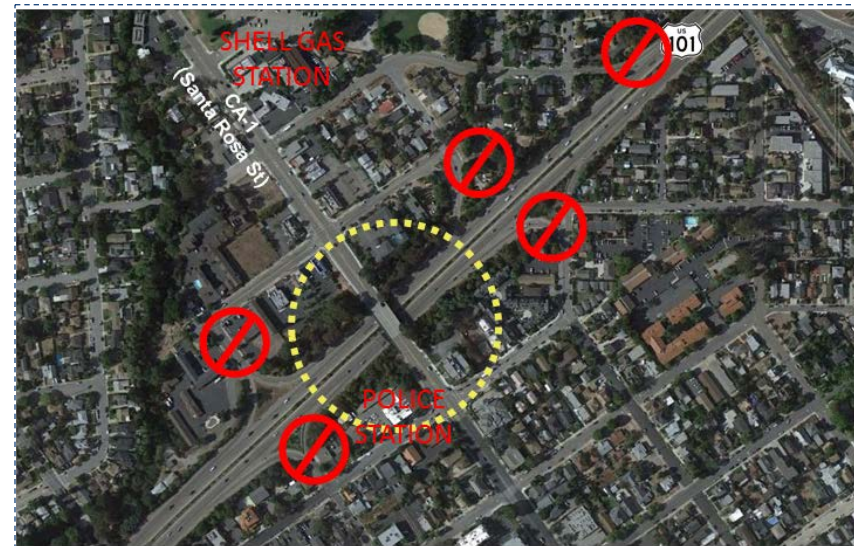
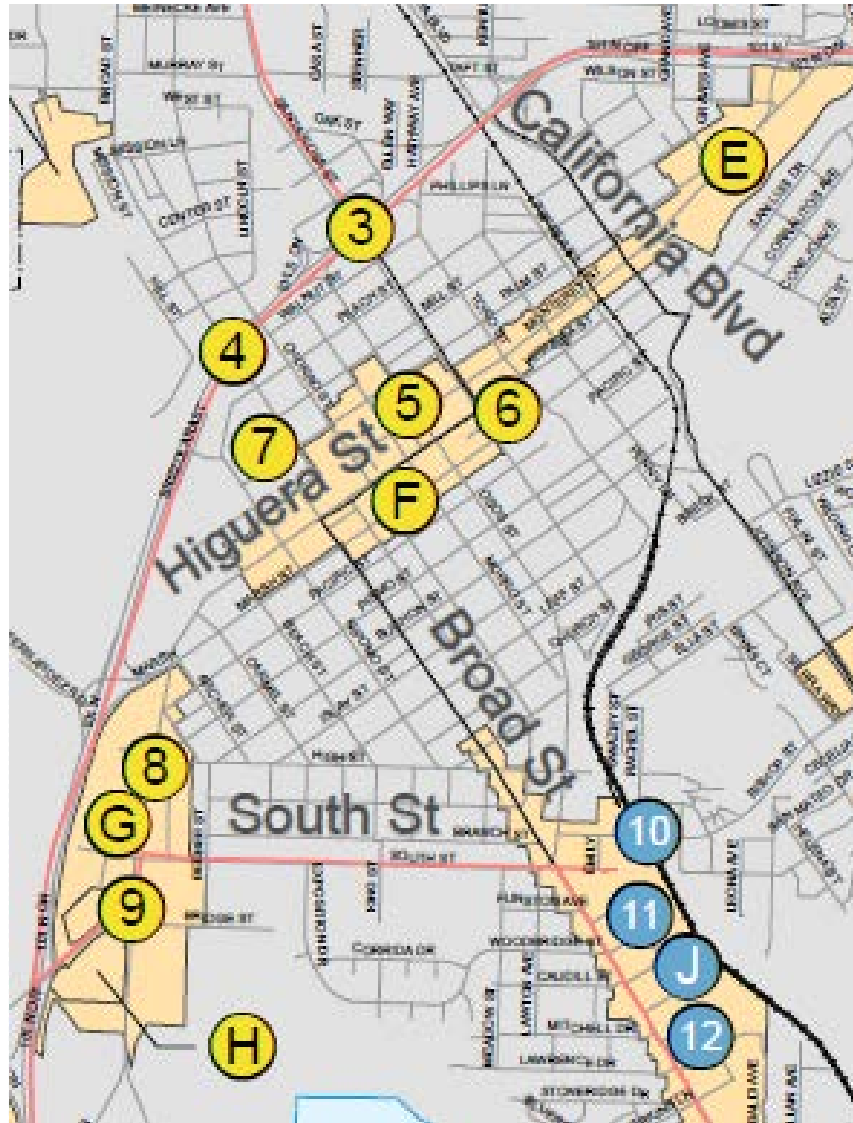


C-4. Residential and Park Reuse

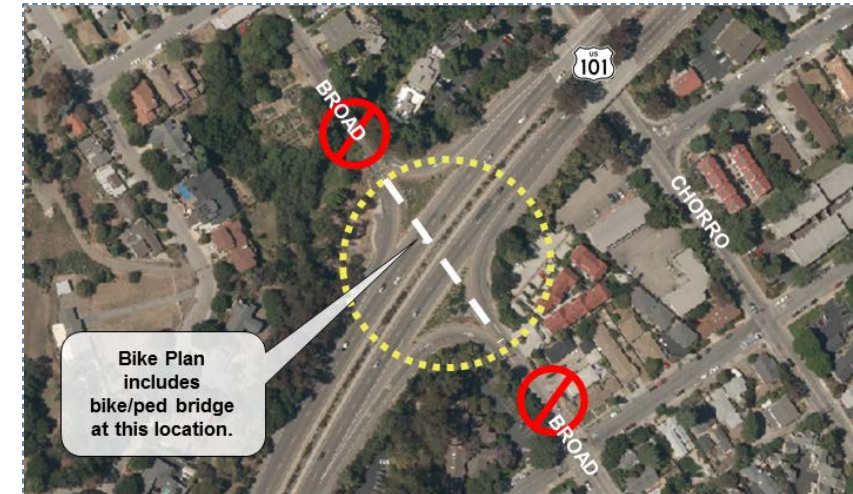
Be flexible about site layout (i.e. park shouldn't look like an "L")



Site D: PC recommends no change



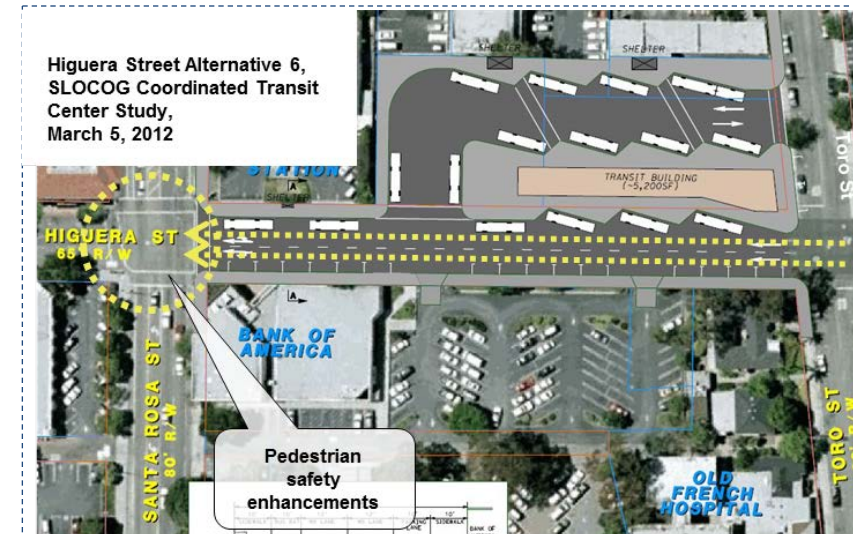
3-2. Potential ramp closures and expansion of interchange at US 101/SR 1



4-2. Potential for Ramp Closure



5-3. Convert Marsh & Higuera to Two-Way (California to SR)



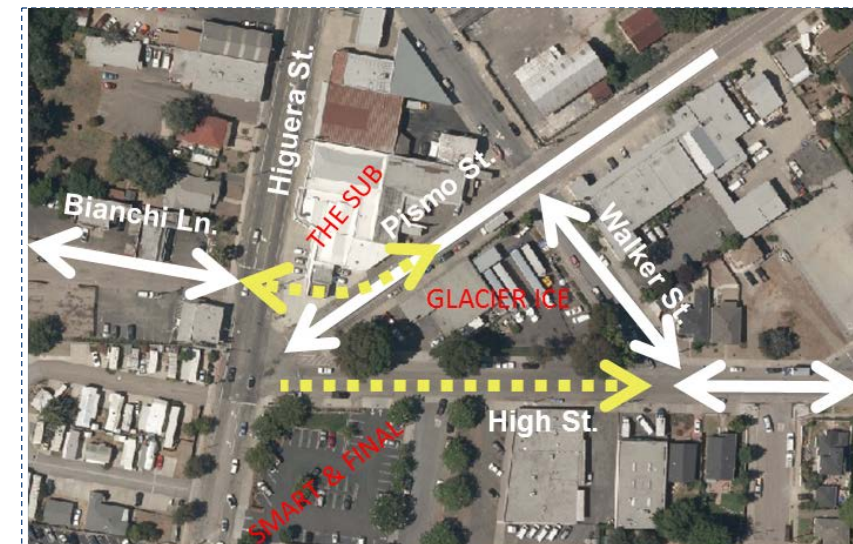
6-2. Example Site Layout on Higuera Street



7-2. Small Expansion of Pedestrian Plaza



7-3. Larger Expansion of Pedestrian Plaza

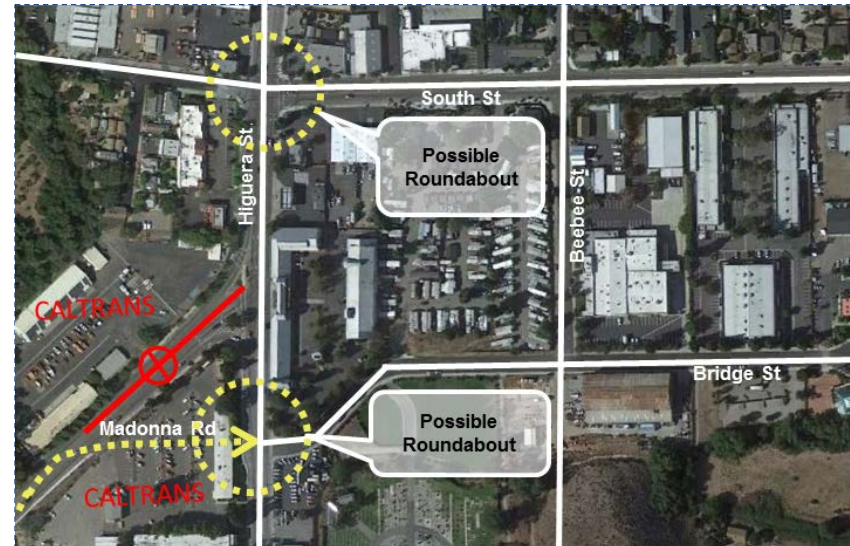
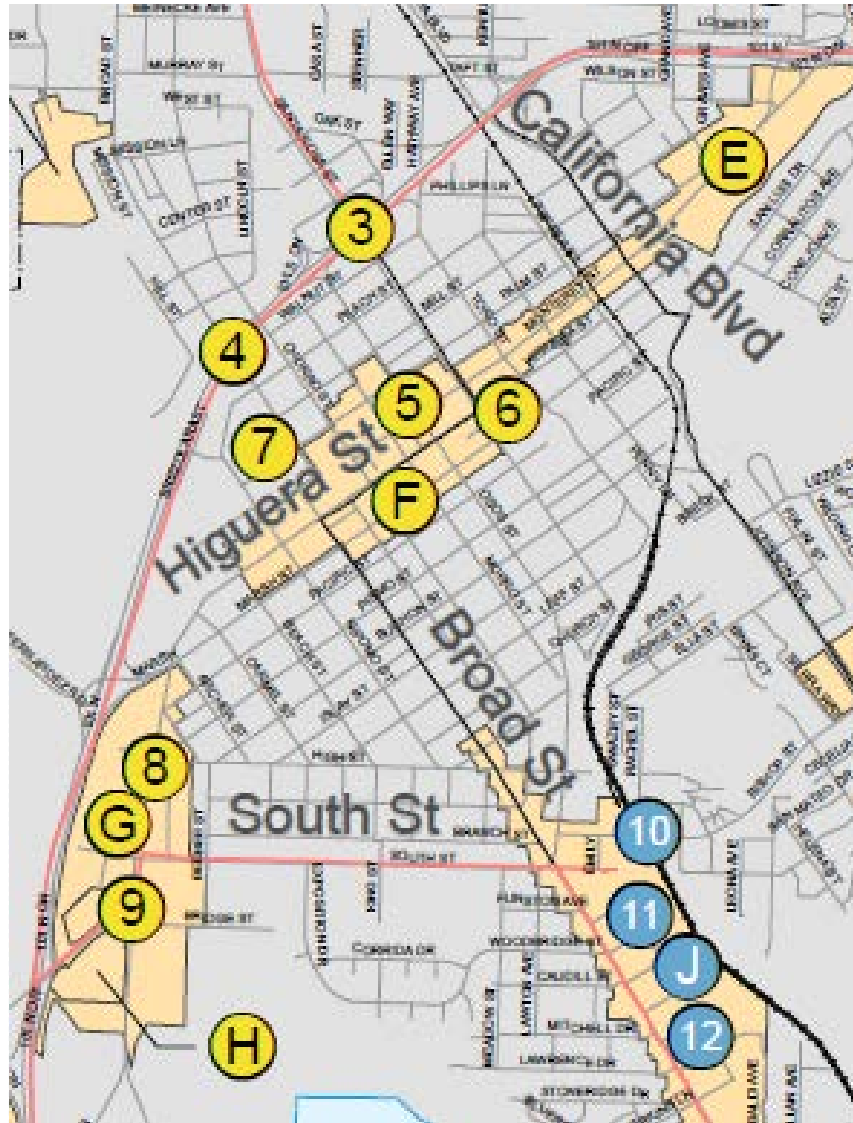


8-3. Realignment of Bianchi Ln

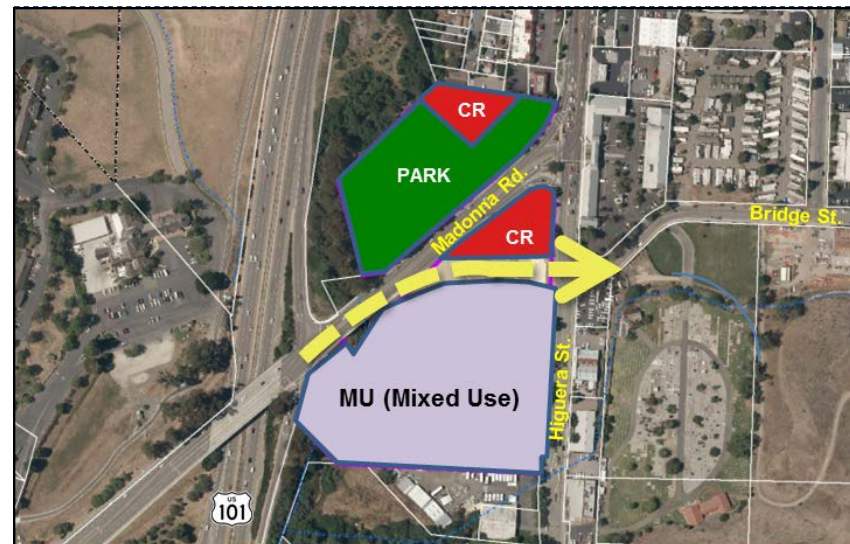
**Monterey /
Downtown
Mid-Higuera
Area**

Circulation
Alternatives: 3 – 9

Land Use
Alternatives: E – H



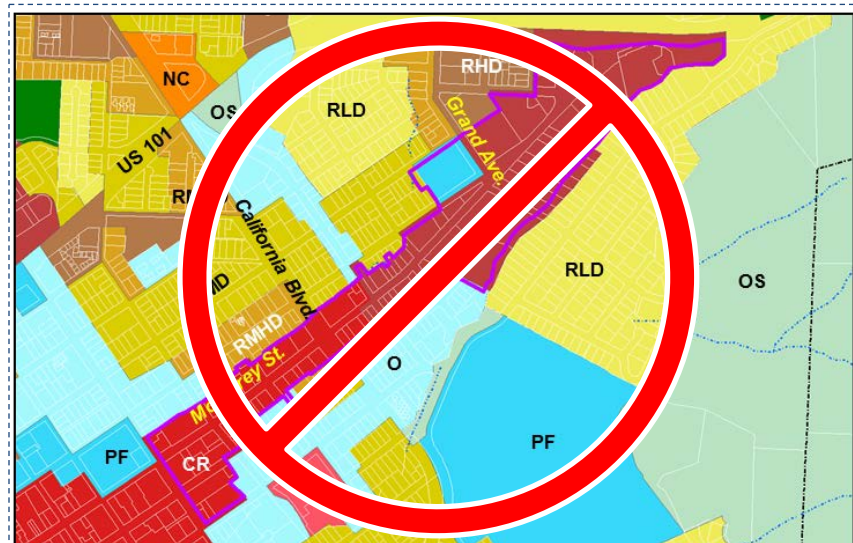
9-2. Example Realignment & Intersection Improvements



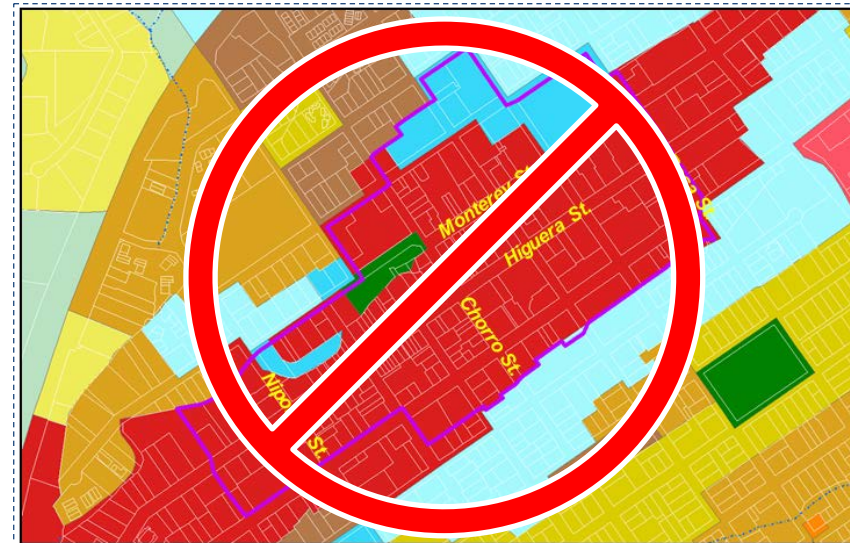
H-2. Mixed Use with Commercial Node



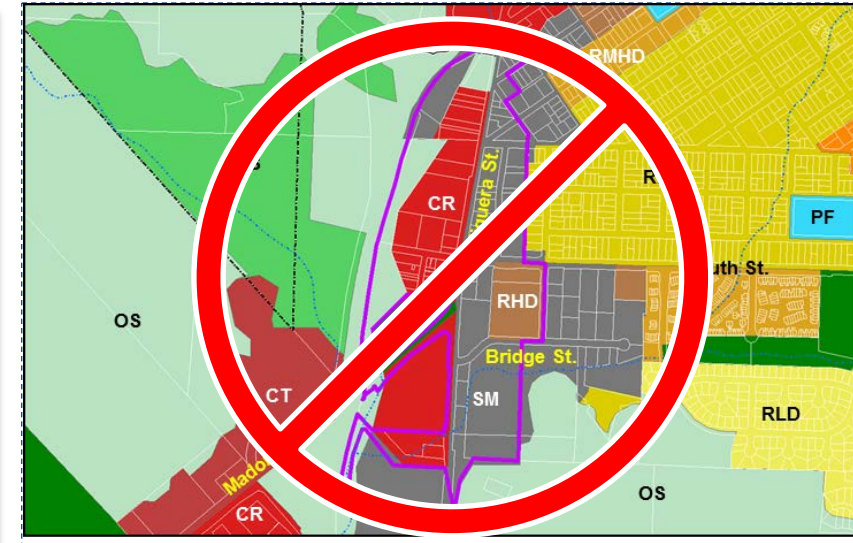
H-3. Implement Mid-Higuera Plan



Site E: PC recommends no LU change



Site PC recommends no LU change

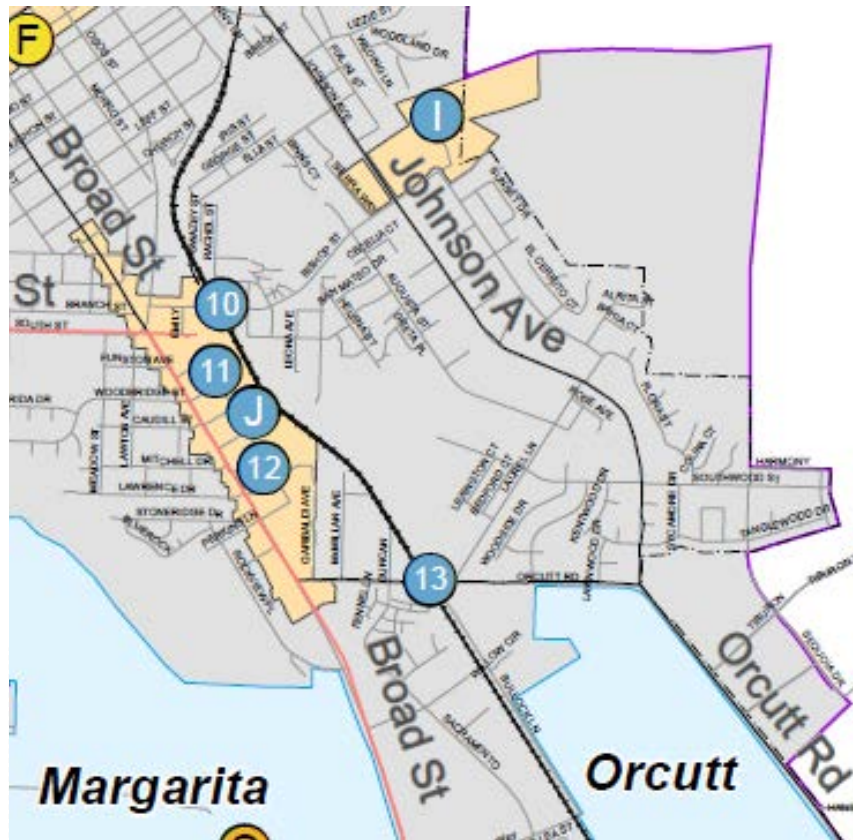


Site G: PC recommends no LU change

**Monterey /
Downtown
Mid-Higuera
Area**

Circulation
Alternatives: 3 – 9

Land Use
Alternatives: E – H



- Evaluate bridge for vehicles, bikes and pedestrians
- Evaluate bridge for bikes and pedestrians only
- Eliminate Bishop Street connection from GP

10-1. Circulation options



12-3. Example Consolidated Access W/ Access Management (Turn Restrictions)

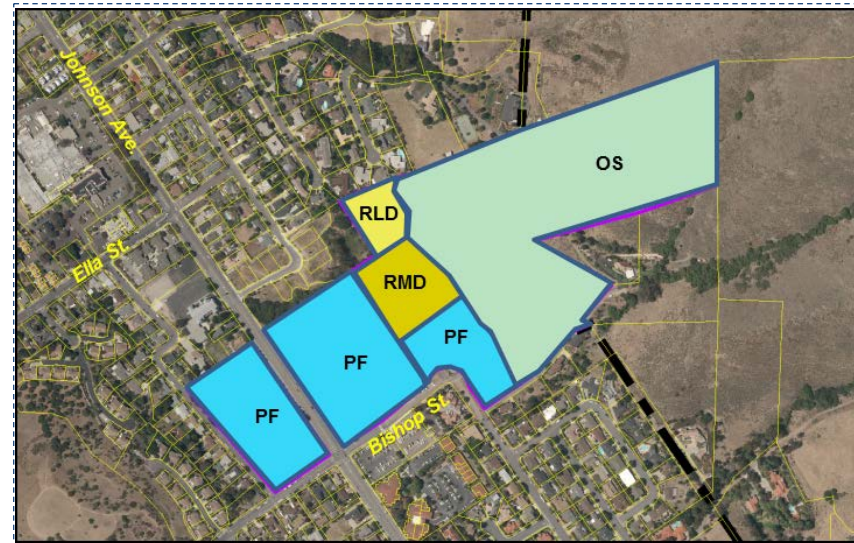


12-2. Example Connection of Victoria Avenue and Emily St

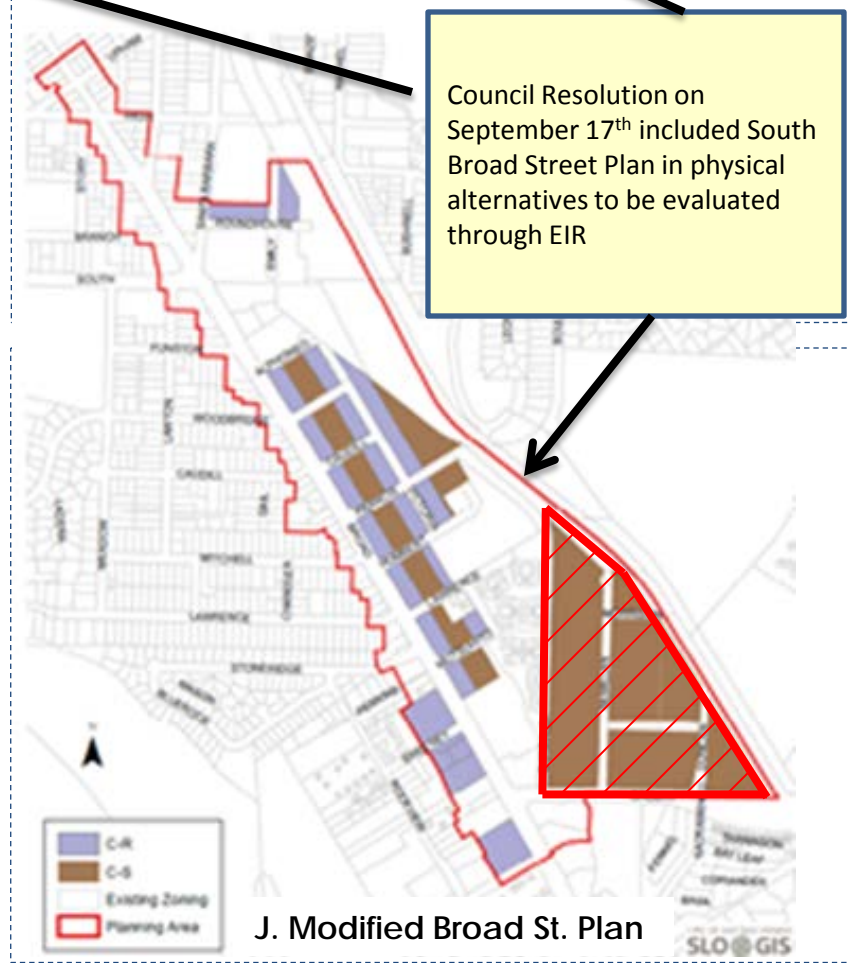
Council Resolution on September 17th included South Broad Street Plan in physical alternatives to be evaluated through EIR



Site 13: PC did not support evaluating option to remove overpass from General Plan for Orcutt Rd.



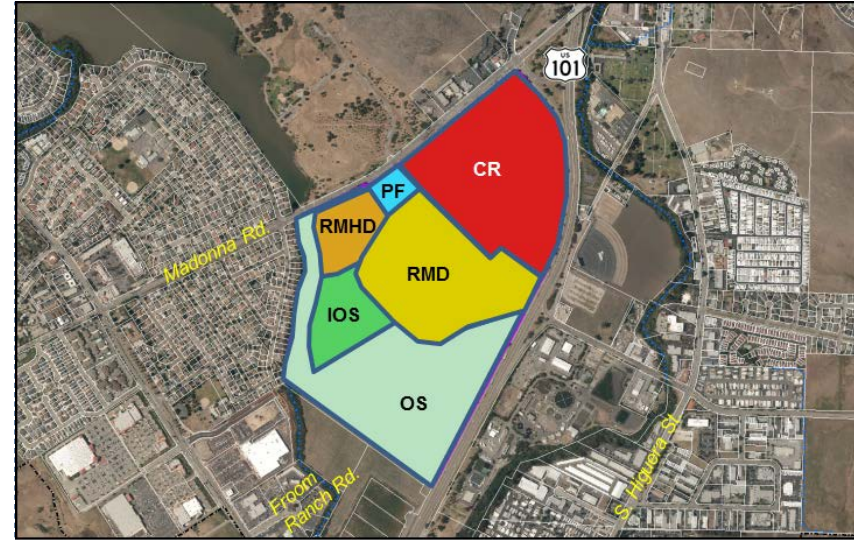
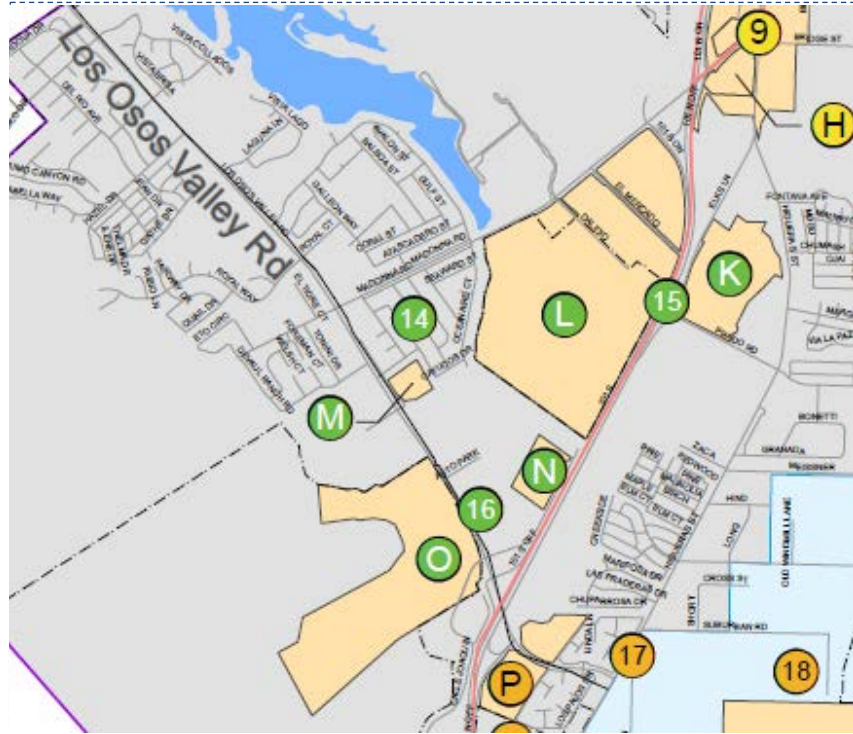
I-3. Medium Density Cluster (Care Center)



J. Modified Broad St. Plan

Johnson / Broad Area

Circulation Alternatives: 10 – 13
Land Use Alternatives: I – J



L-5. PC supported policy direction to identify appropriate range of uses. Area to be designated as special planning area. No LU designations assigned.



15-2. Example Prado Road Extension with Full Interchange



15-3. Example Prado Road Extension with Overpass Only



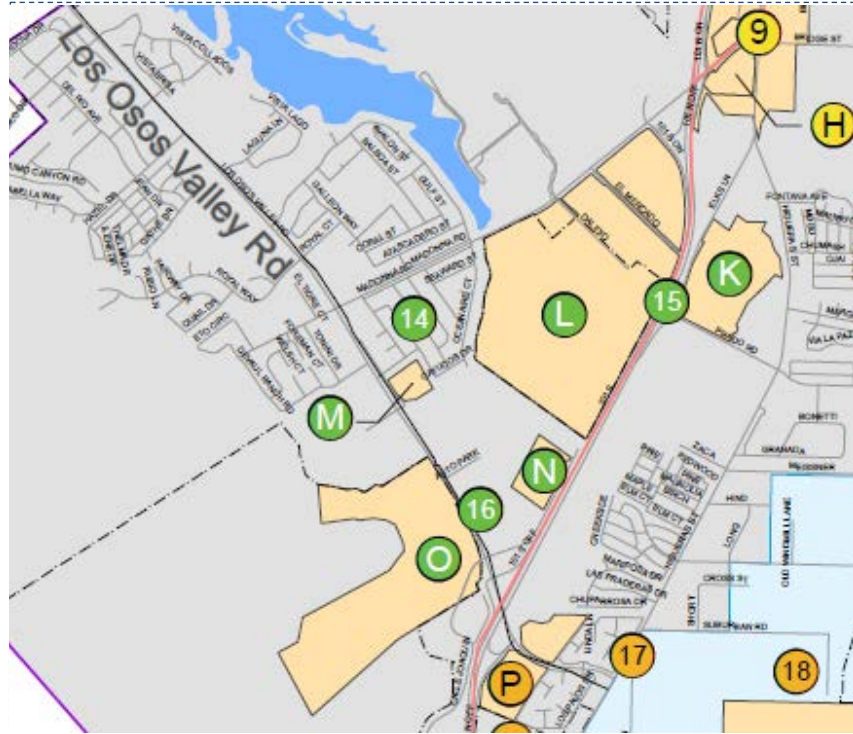
Evaluate whether one or more connections are needed to provide an additional North/South connection between LOVR & Prado / Dalidio and whether an interior east / west connector is needed.

16-3. Example with Several Internal Intersections

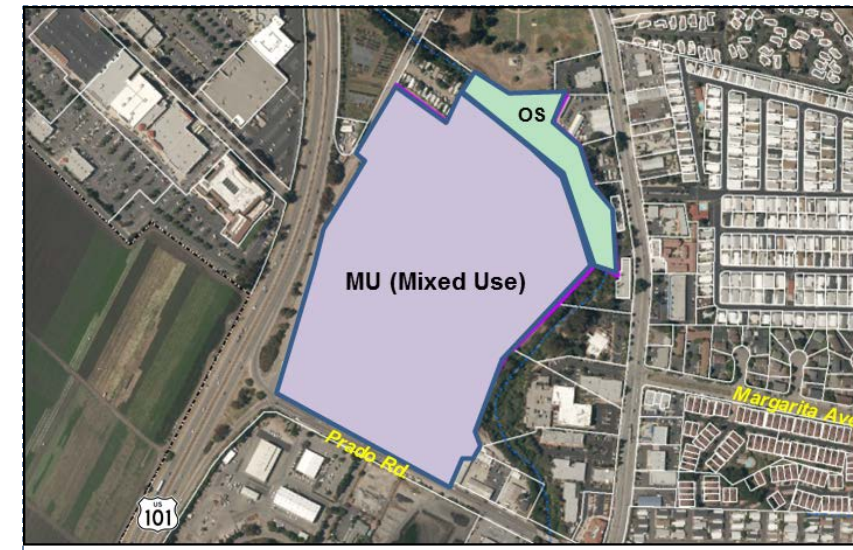
Madonna / LOVR Area

Circulation
Alternatives: 14-16

Land Use
Alternatives: K-O



Site 14: PC recommends no vehicle connections from Froom to Oceanaire neighborhood



K-3. Mixed Use Redevelopment



M-3. Mixed Use Option with Park



M-4. Residential Focus



N-4. Mixed Use



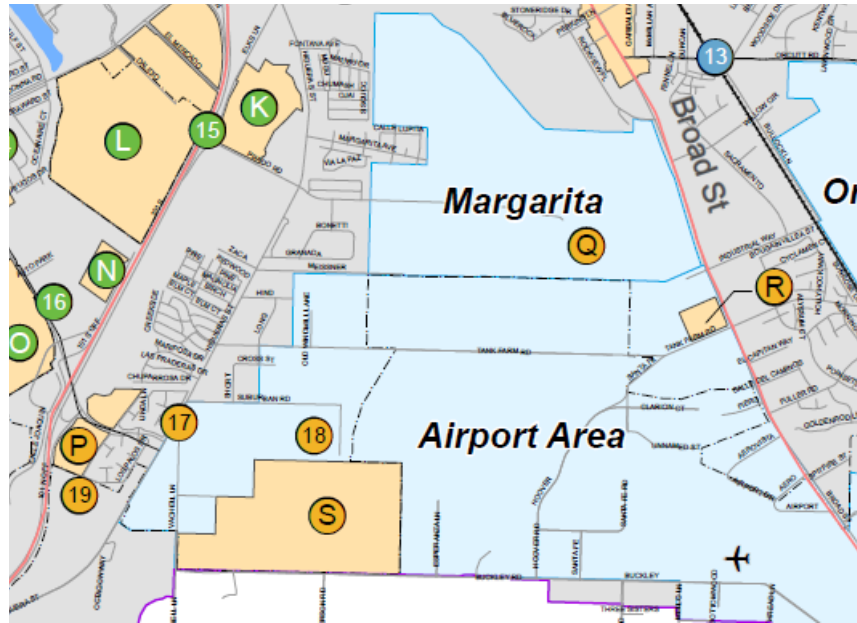
O-3. Planned Development Overlay

Special Planning overlay proposed to identify mix of neighborhood commercial and residential uses. Address sensitive resources, utilities, and open space.

Madonna / LOVR Area

Circulation Alternatives: 14 – 16

Land Use Alternatives: K-O



17-2. Vachei Ln. Realignment



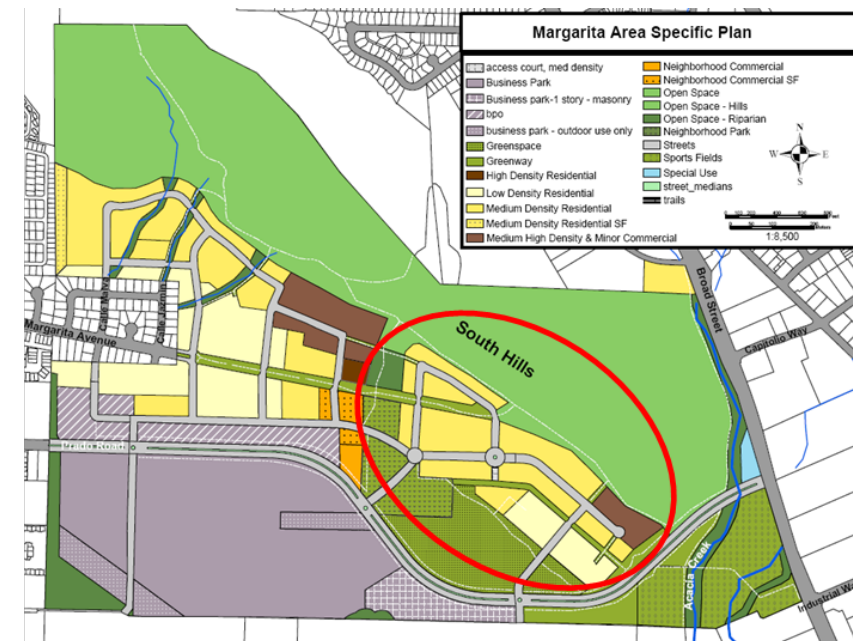
18-2. Example Alignment



19-4. Hybrid combining 19-2 and 19-3



P-5. Residential Mix



Q-2. Modify Density in Specific Plan

PC supports policy/program to review for potential to accommodate additional density on eastern part of MASP.



R-3. Mixed Use Opportunity



S-3. Property Owner's Concept + North Buffer (Specific Plan proposal)



South Higuera / Airport Area

Circulation Alternatives: 17-19

Land Use Alternatives: P-S

RESOLUTION NO. (2013 Series)

**A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN LUIS OBISPO
ENDORING THE PHYSICAL ALTERNATIVES SET FOR THE LAND USE AND
CIRCULATION ELEMENTS UPDATE TO BE CONSIDERED THROUGH THE EIR
PROCESS (GPI 15-12)**

WHEREAS, the City received a Strategic Growth Council grant in the amount of \$880,000 with strict performance timeframes to update the City's Land Use and Circulation Elements; and

WHEREAS, in June 2011, the City Council approved goals for the 2011-2013 Financial Plan including additional funding to support the update of the Land Use and Circulation Elements; and

WHEREAS, public participation has been a long tradition in land use issues in the City of San Luis Obispo and public involvement is essential in updating the 1994 Land Use and Circulation Elements; and

WHEREAS, to date input has been received through two different on-line tools, four community workshops, one workshop at Cal Poly, 18 Task Force meetings, five Planning Commission hearings, two traveling open houses in six locations, and a community survey returned by over 2,000 respondents; and

WHEREAS, the public participation strategy calls for a Task Force for the Land Use and Circulation Elements Update (TF-LUCE) to inform the update process at key milestones, provide feedback and recommendations and disseminate information to each participant's circle of influence; and

WHEREAS, The Planning Commission has reviewed and recommended physical alternatives based upon input from the community and the Task Force; and

WHEREAS, endorsing a set of physical alternatives to be considered through the Environmental Impact Report process is an important milestone step in the update of the City's Land Use and Circulation Elements update; and

WHEREAS, the Council will have additional opportunities to further review the physical set of alternatives as part of the project description for the environmental review process of the Land Use and Circulation Elements update; and

WHEREAS, the City Council has duly considered all evidence, including the testimony of interested parties, and the evaluation and recommendations by the TF-LUCE, Planning Commission, and staff presented at said hearing; and

WHEREAS, the City Council will review policy alternatives recommended by the TF-LUCE and Planning Commission prior to beginning the Environmental Impact Report.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of San Luis Obispo that the set of physical alternatives presented at the hearing on October 15, 2013 and shown attached to this resolution shall be considered through the environmental review process as part of the Land Use and Circulation Elements Update.

SECTION 1. ALTERNATIVES. The physical alternatives to be considered as part of the EIR process include the land use and circulation options shown as Exhibit A to this resolution.

Upon motion of _____, seconded by _____, and on the following vote:

AYES:
NOES:
ABSENT:

The foregoing Resolution was adopted this _____, 2013.

Mayor Jan Marx

ATTEST:

Anthony J. Mejia, CMC
City Clerk

APPROVED AS TO FORM:

/s/ J.Christine Dietrick
Christine Dietrick, City Attorney

EXHIBIT A

LAND USE ITEM	CITY COUNCIL DETERMINATION	NOTES
A Nativity Church Site	Remove from consideration	Deed restriction prohibits anything but church-related uses.
B Santa Rosa and Foothill Area	Consider mixed use for the area on both sides of Foothill between Chorro and Santa Rosa. Consider both horizontal and vertical mixed use. Emphasis on retail and housing near campus. Policies to support parking and height changes to facilitate mixed use.	
C Old Pacheco School Site	Cluster medium high density housing adjacent to streets with park buffer near existing residential uses. Be flexible about site development / layout (i.e. park shouldn't look like an "L").	
D Diocese property along Bressi	Remove from consideration	Steeper hillsides and wildlife corridor in COSE. Keep RSF and OS designations.
E Upper Monterey Area	No physical land use changes proposed. Consider policies to support more pedestrian - friendly development. Consider policies for area that include conference center, parking options, lot assembly, addressing appearance of properties in public ownership, and addressing the transit center location. Added potential to explore Form-based codes for the area.	
F Downtown Area	No physical land use changes proposed. Consider policies and desirability of plazas and public views.	

LAND USE ITEM	CITY COUNCIL DETERMINATION	NOTES
G Mid-Higuera Area	No changes proposed.	
H Cal Trans Site	Mixed use to include tourist commercial, office and some residential as shown in H-2 and H-4. Site may be appropriate to review height limit changes to accommodate desired development. Consider more public open space uses to serve as gateway and supporting uses compatible with conference center.	
I General Hospital Site	Support additional residential development on the site behind existing structure but delete the residential development proposed between the URL and the City limit line currently designated OS. Policies should support flexibility so that a range of residential uses can be considered (i.e. residential care, adjunct to transitional care use, other residential uses consistent with area).	
J Broad Street Area Plan	Incorporate physical alternative described in South Broad Street Area Plan endorsed by September 17, 2013 by City Council.	
K Sunset Drive in Area	Support mixed use. Develop policies to address appropriate mix of uses.	
L Dalidio	Support a mix of uses through LUE policies with significant open space/agricultural (at least 50%) component. Alt. L5 without specific direction of particular sizes or shapes. Residential component to be consistent with applicable airport policies.	
M		

LAND USE ITEM	CITY COUNCIL DETERMINATION	NOTES
Pacific Beach School Site	Policy development to support a non-residential buffer along LOVR and Froom Ranch. Consider medium high density residential development and park.	
N Calle Joaquin Auto Sales	Support mixed use in the context with the Dalidio property and the City's agricultural parcel and focus on connectivity to the neighborhoods to the north. Develop policies to address appropriate mix of uses.	
O Madonna Property	Support policies to address future development. These should include viewshed, hillside and open space protection, potential height limits, wetland protection, access to other connections, historic farm buildings, mixed use to accommodate workforce housing, and neighborhood commercial type uses. Develop policies to address appropriate mix of uses.	
P LOVR near overpass Area	Support a modified Alternative P-5 reflecting infill housing with open space.	
Q MASP	Policy will support consideration of changes to MASP.	
R Tank Farm @ Broad	Support a mix of commercial uses with limited residential on upper floors. Commercial uses should serve the surrounding businesses and bicycle and pedestrian connectivity must be addressed.	
S Avila Ranch Area	Support a mix of residential densities, connection to shops to the north, connection to S. Higuera and a mix of uses similar to what is shown in owners' concept. Respect creek/wildlife corridor. Develop policies to direct future development.	

CIRCULATION ITEM	PLANNING COMMISSION RECOMMENDATION	NOTES
<p>1 Boysen & Santa Rosa</p>	<p>Support separated crossing for bikes/peds of Santa Rosa at Boysen. Consider all vehicular alternatives for Boysen intersection at SR 1 including full closure, access restrictions, and retaining its current configuration.</p>	
<p>2 Realign Chorro, Boysen, and Broad</p>	<p>Support alternative 2-3 realignment of Chorro and Broad and Boysen.</p>	
<p>3 Potential Ramp closures at HWY 101 and SR 1</p>	<p>Support alternative 3-2 ramp closures and consolidated SR1/HWY 101 interchange for further evaluation including impacts to residential streets and the need for a signage/way-finding program.</p>	
<p>4 Broad & HWY 101 Ramp closure</p>	<p>Support alternative 4-2 ramp closures at Broad with the addition of bike and pedestrian overpass.</p>	<p>Bike and pedestrian overpass at this location is currently in the BTP.</p>
<p>5 Convert Marsh & Higuera to 2 Way (Santa Rosa to California)</p>	<p>Support two way vehicular circulation of Marsh and Higuera between Santa Rosa and California.</p>	
<p>6 Transit Center location on Santa Rosa and Higuera</p>	<p>Support site/block of Higuera/Santa Rosa/Monterey for the transit center location and consider use of both public and private property. Include ideas from student projects and the Downtown Concept Plan.</p>	
<p>7 Mission Plaza “dog leg”</p>	<p>Support alternatives 7-2 and 7-3 (varying degrees of streets affected) using a woonerf concept instead of full closure of the streets. Develop policy direction regarding desired outcomes and nature and phasing of treatment for the area.</p>	

<p>8</p> <p>Realign Bianchi and Pismo</p>	<p>Support alternative 8-3 realignment of street intersection (Pismo to Bianchi).</p>	
<p>9</p> <p>Realign Madonna to Bridge St instead of Higuera</p>	<p>Consider appropriate connection from Madonna to S. Higuera in concert with redevelopment of Caltrans site. Potential to realign Madonna to connect with Bridge Street may better address some pedestrian and bike connections.</p>	
<p>10</p> <p>Bishop St. Extension</p>	<p>Support evaluation of three options: a bridge over the Railroad tracks for all modes of traffic; one for bicycles and peds only; and complete elimination of bridge facility.</p>	<p>Current Circulation Element has Bishop Street extending over railroad tracks via bridge.</p>
<p>11</p> <p>Victoria connection to Emily</p>	<p>Support Victoria connection to Emily.</p>	
<p>12</p> <p>Broad Street-consolidate access</p>	<p>Support Broad Street consolidation of access points.</p>	
<p>13</p> <p>Orcutt Road Overpass</p>	<p>Keep facility as part of Circulation Element. Do not consider removing facility due to concerns about increasing rail traffic.</p>	<p>Overpass is currently part of Circulation Element</p>
<p>14</p> <p>Froom connect to Oceanaire neighborhood</p>	<p>Provide pedestrian and bicycle connectivity only.</p>	<p>Neighborhood input opposed to vehicular connections and is concerned about cut-through traffic</p>
<p>15</p> <p>Prado Road interchange vs overpass</p>	<p>Evaluate both interchange and overpass</p>	<p>Interchange is part of existing Circulation Element.</p>

<p>16</p> <p>Connections to Dalidio from Froom and/or Calle Joaquin</p>	<p>Evaluate whether one or more connections are needed to provide an additional connection between LOVR and Prado/Dalidio; and whether an internal east-west or loop road is needed to connect these roads on the Dalidio property.</p>	
<p>17</p> <p>Realign Vachel Lane</p>	<p>Support alternative 17-2 Vachel to Higuera connection as a “back up” alternative in the event Buckley Road does not connect to S. Higuera.</p>	
<p>18</p> <p>N-S connection between Tank Farm and Buckley</p>	<p>Support alternative 18-2 creating a north-south connection between Tank Farm and Buckley for future connectivity.</p>	
<p>19</p> <p>Buckley to LOVR connections</p>	<p>Support alternatives 19-2 (Buckley to Higuera) and 19-3 (Higuera to LOVR behind Los Verdes – 101 bypass)</p>	

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