

DANA RESERVE

SPECIFIC PLAN | APRIL 2021



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1 Introduction

1.1 Scope and Legal Authority for the Specific Plan

Under California Law (Governmental Code Section 65450-65457) a specific plan is a planning tool that allows a county/community to articulate a vision for a defined area and apply guidelines and regulations to implement that vision.

The Dana Reserve Specific Plan (DRSP) provides a vision and guides development of “The Dana Reserve” (project) by defining land uses and development standards, circulation, parks and trails, and infrastructure for the future residential, commercial, and open space uses. The DRSP also provides a phasing/implementation plan and public facility financing options to accommodate this future development.

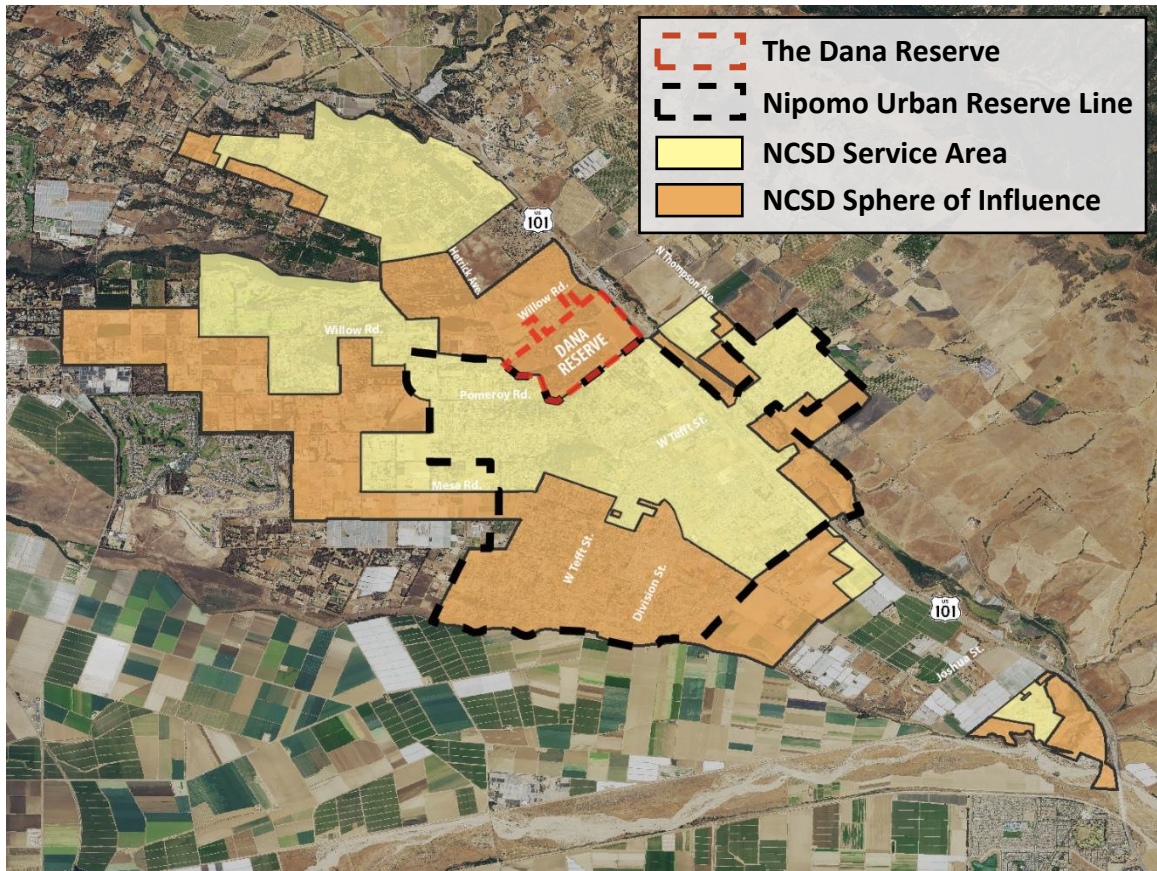
1.2 Location and Setting

The DRSP is located in the southern portion of San Luis Obispo County, California (see Exhibit 1-1). This property is immediately north of the Urban Reserve Line of the Nipomo community. It is bounded by Willow Road and Cherokee Place to the north, existing residential ranchettes to the south and west, and U.S. Highway 101 to the east (see Exhibit 1-2). The property is less than a mile north of the Tefft Street corridor, a primary commercial corridor servicing the community, and is within 1,500 feet of the prominent Nipomo Regional Park from the property’s southwest corner.

Exhibit 1-1: Regional Location



Exhibit 1-2: Community Location



The DRSP consists of three parcels totaling approximately 288 acres and is undeveloped. It includes the 275-acre western portion of the property formerly referred to as Cañada Ranch (APN 091-301-073) as well as two additional 6.5-acre properties to the north that will provide access to Willow Road (APN 091-301-030 and 091-301-031).

The DRSP is located directly adjacent to the Nipomo Urban Reserve Line (URL) and is identified in the Nipomo Community Services District (NCS D) Sphere of Influence, which identifies areas where water and wastewater services are planned to be extended in the future. As part of the DRSP, these properties will be brought into the URL and the NCS D service area through the Local Agency Formation Commission (LAFCO) processes.

1.3 Planning Area Character

1.3.1 Historic Setting

The community of Nipomo has a rich history in agriculture and a strong connection to the Dana Family and Dana Adobe. The Dana Reserve property was once part of the Dana Rancho Nipomo and was owned by the Cañada family beginning in 1912. The property has mainly been used for seasonal grazing for the last 100 years. There are no structures or other improvements on the site. No formal

roads exist on the property, although informal unpaved ranch roads traverse portions of the property.

1.3.2 Cultural Setting

The project has been designed to protect and avoid identified cultural resources, as further discussed in Chapter 3.

1.3.3 Natural Setting

The property has three primary natural features. These include open grasslands in level areas, oak savannahs on gently rolling hills and oak woodlands along several steeper slopes, and small clusters of native plants. Each of these features will be incorporated into the design of the project or mitigated off-site. There are no creeks, wetlands, or riparian habitats present on the property. The soil types are Class III and IV non-prime.

Exhibit 1-3: Aerial Photograph of the Dana Reserve Property (as of 2018)



1.3.4 Existing Setting

Portions of the DRSP property can be viewed from U.S. Highway 101, as shown below. The property also borders Pomeroy Road at the southwest, Hetrick Avenue to the west, and Cherokee Place to the north.

Exhibit 1-4: View from U.S. Highway 101 Looking Southwest (Source: Google Earth 2018)



1.4 Specific Plan Vision and Goals

1.4.1 Vision

The DRSP is a master-planned neighborhood that is envisioned to capture the essence of the central coast lifestyle – where living and working locally, celebrating family, and recreating are combined..

The DRSP will provide extensions of existing public roadway networks through the property in order to enhance access to Willow Road and the broader community roadway network.

Overall design and building architecture of the DRSP is intended to reflect the rural history of the property, while a diversity of housing types have been included to create new opportunities for home ownership or apartments.

To generate new employment opportunities and provide access to day-to-day goods and services, a village commercial center and flex commercial area have been included. These provide opportunities for businesses, a hotel, small daycare center, and an educational campus for life-long learning and job training.

By integrating a network of walking, bicycling, and equestrian facilities within the DRSP area, both the existing community as well as future residents will find new avenues for embracing a healthy lifestyle.



Architecture connects to the area history, while providing indoor/outdoor community spaces.



A variety of residential home types/sizes creates expanded opportunities for home ownership and apartments.



Pedestrian and bicycle lanes connect residents to parks and open space areas.

1.4.2 *Specific Plan Goals and Objectives*

The following goals and objectives have guided the design, layout, and configuration of the DRSP:

Goal 1:

Provide a mix of land uses that provides a range of amenities accessible to residents and community members. To respect Old Town Nipomo, the small, neighborhood-oriented village commercial area has been designed to complement, rather than compete with this area.

Goal 2:

Provide public neighborhood park and pocket parks and open space areas within each residential neighborhood, linking the neighborhoods together through a network of trails and open spaces.

Goal 3:

Incorporate the rural history of the community through architectural design, as guided by Appendix A – Design Guidelines.

Goal 4:

Provide a diversity of housing types and opportunities for home ownership and apartments, including affordable homes consistent with the goals and policies of the Housing Element of the General Plan, the County's Inclusionary Housing Ordinance, and regional housing needs.

Goal 5:

Create new employment and job training opportunities for the community and the broader South San Luis Obispo County area.

Goal 6:

Enhance circulation for the DRSP and existing community by continuing the existing public roadway network through the property to connect to Willow Road, providing a new park and ride lot to encourage carpooling, and creating new public transportation points of connection to facilitate public transit use and reduce single-occupant automobile use.

Goal 7:

Integrate a network of walking, bicycling, and equestrian facilities to connect on-site residential neighborhoods and the broader community.

Goal 8:

Maintain the large, centrally located oak woodland area as a site feature. Minimize impacts to special status plants and animals on-site.

Goal 9:

Meet the Building Code requirements for energy efficiencies and water savings.

1.5 Specific Plan Format

The DRSP is under the County of San Luis Obispo (County) jurisdiction. The property is designated as an expansion area under the South County Area Plan (SCAP) Section 4.5 and 4.8 as well as the San Luis Obispo County Code – Title 22, Land Use Ordinance (LUO) Section 22.98.072. The General Plan requires that a specific plan for this site be adopted prior to adjusting the URL of the Community of Nipomo. This process will also include the request for annexation to the NCSD.

The DRSP provides a guide for future private and public development in conformance with the requirements set forth in California Government Code §65450 through §65457. The DRSP provides a bridge between the County’s General Plan and detailed plans such as development plans and subdivisions. It directs all facets of future development within the DRSP area and includes the following chapters and appendices:

- *Chapter 1 – Project introduction and background;*
- *Chapter 2 – Designation of land uses and development standards;*
- *Chapter 3 – Overview of open space, recreation, and conservation;*
- *Chapter 4 – Designation of circulation elements;*
- *Chapter 5 – Location and sizing of infrastructure;*
- *Chapter 6 – Ensuring adequate public facilities;*
- *Chapter 7 – Options for development and financing methods for public improvements;*
- *Chapter 8 – Financing Public Infrastructure;*
- *Appendix A – Design Guidelines;*
- *Appendix B – Phasing and Public Improvements Implementation Matrix;*
- *Appendix C - Relevant General Plan text; and*
- *Appendix D – Policy consistency analysis.*

1.6 General Plan and Land Use Ordinance Guidance for Cañada Ranch

The SCAP description and policies applicable to the Cañada Ranch (now known as Dana Reserve) were adopted in 1994, almost 25 years ago. At the time, the objectives of the SCAP were aimed at job creation opportunities as well as addressing the jobs housing balance in Nipomo. Although the SCAP described the broad objective for job creation, it did not identify specific requirements for the type, size, or scale of these expected uses. The SCAP also indicates that housing should be provided on the Cañada Ranch site, again without identifying the type, size, or scale of the residential development. Appendix A of this document provides a summary of existing SCAP policies applicable to the Cañada Ranch.

Since the adoption of the SCAP, much has changed in the State and in the County. A period of significant economic expansion (housing bubble) and the “great recession” (the housing crash)

occurred. As of the writing of this document and into the foreseeable future, California faces significant challenges in providing housing for the States' growing population. Prices and rents for existing housing have increased dramatically and are continuing to increase. For the first time in many years, the State has begun to intervene in local housing policies. During 2018-2020, over 15 housing bills were passed by the State that set standards, incentives, and enforceable requirements for local agencies to meet their housing goals. More recently, at the time of preparation and review of the DRSP, California, the nation, and the world experienced a pandemic caused by the COVID-19 virus that has further exacerbated housing challenges.

1.7 Goals and Consistency with the General Plan

The DRSP is located in the County of San Luis Obispo's jurisdiction and is therefore under the jurisdiction and governance of the County's General Plan. The General Plan sets policy direction for allowable land uses for both public and private lands and acts to provide applicable review bodies appropriate guidance and direction for making future land use decisions. There are seven required general plan elements, which include: Land Use, Circulation, Open Space, Conservation, Noise, Housing, and Safety. In addition to these required elements, the County of San Luis Obispo has also adopted five optional elements, which include Agriculture, Offshore Energy, Economic, Master Water and Sewer Plan, and Parks and Recreation. These elements are implemented through County of San Luis Obispo adopted area plans, community plans, and specific plans as well as other codified ordinances.

The DRSP has been designed to meet the goals and objectives established in the County's General Plan by providing a framework for future development of the property. The DRSP is consistent with, and serves as an extension of, the County's General Plan. The policies and standards in the DRSP will take precedence over more general policies and standards during the review of private and public development projects within the DRSP area. In situations where policies or standards relating to an aspect of development have not been provided in the DRSP, the existing policies and standards of the County's General Plan and LUO will apply.

1.8 Land Use and Circulation Elements

The Land Use and Circulation Elements (LUCE) is the over-arching guidance document for the County and addresses the County's land use pattern and circulation system. The LUCE consists of 1) Framework for Planning, 2) South County Area Plan, 3) Community Plan, and 4) Official Maps. It identifies the layout and intensity of land uses, including housing, commercial, industrial, open space, education, public facilities, and other categories of both public and private uses. The LUCE also establishes a balanced circulation network that includes both existing and proposed road network system improvements.

1.8.1.a. Framework for Planning (Inland)

The Framework for Planning (Inland) contains policies and procedures that apply to the unincorporated area outside of the coastal zone, defining how the LUCE is used together with the Land Use Ordinance and other adopted plans. It also explains the criteria used in applying land use categories and combining designations to the land, and the operation of the Resource Management System.

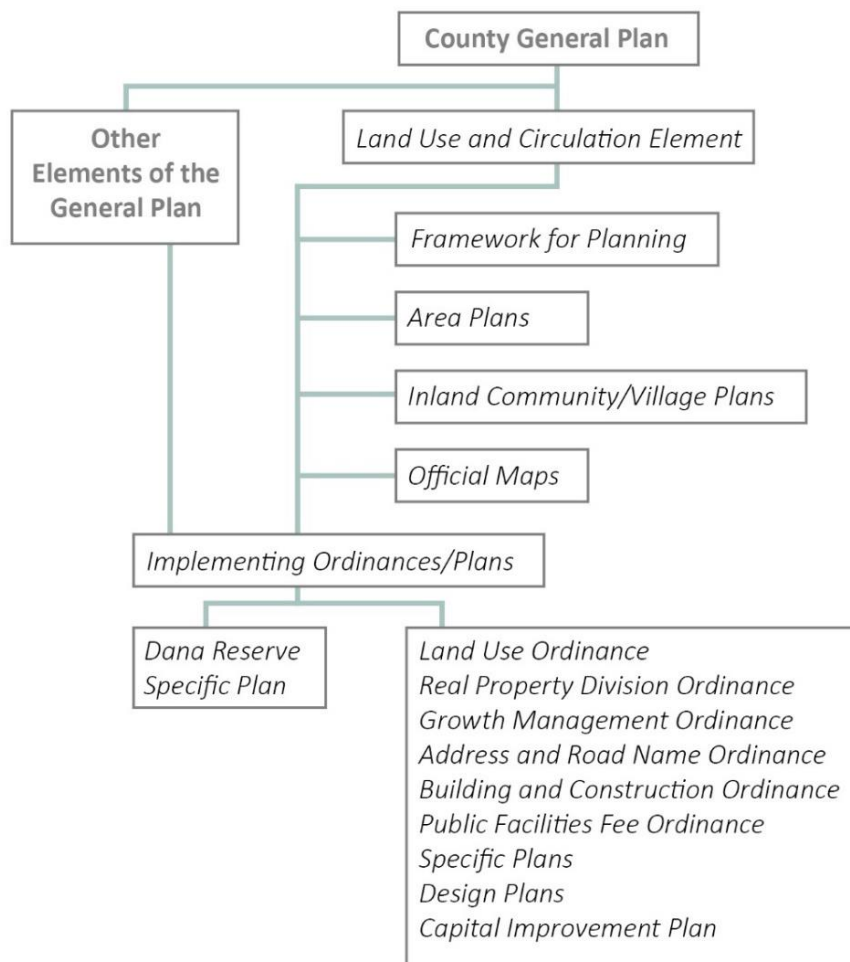
1.8.1.b. South County Area Plan (SCAP)

The South County Area Plan is encompassed within the Land Use and Circulation Elements (LUCE) of the County General Plan. This plan sets land use strategies to balance housing types, economic growth, conserve resources, and integrate a well-balanced land use pattern throughout South County area, including the Nipomo Mesa.

1.8.1.c. Nipomo Community Plan

The Nipomo Community Plan (Community Plan) sets a vision for the future of the community and the proposed land uses and circulation/infrastructure improvements at the community level. The Community Plan is also part of the LUCE of the County General Plan and is intended to be consistent with and implemented by other County plans, policies, and programs.

Exhibit 1-5: Relationship of DRSP to Other Adopted County Documents



1.9 Implementing Ordinances/Plans

Existing implementing ordinances and plans of the County include the Land Use Ordinance, Real Property Division Ordinance, Growth Management Ordinance, Address and Road Name Ordinance, Building and Construction Ordinance, Public Facilities Fee Ordinance, Specific Plans, Design Plans, and Capital Improvement Plans.

The DRSP is the implementing plan for the Dana Reserve property. While there may be instances where a portion(s) of the County's existing ordinances and plans apply to future development in the DRSP, the DRSP will take precedence. Where the DRSP is silent on a topic or matter, the relevant County ordinance or plan will prevail.

1.8.1.d. *Land Use Ordinance – Inland (Title 22)*

The Land Use Ordinance – Inland (Title 22) provides standards for land use regulations and site-specific development that guide and regulate the size, shape, and type of use for development within the non-coastal areas of the County. The DRSP customizes some of the standards and regulations found within Title 22 to implement the DRSP vision. The DRSP document will take precedence and where the DRSP is silent on a topic or matter, the Land Use Ordinance – Inland requirements will prevail.

1.8.1.e. *Real Property Division Ordinance (Title 21)*

The Real Property Division Ordinance (RPDO) regulates division of land in the County to promote the orderly development of real property. Applicant requirements pursuant to the Subdivision Map Act are enacted in this title. Subdivision activity within the DRSP area must be consistent with the RPDO.

1.8.1.f. *San Luis Obispo County Design Guidelines*

The San Luis Obispo County Design Guidelines document consists of design objectives, guidelines, and examples that are intended to help retain and enhance the unique character of the unincorporated communities and rural areas of San Luis Obispo County. Since the DRSP will provide its own design direction to inform the design and planning of future development, the County's Design Guidelines document will not be applied in the review of development projects within the DRSP area. Applicants should refer to Appendix A – Design Guidelines for DRSP specific design direction.

1.8.1.g. *San Luis Obispo County Bikeways Plan*

The San Luis Obispo County Bikeways Plan (Bikeways Plan) prioritizes bikeway facilities in the unincorporated areas of the County. It recognizes a variety of facilities, including bicycle lanes, routes, parking, connections with public transportation, educational programs, and funding. The DRSP has taken guidance found in the Bikeways Plan and expanded it to provide an interconnected bikeway system within the DRSP that connects to existing bicycle facilities adjacent to the project area. Since the DRSP provides its own standards to implement and enhance the Bikeways Plan, the Bikeways Plan will not be applied in the review of development projects within the DRSP area.

2 Land Use and Development Standards

2.1 Introduction

This Chapter contains the land use goals, policies, development standards, and allowable uses applicable to the DRSP. In general, the DRSP consists of both single-family and multi-family residential land uses as well as commercial land uses planned near the project's frontage adjacent to U.S. Highway 101. More specifically, individual commercial land uses include a village center, flex commercial, neighborhood barn, hotel, daycare center, as well as an educational/training campus. A component of the DRSP includes areas reserved for public recreation, pocket parks, trails, and open space.

Public Benefits Associated with Adoption of the Specific Plan

As part of the DRSP, a variety of public benefits will be included. A few highlights of the public benefits proposed include a day care center, satellite junior college campus for Cuesta College, and affordable housing in excess of the County's Inclusionary Housing Ordinance requirements, as described further within this Chapter.

2.2 Land Use Designations

Land uses determine the intended future use of each parcel of land within the DRSP. They describe uses and development standards. The proposed land uses are separated into three primary categories, which include Residential, Commercial, and Recreation and Open Space.

The DRSP includes the following land use designations:

Residential Land Uses

- *Residential Single-Family-1 (DR-SF1)*
- *Residential Single-Family-2 (DR-SF2)*
- *Residential Multi-Family (DR-MF)*

Commercial Land Uses

- *Village Commercial (DR-VC)*
- *Flex Commercial (DR-FC)*

Recreation and Open Space Land Uses

- *Recreation (DR-REC)*
- *Open Space (DR-OS)*

As part of the DRSP, no change of the existing Residential Rural land use designations are proposed for APN's 091-301-031 and 091-301-030 and they are included within the DRSP only for the purposes of providing access and infrastructure as described herein.

Table 2.1 includes an overview of all proposed land uses and the associated numeric information within the DRSP area. This table lists the proposed land uses and is correlated with the Land Use Map (Exhibit 2-1a/b) and Concept Master Plan Map (Exhibit 2-2a/b).


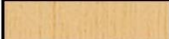
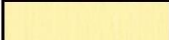
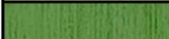
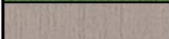
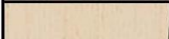



Table 2.1: Land Use Summary

<i>Land Use</i>	<i>Acres¹</i>	<i>Density Range</i>	<i>Potential Units</i>	<i>Potential Square Feet²</i>
RESIDENTIAL				
Residential Single-Family-1 (DR-SF1)	132.6	4 - 7 du/ac	709	
Residential Single-Family-2 (DR-SF2)	16.9	7.5 - 8.5 du/ac	124	
Residential Multi-Family (DR-MF)	23.5	18-24 du/ac	458	
Recreation (DR-REC)	9 - 11			
Pocket Parks ³	-			
Primary Roads	21.9			
Residential Rural (RR) – Existing	10			
<i>SUBTOTAL</i>	<i>215.9</i>		<i>1,291</i>	
COMMERCIAL AND NON-RESIDENTIAL				
Village Commercial (DR-VC)	4.4			10-23k sf
Flex Commercial (DR-FC)	17.9			100-180k sf
Internal Neighborhood Roads ³	-			
Park and Ride ⁴	-			
<i>SUBTOTAL</i>	<i>22.3</i>			<i>110-203k sf</i>
OPEN SPACE/RECREATION				
Open Space (DR-OS)				
○ Open Space				
○ Trails	49.8			
○ Basins				
<i>SUBTOTAL</i>	<i>49.8</i>			
TOTAL	288.0		1,291	110-203k sf
<i>Notes:</i>				
¹ All acreage and potential units can be adjusted up to 10% to address site specific constraints and more suitable site design.				
² k indicates thousand.				
³ Internal Neighborhood Roads and Pocket Park acreage located within Residential Single-Family land use acreage calculation.				
⁴ Park and Ride acreage located within Public Collector Roads.				

Exhibit 2-1a: Land Use Map



Exhibit 2-1b: Land Use Map Legend

COLOR	LAND USE	ACRES	%
	RESIDENTIAL MULTI-FAMILY (DR-MF)	23.5	8.2%
	RESIDENTIAL SINGLE FAMILY- TRADITIONAL (DR-SF1)	132.6	46.0%
	RESIDENTIAL SINGLE FAMILY (DR-SF2)	16.9	5.9%
	RECREATION (DR-REC)	11.0	3.8%
	PRIMARY ROADS	21.9	7.6%
	RURAL RESIDENTIAL (RR) - EXISTING	10	3.5%
	RESIDENTIAL SUBTOTAL:	215.9	75%
	FLEX COMMERCIAL (DR-FC)	17.9	6.2%
	VILLAGE COMMERCIAL (DR-VC)	4.4	1.5%
	COMMERCIAL SUBTOTAL:	22.3	7.7%
			
	OPEN SPACE (DR-OS)	49.8	17.3%
	TOTAL:	288	100%

GROSS TOTAL ACREAGE OF SITE = 288 ACRES

*** ALL STATISTICS ARE APPROXIMATE**

Exhibit 2-2a: Concept Master Plan



Exhibit 2-2b: Concept Master Plan Legends

GROSS ACREAGE SUMMARY:	
UNDEVELOPED SITE ACRES*	59.8 ACRES= 20.8%
DEVELOPED SITE ACRES=	228.2 ACRES=79.2%
GROSS ACREAGE OF SITE =	288 ACRES

* UNDEVELOPED SITE COMPRISE OF 49.8 AC OF OPEN SPACE (OS) & 10 AC OF RESIDENTIAL RURAL (RR)

NET DEVELOPED AREAS		% OF NET SITE
HOUSING DEVELOPMENT=	173 ACRES =	75.8%
PUBLIC PARKS=	11.0 ACRES =	4.8%
PUBLIC COLLECTORS=	21.9 ACRES =	9.6%
COMMERCIAL=	22.3 ACRES =	9.8%
DEVELOPED ACREAGE OF SITE = 228.2 ACRES		

MAP FEATURES	
	Primary Entry Feature
	Secondary Entry Feature
	8' deep Storm water Basin
	Shallow 2 foot deep Storm Water Basin
	Bus Pullout / Transit Stop Locations
	Equestrian Trail Head
	Equestrian Trail (3.1 miles)
	Pedestrian Trail (3.8 miles)

HOUSING DEVELOPMENT NEIGHBORHOOD TOTALS ON GROSS SITE

LAND USE TOTALS

NBD	PRODUCT TYPE	LAND USE	LAND USE ACRES	% OF GROSS SITE	UNIT COUNT
1	MULTI-FAMILY	DR-MF	8.7	3.0%	173
2	MULTI-FAMILY	DR-MF	10.5	3.6%	210
3	CLUSTER	DR-SF2	16.9	5.9%	124
4	4,000-5,000 SF LOT	DR-SF1	11.4	4.0%	72
5	4,000-5,000 SF LOT	DR-SF1	17.2	6.0%	104
6	4,000-5,000 SF LOT	DR-SF1	18.6	6.5%	114
7	4,500-8,700 SF LOT	DR-SF1	28.9	10.0%	157
8	5,000-8,600 SF LOT	DR-SF1	16.8	5.8%	62
9	4,500 SF - 10,000 SF LOT	DR-SF1	39.7	13.8%	200
SUBTOTAL:	-		168.7	58.6%	1,216
10	AFFORDABLE (6% MIN. REQ'D)	DR-MF	4.3	1.4%	75 MIN (72.96 REQ'D)
N/A	INTERNAL NEIGHBORHOOD ROADS ¹	-	-	-	-
N/A	POCKET PARKS (PARK) ¹	-	-	-	-
N/A	PUBLIC RECREATION	DR-REC	11	3.8%	-
N/A	PRIMARY ROADS	-	21.9	7.6%	-
N/A	PARK AND RIDE ²	-	-	-	-
N/A	RESIDENTIAL RURAL ³	RR	10	3.5%	-
TOTAL:			215.9	75%	1,291

* All land use, % of gross site, and unit counts shown above are approximate.

¹ Internal Neighborhood Roads and Pocket Park acreage accounted for under Residential Neighborhood totals.

² Park and Ride acreage accounted for under Public Collector Roads.

³ Residential Rural an existing land use and only included for the purposes of access and infrastructure.

COMMERCIAL TOTALS ON GROSS SITE

LAND USE TOTALS

	LAND USE	LAND USE ACRES	% OF GROSS SITE
FLEX COMMERCIAL	DR-FC	17.9	6.2%
VILLAGE COMMERCIAL	DR-VC	4.4	1.5%
TOTAL:		22.3	7.7%

OPEN SPACE ON GROSS SITE

LAND USE TOTALS

	LAND USE	LAND USE ACRES	% OF GROSS SITE
OPEN SPACE	DR-OS	49.8	17.3%
TOTAL:		49.8	17.3%

* All land use, % of gross site, and unit counts shown above are approximate.

2.3 Residential Land Uses

2.3.1. Residential Land Use Descriptions

The DRSP contains a variety of residential land uses with varying density ranges. These include Residential Single-Family 1, Residential Single-Family 2, and Residential Multi-Family, as further described below.

Residential Single-Family 1 (DR-SF1)

Purpose

- a. To provide for single-family homes on lots ranging from 4,000 sf to 10,000 sf that may be detached or attached and one- or two-stories.
- b. To allow accessory uses that complement single-family neighborhoods.
- c. To discourage incompatible non-residential uses in single-family neighborhoods.

Character

- a. Areas with single-family dwellings at gross densities from four to seven dwelling units per acre.
- b. Areas having appropriate level of services and located within an urban reserve line.

Residential Single-Family 2 (DR-SF2)

Purpose

- a. To provide for single-family homes on lots ranging from 3,300 sf to 3,999 sf that may be detached or attached and one- or two-stories.
- b. To allow accessory uses that complement single-family neighborhoods.
- c. To discourage incompatible non-residential uses in single-family neighborhoods.

Character

- a. Areas with single-family dwellings at gross densities from seven and a half to eight and a half dwelling units per acre.
- b. Areas having appropriate level of services and located within an urban reserve line.

Residential Multi-Family (DR-MF)

Purpose

- c. To provide areas for residential development multi-family development with a wide range of housing types that may be detached or attached and one-, two-, or three-stories.
- d. To locate higher residential densities in close proximity to commercial areas and community services and facilities.

- e. To relate allowed densities to adequate outdoor space supportive of private recreational activity.

Character

- a. Areas with multiple-family dwellings at gross densities from eighteen to twenty-four dwelling units per acre.
- b. Areas having appropriate level of services and located within an urban reserve line.
- c. Areas close to neighborhood commercial, where infrastructure, circulation, and neighborhood facilities can accommodate multi-family residential development.

Exhibit 2-3: Residential Single-Family Concept



2.3.2. *Residential Land Use Goals, Objectives, and Policies*

The following overarching DRSP goals and objectives are brought forward from Chapter 1 of this document and associated policies are provided to guide the range and density of residential development envisioned within the DRSP area.

Goal 1

Provide a mix of land uses that recognizes the existing neighborhoods while providing a range of amenities accessible to residents and community members. To respect Old Town Nipomo, the small, neighborhood-oriented village commercial area has been designed to complement, rather than compete with this area.

Residential Policy 1.a

A variety of single-family and multi-family residential land uses shall be provided in varying configurations and densities.

Residential Policy 1.b

Single-family land uses shall be located within the DRSP area to transition from existing, surrounding Residential Suburban land uses.

Goal 3

Incorporate the rural history of the community through architectural design, as guided by Appendix A – Design Guidelines.

Residential Policy 3.a

Each residential neighborhood within the DRSP area should provide a unique aesthetic and design – including signage, consistent with the overarching vision for the DRSP area.

Residential Policy 3.b

While no specific architectural style is dictated herein, residential architecture character should be reflective of the rural history of the community, as outlined in Appendix A – Design Guidelines.

Goal 4

Provide a diversity of housing types and opportunities for home ownership and apartments, including affordable homes consistent with goals and policies of the Housing Element of the General Plan, the County’s Inclusionary Housing Ordinance, and regional housing needs.

Residential Policy 4.a

A variety of for sale single-family and for sale/rental multi-family housing types shall be provided within the DRSP area to appeal to a broad range of customers.

Residential Policy 4.b

Affordable housing shall be constructed within the DRSP area consistent with the County Housing Element, Inclusionary Housing Ordinance, and requirements of the South County Area Plan to provide housing to meet the needs of area employees.

Residential Policy 4.c

Multi-family homes should have private open space features, such as balconies or patios, and have access to common outdoor areas on-site.

Residential Policy 4.d

All common outdoor areas (pocket parks, trails, and open space) within individual residential neighborhoods shall be privately maintained.

Goal 9

Meet the Building Code requirements for energy efficiencies and water savings.

Residential Policy 9.a

All residential development within the DRSP area shall meet the Building Code requirements for energy efficiencies and water savings at the time of development.

2.3.3. *Residential Development Standards*

Residential development standards ensure consistency with the overarching DRSP vision while guiding the implementation and review of housing development project proposals by the County.

Customized land use designations are provided to implement the land uses identified in Chapter 2. Land use designations included herein supersede the County’s land use ordinance (Title 22) except where the DRSP is silent. In such cases, existing County land use category standards shall apply.

The development standards for Residential Single-Family and Residential Multi-Family are provided in Table 2.2 and Table 2.3 and are categorized based on land use type and density. It is assumed that these standards will be supplemented by additional covenants, conditions, and restrictions (CC&Rs), which will also be consistent with the DRSP. To guide potential development of Accessory Dwelling Units within the DRSP, Table 2.4 has been provided to outline relevant development standards.

Applicants should refer to Appendix A for applicable design direction for residential site planning, architecture, and landscaping.

Table 2.2: Residential Single-Family Development Standards

	<i>DR-SF1</i>	<i>DR-SF2</i>
<i>Minimum Setbacks</i>		
<i>Front</i>	16 ft	10 ft
<i>Side</i>	5 ft	0 - 5 ft
<i>Street</i>	10 ft	10 ft
<i>Rear</i>	12 ft	5 ft
<i>Garage</i>	20 ft from back of sidewalk	5 ft from motorcourt
<i>Maximum Porch Encroachment</i>		
	6 ft	N/A
<i>Maximum Lot Coverage¹</i>		
	NBD 4-7 = 55% NBD 8-9 = 60%	65%
<i>Maximum Height²</i>		
	30 ft, 2-stories	35 ft, 2- stories
<i>Special Height Restrictions</i>		
<i>Neighborhoods 8, 9</i>	Lots directly adjacent to Hetrick Avenue are limited to 1-story.	-
<i>Typical Lot Size</i>		
	4,000 sf – 7,000 sf	3,300 sf - 3,999 sf
<i>Pocket Park Space³</i>		

	DR-SF1	DR-SF2	
NBD 3		1.5 – 2.0 ac	
NBD 4	0.7 – 0.9 ac		
NBD 5	1.1 – 1.5 ac		
NBD 6	0.7 – 1.0 ac		
NBD 7	2.1 – 3.0 ac		
NBD 8	0.6 – 1.1 ac		
NBD 9	1.8 – 2.5 ac		
Pocket Park Total	8.5 - 12		
Minimum Private Open Space			
	300 sf rear yard w/ 12 ft min. dim.	300 sf side or rear yard w/ 10 ft min. dim.	
Parking			
	2 enclosed off-street parking spaces per home	2 enclosed off-street parking spaces per home; plus 1 guest space per 5 homes	
Notes: ¹ Accessory Dwelling Units are allowable and do not count towards lot coverage. ² A building may exceed the height indicated if it has a pitched roof with a slope greater than 2.5/ 12, and the additional height above the maximum allowed is used to achieve this pitched roof. ³ Sizes shown are approximate and may vary.			

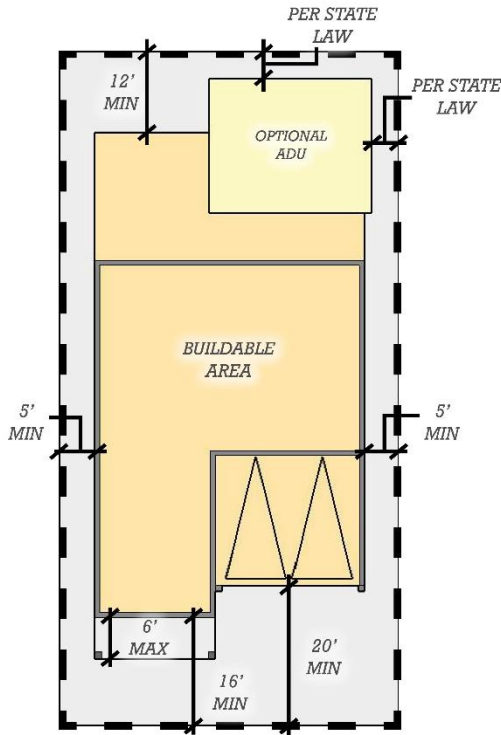


Exhibit 2-4: DR-SF1 Standards

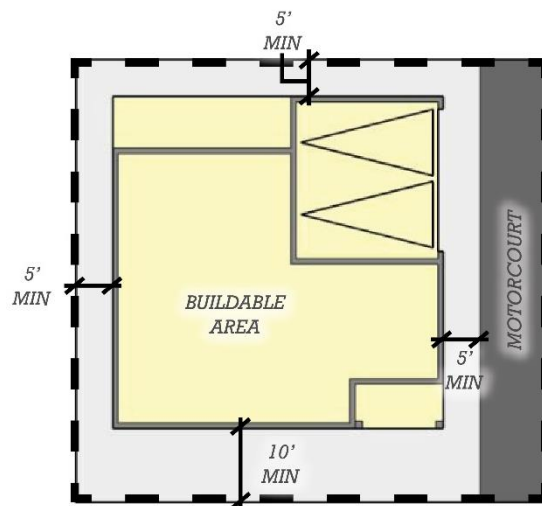


Exhibit 2-5: DR-SF2 Standards

Table 2.3: Residential Multi-Family Development Standards

	<i>DR-MF</i>
<i>Minimum Setbacks</i>	
<i>Front</i>	10 ft
<i>Side</i>	5 ft
<i>Street</i>	10 ft
<i>Rear</i>	10 ft
<i>Garage/Carport</i>	20 ft from back of sidewalk
<i>Minimum Building Separation</i>	
<i>Principal Building</i>	10 ft
<i>Between Facing Garages</i>	28 ft
<i>Porch Encroachment</i>	
	3 ft
<i>Allowable Density</i>	
	18-24 du/ac ^{1,2}
<i>Maximum Lot Coverage</i> ⁵	
	70% (net)
<i>Maximum Height</i> ³	
	45 ft, 4-stories ⁴
<i>Minimum Lot Size</i>	
	N/A
<i>Minimum Common Open Space</i>	
	30% net site area
<i>Minimum Private Open Space</i>	
	80 sf per home (may include patios, decks, balconies, or porches)
<i>Parking</i>	
	1 sp./studio or 1 bdrm.; 1.5 sp./2-bdrm.; 2.0 sp./3+ bdrm. 1 guest sp. per 5 homes.
<p><i>Notes:</i></p> <p>¹ Allowable dwellings for DR-MF land use based on units per gross acre.</p> <p>² Excludes density bonuses</p> <p>³ A building may exceed the height indicated if it has a pitched roof with a slope greater than 2.5/12, and the additional height above the maximum allowed is used to achieve this pitched roof.</p> <p>⁴ 33-ft to the top of plate, 45-ft to the roof.</p> <p>⁵ Accessory Dwelling Units are allowable and do not count towards lot coverage.</p>	

Table 2.4: Accessory Dwelling Unit Development Standards

	<i>Attached</i>	<i>Detached</i>
<i>Minimum Setbacks</i>		
<i>Front</i>	Shall comply with the requirements applicable to the attached single-family dwelling.	n/a
<i>Side</i>	Per state law.	
<i>Rear</i>	Per state law.	
<i>Maximum Size</i>	Per state law.	
<i>Maximum Height</i>	Per state law.	
<i>Parking</i>		
	Per state law.	

2.3.4. *Residential Allowable Uses*

Table 2.5 below outlines the allowable land uses for the Residential Single-Family and Multi-Family land uses within the DRSP area. As indicated in the table, primary uses are those that are a primary use within the residential land uses, while secondary uses are those that are subordinate to or in support of a primary use.

To review applicable permit types and processes referenced in Table 2.5, refer to Chapter 7 – Implementation and Administration.

Table 2.5: Residential Use Table

	<i>DR-SF1</i>	<i>DR-SF2</i>	<i>DR-MF</i>
<i>Primary Uses</i>			
Single-Family Dwellings	ZC	ZC	N
Multi-Family Dwellings	N	N	ZC
<i>Secondary Uses</i>			
Accessory Dwelling Unit (Secondary Dwelling) ¹	ZC	ZC	ZC
Child Day Care – Family Day Care Homes	MUP	MUP	MUP
Community Center/Clubhouse/Pool	ZC	ZC	ZC
Community Garden	ZC	ZC	ZC
Detached Garage	ZC	N	N
Home Occupation	ZC	ZC	ZC
Pocket Park	ZC	ZC	ZC
Residential Accessory Uses	ZC	MUP	MUP
Residential Care Home, 6 or fewer boarders	MUP	MUP	MUP
Residential Care Home, 7 or more boarders	N	N	MUP
<i>Notes:</i> ZC: Zoning Clearance SP: Site Plan MUP: Minor Use Permit N: Not Permitted Uses listed above consistent with County use definitions, where applicable. ¹ Governed by applicable State law.			

2.3.5. *Edge Condition Development Standards*

With the property being located in between existing residential development to the north, south, and west, layout of the DRSP has been conducted to allow for additional buffering of these existing residential areas, as described further below. It should be noted that the referenced building to building setbacks shown below are minimums when considering existing building locations on properties adjacent to the DRSP.

Northern DRSP Property Line

For Neighborhood's 5 and 6, edge conditions along the northern property line will result in a minimum separation between buildings of 90 feet. Beginning in Neighborhood 5 and 6 on the DRSP property, this includes a minimum 5-foot rear yard setback, 30-foot equestrian trail, 25-foot Cherokee Place, and 30-foot rear yard setback for the existing Residential Rural lots north of Cherokee Place.

For Neighborhood 9, edge conditions along the northern property line will result in a minimum separation between buildings of 97 feet. Beginning in Neighborhood 9 on the DRSP property, this includes a minimum 12-foot rear yard setback, 30-foot equestrian trail, 25-foot Cherokee Place, and a minimum 30-foot rear yard setback for the existing Residential Rural lots north of Cherokee Place.

Southern DRSP Property Line

For Neighborhood 3, edge conditions along the southern property line will result in a minimum separation between buildings of 65 feet. Beginning in Neighborhood 3 on the DRSP property, this includes a minimum 5-foot rear yard setback, 30-foot equestrian trail, and a minimum 30-foot rear yard setback for the existing Residential Suburban lots fronting onto Sandydale Drive.

For Neighborhood 7, edge conditions along the southern property line will result in a minimum separation between buildings of 72 feet. Beginning in Neighborhood 7 on the DRSP property, this includes a minimum 12-foot rear yard setback, 30-foot equestrian trail, and a minimum 30-foot rear yard setback for the existing Residential Suburban lots fronting onto Sandydale Drive. Homes in Neighborhood 7 immediately adjacent to the southern DRSP property line will be one-story.

Western DRSP Property Line

For Neighborhood 8, edge conditions along the western property line will result in a minimum separation between buildings of 102 feet. Beginning in Neighborhood 8 on the DRSP property, this includes a minimum 12-foot rear yard setback, 60-foot Hetrick Avenue right-of-way, and a minimum 30-foot side/rear yard setback for the existing Residential Suburban lots fronting onto Pomeroy Road or Calimex Place. Homes in Neighborhood 8 immediately adjacent to the western DRSP property line will be one-story.

For Neighborhood 9, edge conditions along the western property line will result in a minimum separation between buildings of 132 feet. Beginning in Neighborhood 9 on the DRSP property, this includes a minimum 12-foot rear yard setback, 30-foot equestrian trail, 60-foot Hetrick Avenue right-of-way, and a minimum 30-foot side yard setback for the existing Residential Suburban lots siding onto Hetrick Avenue. Homes in Neighborhood 9 immediately adjacent to the western DRSP property line will be one-story.

2.3.6. *Architectural Design Guidance*

As noted above, no specific architectural style is required for the DRSP. However, in order to implement the vision and character of the DRSP outlined in Chapter 1, design guidelines have been provided in Appendix A that will guide the design of future projects as they are submitted. Applicants should refer to Appendix A for applicable design direction for residential site planning, architecture, and landscaping.

2.3.7. *Residential Fencing Standards*

Table 2.6: Residential Fencing Standards below outline fencing standards which apply to all residentially designated land uses within the DRSP. This includes fencing standards related to location, height, type and materials, as well as prohibited styles. In general, the intent of the residential fencing standards is to allow for individual properties to take advantage of adjacencies to park and open spaces on-site while providing privacy for future homeowners. All fences to be provided by the developer and maintained by the Homeowners Association. Refer to Appendix A – Design Guidelines for recommended locations for residential fencing.

Table 2.6: Residential Fencing Standards

<i>Location</i>
<ul style="list-style-type: none"> A. Fencing is permitted along the front, side, and rear property lines. Fencing within the required street setback area is prohibited. B. Property line fencing at the side or street yards connecting to the primary residence shall be setback a minimum of 5-feet from the primary street facing facade. C. Where a Residential Multi-Family designated property is located adjacent to a Flex Commercial designated property, fencing is required on the Residential Multi-Family property only.
<i>Height</i>
<ul style="list-style-type: none"> A. Front – Forty-Two (42) inches maximum. B. Side and Rear Yard – Six (6) feet minimum/maximum.

2.3.8. *Affordable Housing*

As discussed below, the County’s Housing Element (2020-2028) and Inclusionary Housing Ordinance (Section 22.12.080) outline the goals, objectives, policies, and implementation programs to provide for a variety of housing types at various affordability levels across the County. It is the goal of the DRSP to provide for a diversity of housing types and opportunities for home ownership and apartments, with priority given to those who live and work in southern San Luis Obispo County. For more specific housing related policies, refer to Section 2.3.2 above.

General Plan Housing Element

The County’s current Housing Element (2020-2028) is intended to facilitate the provision of needed housing in the context of the General Plan Land Use Element and related ordinance. It is also intended to meet the requirements of State law. It contains a number of relevant goals, objectives, policies, and implementation programs to ensure the County meets its goals of meeting the housing needs while remaining consistent with State law.

The overall goal of the County Housing Element is to:

“Achieve an adequate supply of safe and decent housing that is affordable to all residents of the unincorporated county.”

Relevant primary objectives and associated policies include:

“Objective HE 1.00 – Facilitate the development and preservation of housing units that are diverse in type, size, and ownership level to meet the needs of residents of varying lifestyles and income levels.”

Policy HE 1.01 - Support and prioritize new residential development in areas identified for strategic regional residential development and other areas that are (a) located along priority transportation corridors (i.e. highways identified by San Luis Obispo Council of Governments as priorities for regional infrastructure investments), (b) located in or between areas with higher concentration of jobs and services, and (c) located within or in close proximity to existing urbanized areas or communities. This includes, but is not limited to, supporting and prioritizing the following in such areas:

- *improvements to infrastructure and facilities;*
- *reductions in infrastructure constraints for the development of housing to the extent possible; and*
- *increases in the supply of land for residential uses.*

Policy HE 1.02 - Prioritize proximity to jobs, services, schools, parks, and transportation systems when designating land for housing.

Policy HE 1.04 - Encourage proposed residential developments to provide safe and attractive living environments through incorporation of high-quality architectural design, materials, site planning, and site amenities.

To ensure the County meets this objective and associated policies during the current Housing Element term and to position the County to meet future, longer-term housing needs, the following implementation program is identified:

“Program C: Designation of additional land for residential uses.”

Land Use Ordinance Inclusionary Housing

Section 22.12.080 of the County LUO contains policies and procedures related to inclusionary housing that is a requirement as part of development projects. Development containing two or more residential dwelling units, commercial/industrial uses with a cumulative floor area of 5,000 square feet or more, mixed-use development, and subdivision of land are subject to these requirements.

As of 2021, Land Use Ordinance Section 22.12.040.C. - Inclusionary housing requirements for new development – development projects are required to designate a minimum of 8% of the base density as inclusionary housing. This 8% inclusionary housing mix is broken down by 2% increments between Workforce, Moderate income, Low income, and Very Low-income households. As noted in Section 22.12.080.G.2, the County provides for a reduction in required inclusionary housing by 25% for those units constructed on-site.

Requirements for inclusionary housing for residential dwelling units are based upon the base density of a project. Base density is the maximum number of residential units that may be allowed, not including any density bonuses. Commercial and industrial development of 5,000 square feet or more of floor area for commercial or industrial use also requires the payment of a housing impact fee or construction of inclusionary housing units.

Specific Plan Application

The DRSP will implement the goals and policies of the County Housing Element and Inclusionary Housing Ordinance by donating land to a local non-profit(s) to allow for construction of these affordable homes on-site to meet or exceed the County’s Inclusionary Housing requirements. As shown on Exhibit 2-2a, Neighborhood 10 has been appropriately sized and located to accommodate these affordable homes on-site and will provide for a minimum of 75 units.

In addition to Neighborhood 10, land will also be donated to a local non-profit at APN 091-301-030 to allow for a self-help ownership program. APN 091-301-030 is not a part of the DRSP proposal but will provide for a minimum of ten (10) units, which will be required to be completed under a separate application process from the DRSP effort.

Local Preference Program

As part of the DRSP, a local preference program for housing will be included. The local preference program will give first priority to individuals who live or work in the southern portion of San Luis Obispo County.

2.4 Commercial Land Uses

2.4.1 Commercial Land Uses

The DRSP contains a variety of commercial land uses with varying density ranges. These include Village Commercial and Flex Commercial, as further described below.

Village Commercial (DR-VC)

Purpose

- a. To provide convenient locations for retail commercial and service establishments to meet daily shopping needs of residents and visitors.
- b. To provide opportunities for community gathering and meeting spaces.

Character

- a. Focused areas where small-scale neighborhood commercial, services, and community uses can be allowed to provide day-to-day shopping needs for adjacent residential neighborhoods.
- b. Locations adjacent to residential areas along collector or arterial streets which will reduce the number of shipping trips for daily needs and to encourage walking or bicycling.
- c. Areas having appropriate level of services and located within an urban reserve line.

Flex Commercial (DR-FC)

Purpose

- a. To provide areas for commercial, office, and light manufacturing to support local job generating businesses.
- b. To provide limited areas for highway traveler services and uses associated with tourists and vacationers within urban areas on collectors.
- c. To provide areas for development of public facilities and/or educational facilities to meet the public needs.

Character

- a. Areas characterized by commercial, service, and small-scale industrial uses.
- b. Areas where uses serve both occasional needs and day-to-day needs.
- c. Areas that serve resident, transient, and tourist needs.
- d. Areas that satisfy the specialized site location requirements of public agencies and/or educational facilities, where facilities will be visible and accessible to their users.
- e. Areas having appropriate level of services and located within an urban reserve line.

Exhibit 2-6: Village Commercial Neighborhood Barn Concept



Exhibit 2-7: Village Commercial Site Plan Concept



2.4.2 *Commercial Land Use Goals, Objectives, and Policies*

The following overarching DRSP goals and objectives brought forward from Chapter 1 of this document and associated policies are provided to guide the range of commercial development envisioned within the DRSP area.

Goal 1

Provide a mix of land uses that provides a range of amenities accessible to residents and community members. To respect Old Town Nipomo, the small, neighborhood-oriented village commercial area has been designed to be limited in size, rather than compete with this area.

Commercial Policy 1.a

A range of commercial, office, hospitality, and education space shall be provided within the commercial areas of the DRSP to provide flexibility of future uses.

Commercial Policy 1.b

The Village Commercial Center shall include a variety of neighborhood serving uses that accommodate the day-to-day needs of the neighborhood. This may include a neighborhood barn, an event venue to accommodate neighborhood or community events.

Commercial Policy 1.c

Outdoor seating and pedestrian amenities should be provided in conjunction with commercial land uses for residents, visitors, and employees.

Goal 3

Incorporate the rural history of the community through architectural design, as guided by Appendix A – Design Guidelines.

Commercial Policy 3.a

While no specific architectural style is dictated, commercial architecture character should be reflective of the rural history of the community, as outlined in Appendix A – Design Guidelines

Goal 5

Create new employment and job training opportunities for the community and the broader South San Luis Obispo County area.

Commercial Policy 5.a

The Flex and Village Commercial land use designation shall provide a variety of tenant space configurations to accommodate a range of business types and sizes for new employment opportunities and may also include an educational campus to provide ongoing job training and life-long learning opportunities.

Goal 9

Meet the Building Code requirements for energy efficiencies and water savings.

Commercial Policy 9.a

All commercial development within the DRSP shall meet the minimum County Building Code requirements for energy efficiencies and water savings.

2.4.3 Commercial Development Standards

Commercial development standards apply to the Village Commercial (DR-VC) and Flex Commercial (DR-FC) land uses within the DRSP and are intended to ensure consistency with the DRSP vision while guiding the implementation and review of individual development proposals by the County.

Customized land use designations are provided to implement the land uses identified in Chapter 2. Land use designations included herein supersede the County’s land use ordinance (Title 22) except where the DRSP is silent. In such cases, the existing County land use category standards shall apply.

The commercial development standards for Village Commercial and Flex Commercial land uses are provided in Table 2.7 below.

Applicants should refer to Appendix A for applicable design direction for commercial site planning, architecture, and landscaping.

Table 2.7: Commercial Development Standards

	DR-VC	DR-FC
<i>Minimum Building Setbacks</i>		
<i>Front</i>	0-ft	10-ft
<i>Interior Side</i>	0-ft	0-ft
<i>Street</i>	0-ft	10-ft
<i>Rear</i>	Per Building Code Requirements, except: 15’ – adj. to RES. use.	20-ft
<i>Minimum Lot Size</i>		
	No minimum	0.5 ac
<i>Maximum Lot Coverage</i>		
	100%	70%
<i>Maximum Floor Area Ratio</i>		
	1.5; 2.5 for lodging or school uses	1.5; 2.5 for lodging or school uses
<i>Maximum Height</i>		
	35-ft, 2-stories; 50-ft, 4-stories for lodging or schools uses	35-ft, 2-stories; 50-ft, 4-stories for lodging or school uses
<i>Minimum Private/Common Area Landscaping</i>		
	5% of parking area	10%
<i>Landscape Buffer</i>		
	-	10-ft along Highway 101
<i>Minimum Parking Requirements</i> ^{1,2}		
	<i>Restaurants & Bars –</i> 1/200 sf <i>Commercial/Retail -</i> 1 sp/250 sf	<i>Restaurant & Bars –</i> 1/200 sf <i>Commercial/Retail -</i> 1 sp/250 sf

	<i>DR-VC</i>	<i>DR-FC</i>
	<i>Lodging -</i> 1 sp/room + 5% of total <i>Schools (Colleges/University)</i> - 1 sp/3.4 students <i>Daycare -</i> 1 sp/1 staff member plus 1 sp for each 5 children <i>Office –</i> 1/300 sf	<i>Commercial Service –</i> 1 sp/250 sf <i>Schools (Pre-Schools to Secondary) - 1 sp/staff member plus 1 space per 5 children</i> <i>Schools (Colleges/University)</i> – 1 sp/3.4 students <i>Lodging -</i> 1 sp/room + 5% of total <i>Small Scale Manufacturing –</i> 1 sp/500 <i>Office –</i> 1/300 sf <i>Medical Office -</i> 1/200 sf
<p><i>Notes:</i></p> <p>¹ Where two or more nonresidential uses are located on a single property, the number of parking spaces may be reduced at a rate of 5% for each nonresidential use, up to a maximum of 20%.</p> <p>² Minimum parking requirements shall be calculated based on the net floor area in both Village and Flex Commercial areas of useable space within a building. However, parking requirement calculations shall not include storage areas or mechanical space.</p>		

2.4.4 *Commercial Allowable Uses*

Table 2.8 below outlines the allowable land uses for the Village Commercial and Flex Commercial/Light Industrial land uses within the DRSP area.

To review applicable permit types and processes referenced in Table 2.8, refer to Chapter 7 – Implementation and Administration. Other uses not listed below may be approved by the Director of Planning and Building that are consistent with the intent of the DRSP and will not result in increased impacts through a minor use permit.

Table 2.8: Commercial Use Table

	<i>DR-VC</i>	<i>DR-FC</i>
Animal Hospitals and Veterinary Medical Facilities	N	ZC
Automobile, Mobile Home & Vehicular Dealers	N	N
Automobile Service Stations/Gas Stations	N	N
Building Materials and Hardware	N	ZC
Child Day Care Centers	ZC	ZC
Drive-In and Drive-Thru Services	N	SP
Food and Beverage Products	N	ZC
Furniture & Fixture Products, Cabinet Shops	N	ZC
General Retail	ZC	ZC
Health Care Services	N	ZC

	<i>DR-VC</i>	<i>DR-FC</i>
Health/Fitness Club	SP	SP
Heavy Manufacturing	N	N
Lodging – Hotels & Motels, 40 or more units	SP	SP
Neighborhood Market (<10,000 sf)	ZC	ZC
Neighborhood Market (<50,000 sf)	N	SP
Personal Services	ZC	ZC
Public Assembly and Entertainment Facilities	SP	SP
Offices	ZC	ZC
Residential ¹	MUP	MUP
Restaurant and Bars (including breweries, wine tasting, and distilleries)	SP	MUP
Schools – College and University	SP	SP
Schools – Preschool to Secondary	SP	SP
Small Scale Manufacturing	N	SP
Warehousing	N	N
<i>Notes:</i> ZC: Zoning Clearance SP: Site Plan MUP: Minor Use Permit N: Not Permitted Per County use definitions, where applicable. ¹ Governed by applicable State law.		

2.4.5 *Architectural Design Guidance*

As noted above, no specific architectural style is required for the DRSP. However, in order to implement the vision and character of the DRSP outlined in Chapter 1, design guidelines have been provided in Appendix A that will guide the design of future projects as they are submitted. Applicants should refer to Appendix A for applicable design direction for commercial site planning, architecture, and landscaping.

2.4.6 *Commercial Fencing Standards*

Table 2.9: Commercial Fencing Standards below outlines the fencing standards which apply to all commercially designated land uses within the DRSP. This includes fencing standards related to location, height, type and materials, as well as prohibited styles. Refer to Appendix A – Design Guidelines for recommended locations for commercial fencing.

Table 2.9: Commercial Fencing Standards

<i>Location</i>
A. Fencing is permitted along the side and rear yard property lines. Fencing within the front setback areas is prohibited. B. No fencing is required adjacent to U.S. Highway 101, other than required by Caltrans. C. Where a Residential Multi-Family designated property is located adjacent to a Flex Commercial designated property, fencing is only required on the Flex Commercial property.
<i>Height</i>
A. Side and Rear Yard – Six (6) feet minimum/maximum. B. Recreation or Open Space – No fencing required.

2.5 Recreation and Open Space Land Uses

2.5.1 *Recreation and Open Space Land Use Descriptions*

The DRSP contains a variety of recreation and open space land uses. These include Recreation (DR-REC) and Open Space (DR-OS), as further described below.

Recreation (DR-REC)

Purpose

- a. To identify areas having recreational potential where private or public development of recreational uses can be encouraged.
- b. To provide for public park and recreation areas to serve neighborhood and community residents and visitors.

Character

- a. Areas of existing or proposed recreational uses that emphasize and retain a recreational resource on a portion of a property.
- b. Areas with natural or man-made recreational resource that will serve particular public recreational needs.

Open Space (DR-OS)

Purpose

- a. To identify lands having value as natural areas.
- b. To identify lands that are capable of supporting passive recreational activities.

Character

- a. Portions of a site with natural features such as unique topography or vegetation.
- b. Areas for passive, non-intensive recreational uses such as picnic areas and hiking trails.

Exhibit 2-8: Public Neighborhood Park Concept



2.5.2 Recreation and Open Space Land Use Goals, Objectives, and Policies

The following DRSP goals and objectives brought forward from Chapter 1 of this document and associated policies are provided to guide the recreation and open space land use categories envisioned within the DRSP area. For additional goals and policies related to Recreation and Open Space, refer to Chapter 3.

Goal 1

Provide a mix of land uses that recognizes the existing neighborhoods while providing a range of amenities accessible to residents and community members. To respect Old Town Nipomo, the small, neighborhood-oriented village commercial area has been designed to complement, rather than compete with this area.

Recreation and Open Space Policy 1.a

Recreation and Open Space land uses shall be distributed throughout the DRSP area to provide access to both residents and the community.

Recreation and Open Space Policy 1.b

Recreation and Open Space land uses should be utilized to provide a buffer between the DRSP area and the surrounding neighborhoods to the extent practical.

Recreation and Open Space Policy 1.c

Open space land uses shall serve a variety of functions including but not limited to recreation, trails, stormwater management, and habitat conservation.

2.5.3 *Recreation and Open Space Standards*

Recreation and open space standards apply to the Recreation (REC) and Open Space (OS) land uses within DRSP. They are intended to ensure consistency with the DRSP vision while guiding the long-term implementation and review of individual proposals by the County.

Customized land use designations are provided to implement the land uses identified in Chapter 2. Land use designations included herein supersede the County’s land use ordinance (Title 22) except where the DRSP is silent. In such cases, the existing County land use category standards shall apply.

For additional standards related to Recreation and Open Space land uses, refer to Chapter 3.

2.5.4 *Recreation and Open Space Allowable Uses*

Table 2.10 below outlines the allowable land uses for the Recreation and Open Space land uses within the DRSP area.

Table 2.10: Recreation and Open Space Use Table

	<i>DR-REC</i>	<i>DR-OS</i>
<i>Primary Uses</i>		
Equestrian Facilities (trails and trailhead)	ZC	ZC
Public Neighborhood Park	ZC	N
Outdoor Athletic Facilities	ZC	N
Pedestrian Trails	ZC	ZC ¹
Public Parks and Playgrounds	ZC	N
Child Day Care Centers	ZC	N
<i>Secondary Uses</i>		
Mobile Homes	N	N
Public Utility Facilities (Basins, Pumphouses)	SP	SP
Outdoor Sports and Recreational Facilities - Private	SP	N
Outdoor Sports and Recreational Facilities - Public	SP	N
Storage – Accessory	MUP	MUP
Temporary Events ² <ul style="list-style-type: none"> • Farmer’s Market • Non-Profit Events • Private Parties • Movie Nights 	SP	SP
Notes: ZC: Zoning Clearance SP: Site Plan MUP: Minor Use Permit N: Not Permitted Per County use definitions, where applicable. ¹ Pedestrian trails in the Open Space Land Uses shall be unpaved. ² Temporary Events are subject to the Site Design Standard requirements outlined in Title 22, Section 22.30.610 of the County LUO.		

2.5.5 *Recreation and Open Space Fencing Standards*

Table 2.11: Recreation and Open Space Fencing Standards below outlines the fencing standards which apply to all recreation and open space designated land uses within the DRSP. This includes

fencing standards related to location, height, type and materials, as well as prohibited styles. Refer to Appendix A – Design Guidelines for recommended locations for recreation and open space fencing.

Table 2.11: Recreation and Open Space Fencing Standards

<i>Location</i>
A. Not required along streets or trails, unless an equestrian trail is located adjacent to a street, in which case a 4-foot high, split rail fence is required.
<i>Height</i>
A. Adjacent to Streets, Parks, and Open Space - Four (4) feet maximum.
B. Adjacent to Detention Basin - Per County requirements.

3 Conservation, Open Space, and Recreation

3.1 Introduction

This Chapter discusses the extent and location of open space, cultural resources, and recreational spaces within the Dana Reserve (DRSP) area. It also includes goals and policies for ensuring the long-term success and management of these resources and assets. The open space, trail network, and recreational amenities are envisioned as a cornerstone for the DRSP. These open space areas will provide moments to embrace tranquility and peacefulness, while recreation spaces will encourage exercise, exploration, play, and community engagement – part of the larger healthy community vision for the DRSP. Refer to Table 3.1 below for a summary of land use acreages of these areas within the DRSP and Exhibit 3-1 for their locations.

Table 3.1: Recreation and Open Space Land Use Summary

<i>Land Use</i>	<i>Acreage (ac)</i>	<i>% of Site (%)</i>
Open Space		
○ Open Space	49.8	17.3
○ Trails		
○ Basins		
Recreation	9 - 11	3.1 - 3.8
Pocket Parks	8.5 - 12	3.0 – 4.2
<i>Totals</i>	<i>67.3 – 72.8</i>	<i>23.4 – 25.3</i>

Exhibit 3-1: Open Space and Recreation Map



3.2 Conservation and Open Space

The proposed DRSP Open Space includes a total of 49.8 acres (17.3%) of the total site. This designation includes areas that remain undeveloped long-term, as well as areas that provide opportunities for passive uses. Examples of areas intended to remain undisturbed long-term include the central oak woodland area, while passive open space areas will include pedestrian and equestrian trails as well as seating areas. County trail standards for pedestrian and equestrian trails are specified in Chapter 4: Circulation.

A Biological Report was conducted for the DRSP in 2020. The report identified five special status plant species located within the DRSP area. Additional special plant and habitat surveys were also conducted in 2018 and 2019. The data collected from these biological studies served as a general guide to the siting of land uses within the DRSP area in order to avoid or minimize impacts to these species.



Open space area concepts.

3.2.1 Biological

Coast Live Oaks

The DRSP contains coast live oak trees dispersed in different locations across the site. With the exception of three non-native trees, no other tree species are located on the property. While many of the coast live oaks are scattered in various configurations, most intact oak woodland (oak forest) is located centrally on the property with a denser tree coverage, canopy structure, and understory shrub cover than other areas of the site. Most of the oaks in savannah, chaparral, and managed oak woodland on the Dana Reserve resprouted from oaks harvested in the late 1800's to increase grazing area. The Dana family had 18,000 head of sheep in the area in the 1890's. The understory of multi-stemmed trees continues to be managed for grazing. The managed woodland has been grazed by horses and cattle in recent decades. Low tree branches and dead wood are removed to increase grass cover and reduce fire fuel.

The majority of the centrally located oak woodland, not historically managed, is to be maintained as part of the DRSP. To maintain the integrity of this centrally located oak woodland, development

and the circulation network has been located to minimize impacts. Where development is to occur adjacent to areas where coast live oaks are to be maintained, County oak tree protection construction best practices will be implemented.

An Oak Woodland Management Plan, Tree Protection Plan, Off-Site Habitat Acquisition and Preservation Plan, and On- and Off-Site Habitat Mitigation and Monitoring Plan will be prepared. A combination of on-site mitigation plus off-site conservation will be used to offset the loss of coast live oaks. On-site mitigation will be implemented for the 30 individual oaks removed from grassland habitats at a 4:1 ratio to mitigate for temporal loss. Planting locations will be selected adjacent to existing coast live oak areas to be maintained, within open spaces, recreation and park areas, or street trees within select areas. To the extent practical, on-site mitigation of coast live oak trees will be propagated from on-site acorns. Plantings shall not fulfill more than one-half of the mitigation requirements. Off-site mitigation for loss of oak woodland habitat will be provided by oak woodland habitat acquisition and conservation at a 2:1 ratio (two acres conserved for every acre of oak woodland habitat impacted).

Special Status Plant Species

As part of the 2020 Biological Report conducted for the DRSP effort, eight special status plant species were identified within the DRSP area. These include Sand mesa manzanita (*Arctostaphylos rudis*), Sand buck brush (*Ceanothus cuneatus var. fascicularis*), Michael's rein orchid (*Piperia michaelii*), Mesa horkelia (*Horkelia cuneata*), California spineflower (*Mucronea californica*), Nipomo mesa ceanothus (*Ceanothus impressus var. nipomoensis*), and Sand almond (*Prunus fasciculata var. punctata*). Based on the extent of the DRSP development area, the 2020 Biological Report found potential for adverse effects, however it noted that effects to all special status plant species can be mitigated.

The DRSP will avoid impacts to special status plant species to the extent practical. For those special status species that cannot be avoided, appropriate mitigation ratios will be required.

Listed Plant Species

During surveys and field observations on the property for the 2020 Biological Report, small patches of a state listed plant species, Pismo clarkia (*Clarkia speciosa ssp. immaculata*) were identified in portions of the centrally located oak woodland area. Development, including roadways, have been situated on-site to avoid impacts to these areas, however a small impact to state-listed species may occur. Relevant state permits will be obtained and mitigation implemented for impacts to this rare plant.

Biological Mitigation Area(s)

The DRSP proposes to preserve an off-site oak and chaparral habitat mitigation site within the Nipomo area. Located along the Temettate Ridge, the Dana Ridge Ranch site, will be placed into a conservation easement with a local non-profit to provide for the long-term management and maintenance of the site. Refer to Exhibit 3-2 for the location of the Dana Ridge Ranch site.

On-site habitat on DRSP occupied by sensitive species will be placed in protected easements. Appropriate off-site habitat will be preserved and/or restored to mitigate for impacts to rare species.

Exhibit 3-2: Biological Mitigation Site



3.2.2 Cultural

Cultural resources include historical, archaeological, and/or paleontological resources. An archaeological cultural resource site has been identified within the DRSP area. Site design and layout of the property has been designed to avoid impacting this location by integrating it within open space and avoiding excavation of the resource site.

Known archaeological resources shall be protected to the greatest extent practical. If additional archaeological resources are discovered during grading and construction activities the County's Inland Land Use Ordinance shall be applied, which may include, but is not limited to fencing or other protective measures around identified cultural resources.

3.2.3 Conservation and Open Space Goals, Objectives, and Policies

The following DRSP goals and objectives brought forward from Chapter 1 of this document and associated policies are provided to guide the recreation and open space uses envisioned within the DRSP area.

Goal 8

Maintain the large, centrally located oak woodland area as a site feature. Minimize impacts to special status plants and animals on-site.

Open Space Policy 8.a

Prepare a Oak Woodland Management Plan, Tree Protection Plan, Off-Site Habitat Acquisition and Preservation Plan, and On- and Off-Site Habitat Mitigation and Monitoring Plan to mitigate loss of coast live oaks on-site.

Open Space Policy 8.b

For unmitigable impacts to special status plant species, the mitigation ratios identified in the Environmental Impact Report shall be followed. Where feasible, plant salvage and seed collection shall be conducted prior to habitat disturbance.

Open Space Policy 8.c

The open space areas shall be a separate lot or lots under the ownership of the Homeowners Association. Open Space Policy 8.b

Open Space Policy 8.d

Ongoing maintenance of the oak woodland shall be conducted consistent with the approved Coast Live Oak Woodland Habitat Preservation Plan.

Open Space Policy 8.e

Interpretive signage may be installed at designated locations along the trail network and other open space areas to promote public awareness and education about oak woodlands and other special plant species within the DRSP area.



Example of interpretive signage identifying local habitats.

3.3 Recreation

A variety of recreational amenities are proposed within the DRSP area, including a public neighborhood park, pocket parks, pedestrian trails, and equestrian trails. The County of San Luis Obispo requires the provision of a minimum of 3 acres of parkland per 1,000 residents for the County's unincorporated communities. See Table 3.2 below for detailed County Parkland requirement calculations.

Table 3.2: Required Public Parkland

	Single-Family (RSF)	Multi-Family (RMF)
Total Homes	833	458
County Multiplier	0.00741	0.00564
Acres Required	6.17	2.58
Total Public Parkland Required (acres)	8.75	
<i>Note: Non-residential uses are not required to provide public parkland per Chapter 21.09 of the County LUO.</i>		

To address County parkland requirements, the DRSP includes an 8 - 10 acre, centrally located public neighborhood park adjacent to the oak woodland area. An additional 8.5 - 12 acres of publicly accessible but privately maintained pocket parks are to be provided within the residential neighborhoods, for a total of 16.5 - 22 acres of parkland within the DRSP.

3.3.1 Recreation Amenities

Public Park

The County's Parks and Recreation Element states that parks and trails contribute to a high quality of life and make our communities more livable. The proposed 8 - 10 acre public neighborhood park will be an amenity not only to the residents of the DRSP area, but also visitors and the community. Exhibits 3-3 and 3-4 demonstrates the conceptual character of the public park in the DRSP area.

Exhibit 3-3: Public Neighborhood Park Site Plan Concept



Exhibit 3-4: Public Neighborhood Park Birds-Eye



The following amenities are examples of what should be considered when developing the public park. This is not an exhaustive list and other complementary and/or similar amenities may also be included.

- Bicycle racks
- Drinking fountains
- Entry signage and landscaping
- Group and individual picnic areas
- Interpretive and educational panels
- Parking areas
- Playground or play features
- Restroom facilities
- Shade canopy
- Sports courts
- Trail connections
- Trash and recycle bins
- Wayfinding signage and/or kiosks



Shade structures and play equipment complement public recreation uses.

Pocket Park Areas

As a complement to recreation in the public park and trail system, pocket parks support and promote passive play, exercise, social gatherings, and family get-togethers for people of all ages and abilities. Pocket parks are accessible to residents and the public via the trails system.

These pocket park areas are specific to each neighborhood within the DRSP area and are integrated into the larger open space network. Positioning pocket parks along a system of connection trails enables users to enter the trail system and safely walk to each park within the DRSP.

The DRSP pocket parks will be designed with multigenerational activities and needs as well as emphasize the physical and social inclusion of all ages and abilities. Playground equipment and other hardscape features may be designed to complement the character and landscape of the DRSP property. Exhibit 3-5 illustrates the pocket park character and scale.

Exhibit 3-5: Pocket Park Concept



Pocket Park areas features may include but are not limited to the following:

- Bicycle racks
- Children’s play area
- Picnic areas
- Interpretive and educational panels
- Natural play areas
- Neighborhood mailbox facilities
- Parking areas
- Trail connections
- Trash and recycle bins
- Wayfinding signage and/or kiosks



Examples of pocket park features.

Equestrian Trailhead and Trails

The DRSP area will provide equestrian trailhead access at the property's perimeter, as well as through open space areas to create a trail network on the property. Approximately 3.1 miles of equestrian trails will be accessible to residents and the community. The Equestrian Trail Head will be integrated at the southeastern corner of the property, providing a staging area for a limited number of trailers to load/off-load horses for trail access. The equestrian trail network will be available to residents of the DRSP area as well as to visitors and the community. The equestrian trails will be owned by a Homeowners Association, with a local non-profit(s) assisting in the ongoing operations and maintenance of the trail system. For specific equestrian trail standards and trail head features, refer to Chapter 4. Exhibit 3-6 illustrates an equestrian trail concept.

Exhibit 3-6: Equestrian Trail Concept



Pedestrian Trail System

Trails are an integral component of the DRSP's open space and recreational infrastructure. Connecting residential areas with shopping, dining, recreation, and jobs is accomplished through a series of connecting pedestrian trails.

Consistent with the goals, objectives, and policies of the DRSP, the pedestrian trails are an alternative mode of transportation encouraging residents to access nearby services without using their automobile. Approximately 3.8 miles of pedestrian trails will be accessible to residents and the community. Pedestrian trails provided in the DRSP area will be maintained by a Homeowners Association to ensure ongoing maintenance of the trail system. For specific pedestrian trail standards, refer to Chapter 4. The proposed pedestrian trail system configuration may change based on the ultimate configuration of each individual residential neighborhood. However, a

point(s) of access from the overall pedestrian trail system into/from each residential neighborhood shall be maintained, as shown by neighborhood on Exhibit 2-2a.



Example of pedestrian trail.

3.3.2 Recreation Goals, Objectives, and Policies

The following goals and objectives brought forward from Chapter 1 of this document and associated policies are provided to guide the recreation and open space uses envisioned within the DRSP.

Goal 2

Provide public neighborhood park and pocket parks and open space areas within each residential neighborhood, linking the neighborhoods together through a network of trails and open spaces.

Recreation Policy 2.a

Provide a pocket park or common open space area within each residential neighborhood.

Recreation Policy 2.b

Connect parks and recreation spaces within the DRSP through a network of pedestrian trails and sidewalks, thereby encouraging non-motorized transit.

Goal 7

Integrate a network of walking, bicycling, and equestrian facilities to connect on-site residential neighborhoods and the broader community.

Recreation Policy 7.a

Ensure walking and bicycling facilities are included to provide connections from residential neighborhoods to on-site open space, parks, and commercial areas.

Recreation Policy 7.b

Provide sidewalk, pedestrian trails, and bicycle access points to public park and open space amenities within the DRSP area for the community.

Recreation Policy 7.c

Create an equestrian trailhead and trail system.

Recreation Policy 7.d

Integrate informational and directional signage within open space, trails, and pocket park, reflecting a cohesive theming and branding of DRSP.

Recreation Policy 7.e

Public parkland will be owned and maintained by the County of San Luis Obispo. Pedestrian and equestrian trail systems will be owned and maintained by a Homeowners Association. Pocket parks will be owned and maintained by a Homeowners Association.

3.4 Recreation

3.4.1 Public Agency Maintained

The 8-10 acre public neighborhood park, identified in Chapter 2, shall be owned and maintained by the County of San Luis Obispo.

3.4.2 Homeowners Association

There will be a Homeowners Association(s) within the DRSP area. Refer to Chapter 8 for more information regarding Homeowners Association(s) within the DRSP.

3.4.3 Fire Protection/Vegetation Management

Within the overall DRSP site plan, best practices in fire protection and vegetation management will be implemented to ensure the safety of future residents. Fire protection and vegetation management within the DRSP will be consistent with CalFire/San Luis Obispo County requirements. Ongoing management will provide preemptive and preventative measures in preparing and planning for fire protection. Neighborhoods adjacent to the central oak woodland area and anticipated to be subject to the fire protection and vegetation management requirements of CalFire/San Luis Obispo County include Neighborhoods 3, 7, 8, and 9.

Proposed irrigated landscaping on public and private properties adjacent to the central oak woodland area will help buffer residences. The establishment and maintenance of additional emergency vehicle access points, street names, directional signage, building identification, and fuel modification measures also establish and add to fire protection within the DRSP area. These measures and programs incorporated at the time of site design and implemented at time of construction and prior to occupation will positively influence the responsiveness and preparedness during emergencies. Updates to strategies, best practices, and/or County requirements will be conveyed to residents through the Homeowners Association.

Site-specific requirements for identified neighborhoods include but are not limited to the following:

- A minimum defensible space shall be maintained around all buildings on the site per Cal Fire/San Luis Obispo County Requirements.
- Defensible space areas containing brush shall be thinned and/or masticated in accordance with recognized methods to minimize ground level fuel loads and lessen the potential impact of fire.

- In accordance with current Cal Fire/San Luis Obispo County Requirements, within 30-feet of permanent structures, trim trees, including oaks, to a minimum clear height of 6 to 8 feet above the ground to avoid continuous ladder fuels.
- Grasses that are dead, dormant, or directed to be trimmed by County Fire Official, shall be maintained at a maximum of 4 inches to minimize light flash fuels with the intent of mitigating continuous fire spread.
- Landscaping shall be fire resistant and meet County standards for fire resistant planting.



Defensible space areas around structure requirements (Source: CDF).

4 Circulation

4.1 Introduction

This chapter focuses on the street and other circulation systems within the Dana Reserve Specific Plan (DRSP). The goal is to provide an efficient and highly functional circulation network for pedestrians, bicycles, equestrians, automobiles, and public transit, consistent with the South County Inland Area Plan (SCAP) and Nipomo Community Plan policy direction. The overall framework for the street system design has been guided by the requirements of the County of San Luis Obispo Public Improvement Standards.

4.2 Street Network

The primary organizational element of the public street system within the DRSP area is focused on the primary roadways, or “backbone” roads, that connect to off-site roads within the vicinity or that act as a continuation of existing County maintained roads. These primary public roadways are identified as Collector ‘A,’ Collector ‘B,’ and Collector ‘C’ as described further below. In addition, other roadways within the DRSP area include those that are private and designated as Local Roads and Motorcourts, as described below. Regardless of which entity maintains the streets, a private Property/Homeowners Association will maintain all non-standard roadway features and landscaping amenities on collectors, local roads, and motorcourts. See *Exhibits 4-1 and 4-2* for an overview of the circulation plan, including individual proposed roadway types and their location within the DRSP.

Collector ‘A’– North Frontage Road

Collector ‘A’ is designed as a County maintained public collector road that is located on the east side of the DRSP area. It is an extension of the existing North Frontage Road that currently terminates at the southeast corner of the DRSP area. This new road will complete a through connection from Tefft Street to Willow Road.

Collector ‘B’- Pomeroy to Willow Road

Collector ‘B’ is designed as a County maintained public collector road that is located on the west side of the DRSP area. It provides a direct connection through the DRSP area from Pomeroy Road to Willow Road. At the Pomeroy connection with this new road, there will be a one-way stop intersection.

Collector ‘C’

Collector ‘C’ is designed as a County maintained public collector road that is located centrally within the DRSP area. It provides a direct east-west connection between the planned Collector ‘A’ and Collector ‘B.’ At the intersections with Collector ‘A’ and Collector ‘B,’ there will be roundabouts.

Local Roads - Residential

Local Roads - Residential include those located within or serve the individual residential neighborhoods of the DRSP area. These roadways vary in orientation and design and are intended to provide the connection from the residential neighborhood to the collectors within the DRSP area. The County will not accept Local Roads into the County-maintained system. Therefore, a private mechanism for maintenance shall be established.

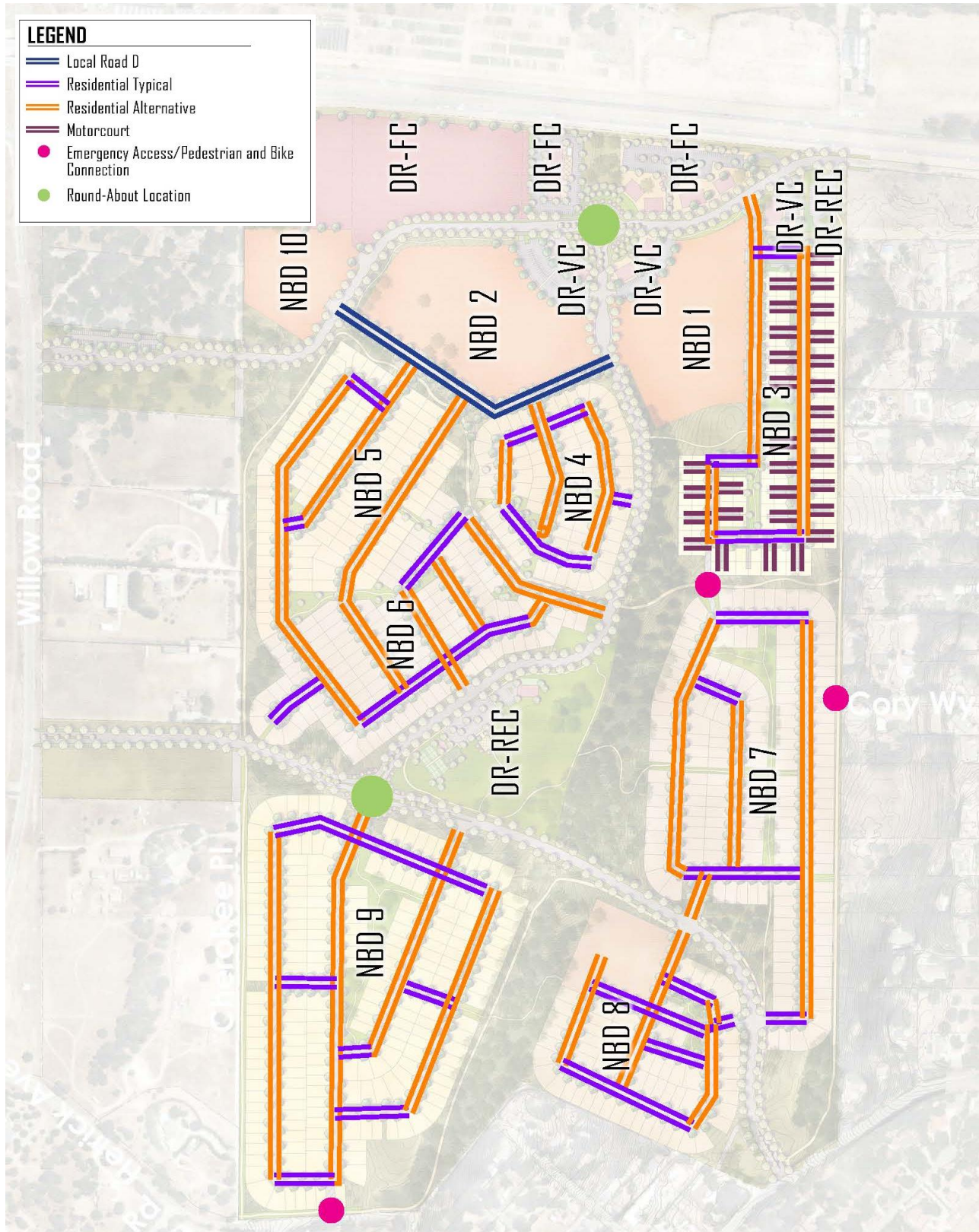
Private Motorcourts

Private Motorcourts are located within Neighborhood 3. These private motorcourts vary in orientation and are intended to provide access to adjacent Local Roads within the DRSP area. The County will not accept Private Motorcourts into the County-maintained system. Therefore, a private mechanism for maintenance shall be established.

Exhibit 4-1: Primary Public Roadways



Exhibit 4-2: Local Roadways



4.2.1 *Circulation Goals and Policies*

The following overarching DRSP goals brought forward from Chapter 1 of this document and associated policies are provided to guide the circulation pattern and development envisioned within the DRSP area.

Goal 6

Enhance the circulation for the DRSP and existing community by continuing the existing public roadway network through the property to connect to Willow Road, providing a new park and ride lot to encourage carpooling, and creating new public transportation points of connection to facilitate public transit use and reduce single-occupant automobile use.

Circulation Policy 6.a

Extend North Frontage Road collector through the property to connect to Willow Road.

Circulation Policy 6.b

Provide a north-south collector roadway connection from Pomeroy Road to Willow Road through the property rather than along Hetrick Avenue right-of-way.

Circulation Policy 6.c

Interlink the north-south collector roads with an east-west collector road.

Circulation Policy 6.d

Introduce a new park and ride lot along North Frontage Road to encourage Countywide carpooling and reduce single-occupant automobile use.

Circulation Policy 6.e

Provide locations for new public transportation stops within the commercial land uses and park and ride locations.

Circulation Policy 6.f

Create emergency access points at the neighborhood edge to allow for additional fire/safety personnel access in Neighborhoods 7 and 9.

Goal 7

Integrate a network of walking, bicycling, and equestrian facilities to connect on-site residential neighborhoods and the broader community.

Circulation Policy 7.a

Provide Class IV bike lanes along Collectors 'A', 'B,' and 'C' to encourage bicycle use within and through the DRSP area.

Circulation Policy 7.b

Provide sidewalks along all road types to encourage walking and other non-motorized transportation within and through the DRSP.

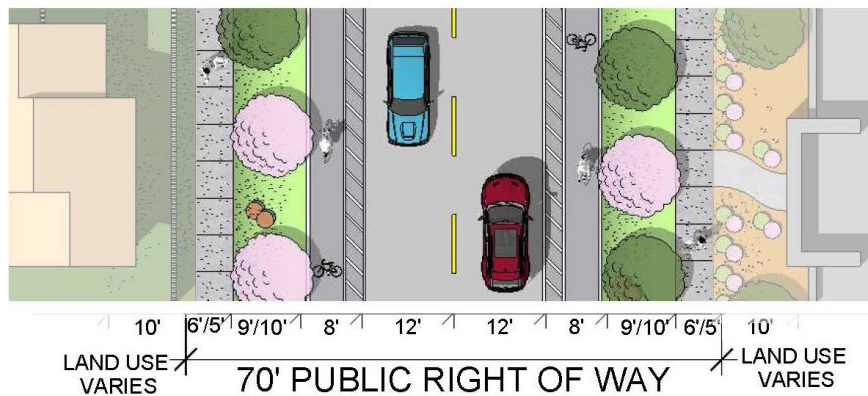
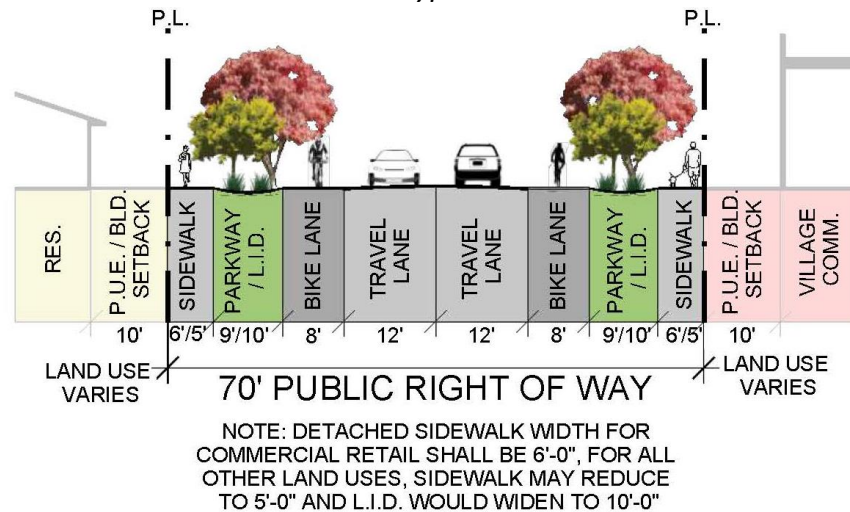
4.3 Street Cross Sections (New Roads)

The following sections provide descriptions of the design of individual roadways within the DRSP by use of individual street cross-section exhibits. The design of the individual street cross-sections includes opportunities for decentralized stormwater treatment LID features within roadway right-of-way areas. For landscaping, lighting, and other features, refer to Appendix A – Design Guidelines.

4.3.1 Collector 'A' and 'B' Typical

Collector 'A' and 'B' Typical street section is designed as a 70-foot public right-of-way. From each side of the centerline, there will be a 12-foot travel lane, 8-foot Class IV bicycle lane, 9- or 10-foot parkway/LID feature, and 5- or 6-foot sidewalk. No on-street parking is provided. Flush curbs, also known as mow curbs, with a 2-foot shoulder are provided at the parkway/LID feature on both sides of the street, unless otherwise specified by the County. Ten-foot PUE's are incorporated outside the right-of-way on both sides of the street to accommodate necessary utilities to serve the adjacent land uses. See Exhibit 4-3 for Collector 'A' and 'B' Typical cross section details.

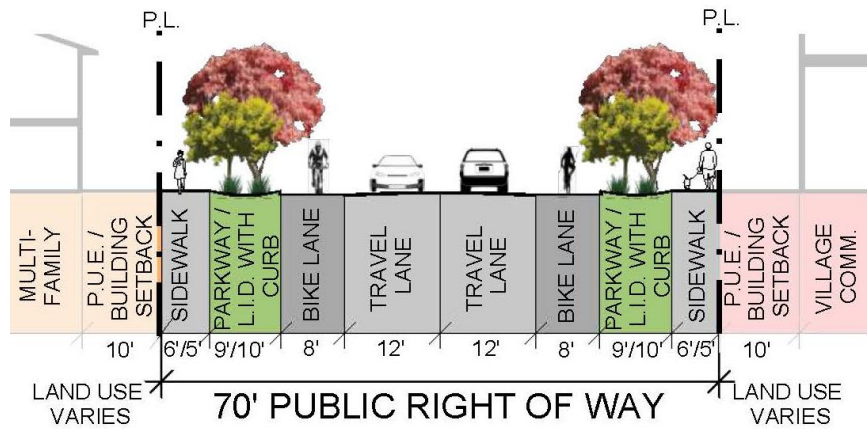
Exhibit 4-3: Collector 'A' and 'B' Typical



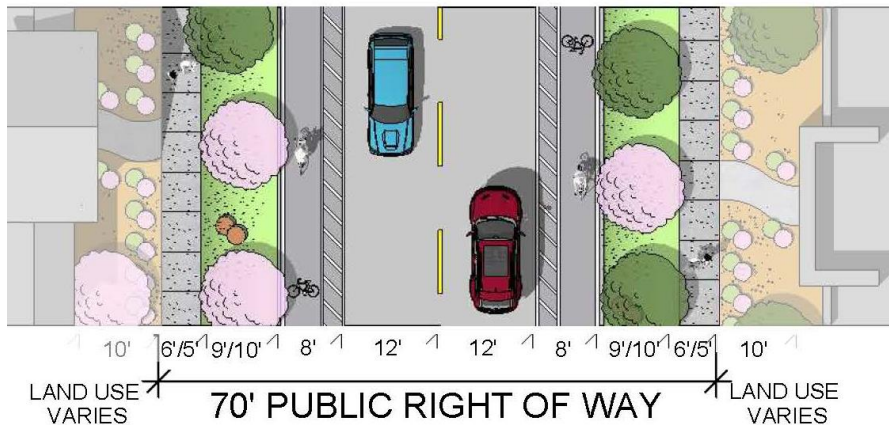
4.3.2 Collector 'A' at Village Commercial Land Use

Collector 'A' at Village Commercial Land Use street section is designed as a 70-foot public right-of-way. From each side of the centerline, there will be a 12-foot travel lane, 8-foot Class IV bicycle lane, 9- or 10-foot parkway/LID feature, and 5- or 6-foot sidewalk. No on-street parking is provided. Traditional curbs with gutters and curb cuts are provided at the parkway/LID features on both sides of the street. Ten-foot PUE's are incorporated outside the right-of-way on both sides of the street to accommodate necessary utilities to serve the adjacent land uses. See Exhibit 4-4 for Collector 'A' at Village Commercial cross section details.

Exhibit 4-4: Collector 'A' Adjacent to Village Commercial



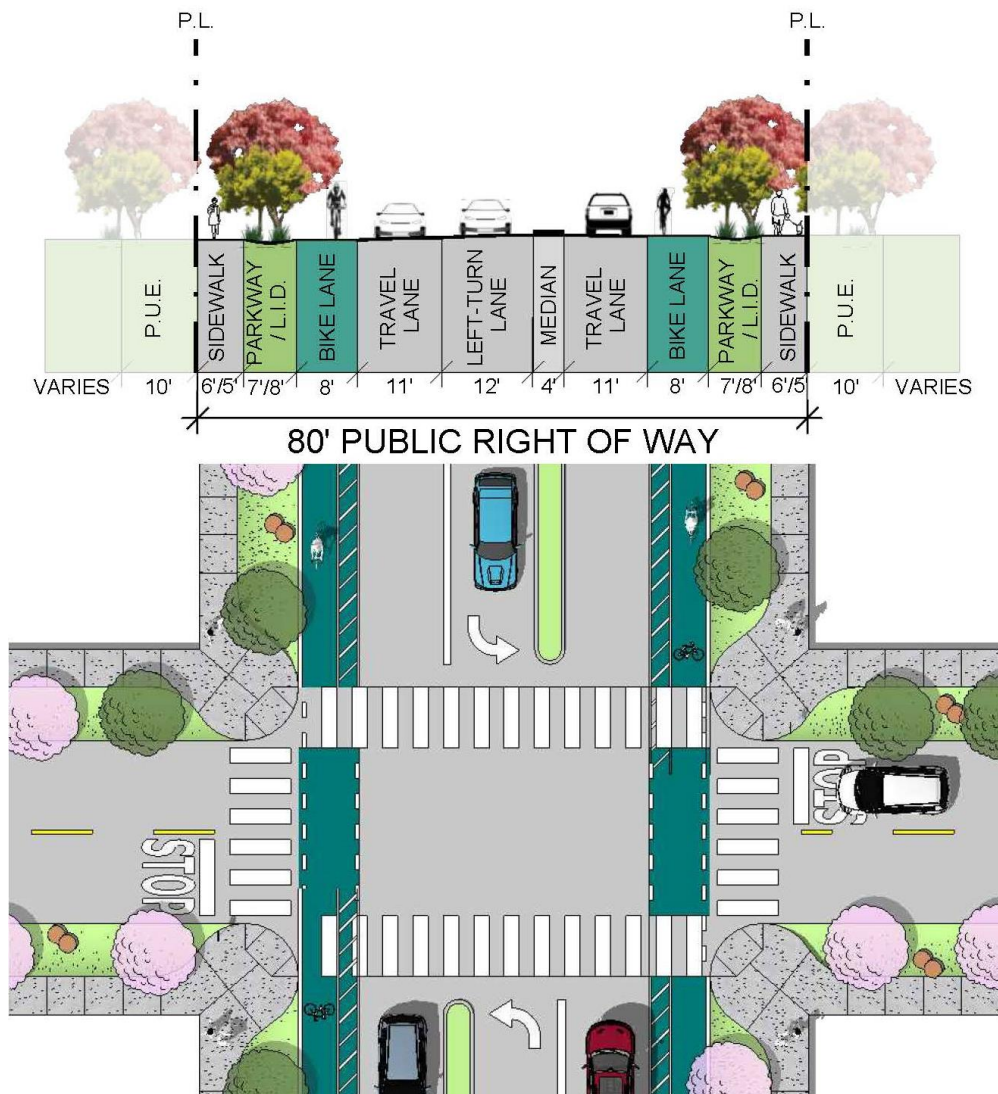
NOTE: DETACHED SIDEWALK WIDTH FOR COMMERCIAL RETAIL SHALL BE 6'-0", FOR ALL OTHER LAND USES, SIDEWALK MAY REDUCE TO 5'-0" AND L.I.D. WOULD WIDEN TO 10'-0"



4.3.3 Collector 'A' and 'B' at Left Turn Lane

Collector 'A' and 'B' at Left Turn Lane street section is an 80-foot public right-of-way. From each side of the centerline, there will be a 12-foot left-turn lane and 4-foot median separating an 11-foot travel lane, 8-foot Class IV bicycle lane, 7- or 8-foot parkway/LID feature, and 5- or 6-foot sidewalk on one side of the street and a 12-foot travel lane, 8-foot bicycle lane, 7- or 8-foot parkway/LID feature, and 5- or 6-foot sidewalk on the other side of the street. No on-street parking is provided. Flush curbs with a 2-foot shoulder are provided at the parkway/LID feature on both sides of the street, unless otherwise specified by the County. Ten-foot PUE's are incorporated outside the right-of-way on both sides of the street to accommodate necessary utilities to serve the adjacent land uses. See Exhibit 4-5 for Collector 'A' and 'B' at Left Turn Lane cross section details.

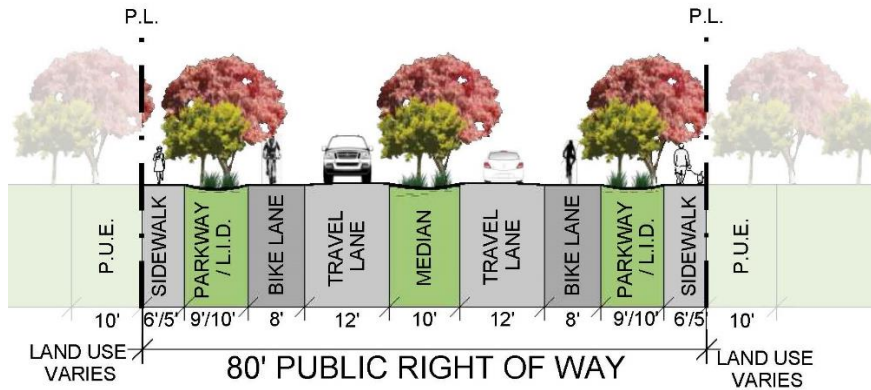
Exhibit 4-5: Collector 'A' and 'B' at Left Turn Lane



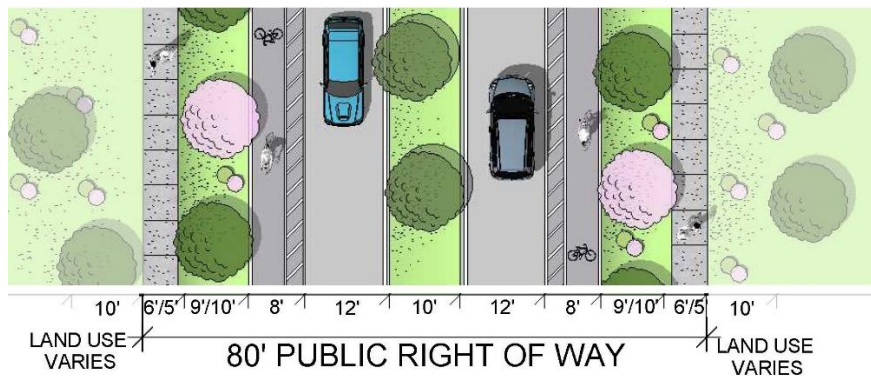
4.3.4 *Entries and Roundabouts, Collector 'A' and 'B'*

Entries and Roundabouts, Collector 'A' and 'B' street section is an 80-foot public right-of-way. From each side of the centerline, there will be a 10-foot median separating a 12-foot travel lane, 8-foot Class IV bicycle lane, 9- or 10-foot parkway/LID feature, and 5- or 6-foot sidewalk. No on-street parking is provided. Flush curbs with a 2-foot shoulder are provided at the parkway/LID feature on both sides of the street, unless otherwise specified by the County. Ten-foot PUE's are incorporated outside the right-of-way on both sides of the street to accommodate necessary utilities to serve the adjacent land uses. See *Exhibit 4-6 for Entries and Roundabouts* cross section details.

Exhibit 4-6: Entries and Roundabouts



* NOTE: RIGHT OF WAY WIDTH VARIES AT ROUNDABOUTS.
 NOTE: DETACHED SIDEWALK WIDTH FOR COMMERCIAL RETAIL SHALL BE 6'-0", FOR ALL OTHER LAND USES, SIDEWALK MAY REDUCE TO 5'-0" AND L.I.D. WOULD WIDEN TO 10'-0"



4.3.5 Park and Ride: Collector 'A'

Park and Ride: Collector 'A' street section is designed to accommodate future northbound and southbound vehicular movement adjacent to park-and-ride lot. It is comprised of a minimum 156-foot public right-of-way with two separate areas – one area for Collector 'A' roadway and one for the Park and Ride lot.

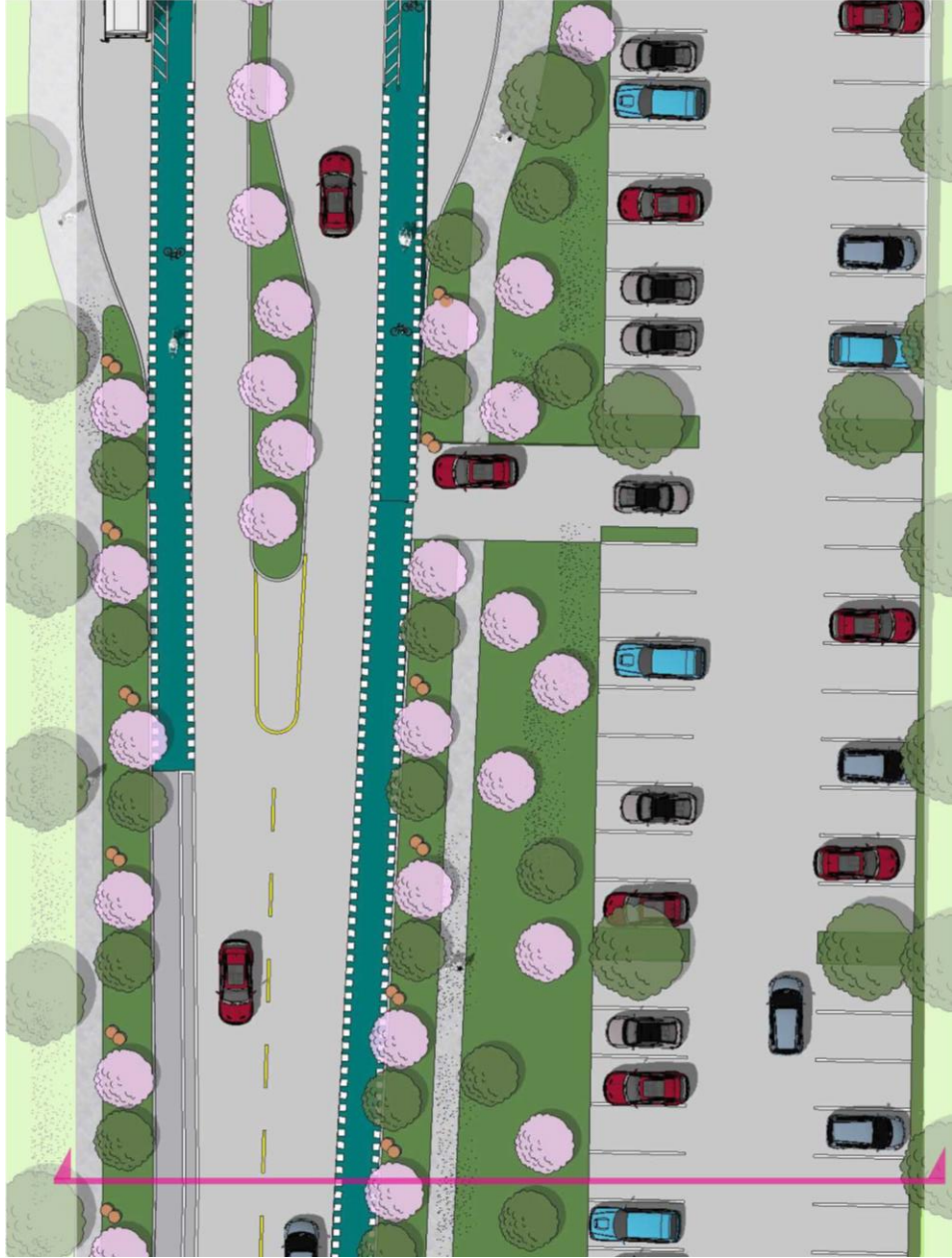
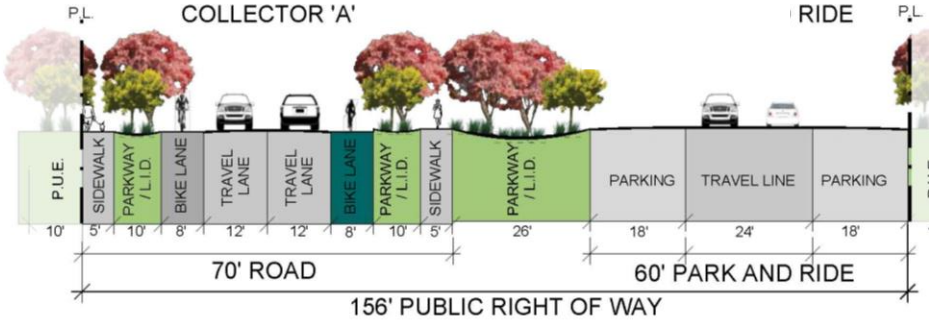
From each side of the centerline, Park and Ride: Collector 'A' roadway area includes a 12-foot travel lane, 8-foot bicycle lane, 9- or 10-foot parkway/LID feature, and 5- or 6-foot sidewalk. No on-street parking is provided. A flush curb with a 2-foot shoulder is provided at the parkway/LID feature on both sides of the street, unless otherwise specified by the County. Ten-foot PUE's are incorporated outside the right-of-way on both sides of the street to accommodate necessary utilities. The SCAP designates improvements along North Frontage Road as eligible for reimbursement by the County.

The Park and Ride area is comprised of a 24-foot travel lane and 18-foot parking stalls on both sides of the street centerline and will contain approximately 80 parking spaces. Flush curbs with a 2-foot shoulder are provided at the parkway/LID feature on both sides of the Park and Ride area, unless otherwise specified by the County. See *Exhibit 4-7 for Park and Ride Concept and Exhibit 4-8 for Park and Ride, Collector 'A' cross section details.*



Exhibit 4-7: Park and Ride Concept

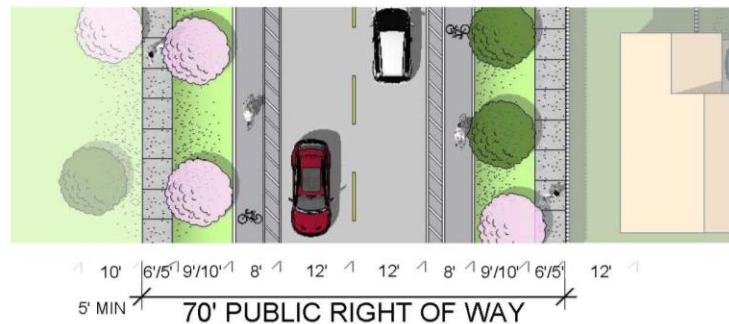
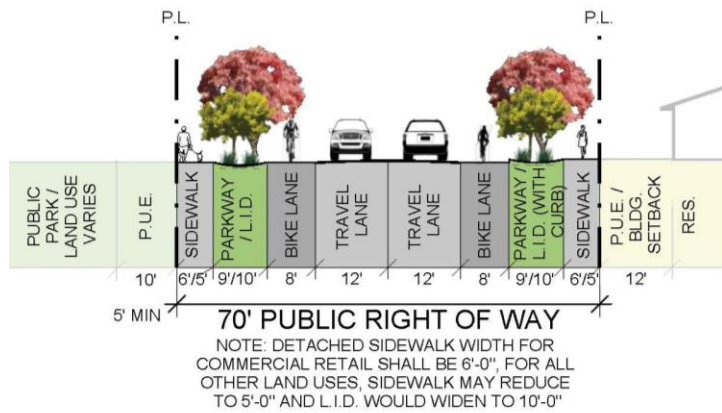
Exhibit 4-8: Park and Ride: Collector 'A'



4.3.6 Collector 'C'

Collector 'C' street section is designed as a 70-foot public right-of-way. From each side of the centerline, there will be a 12-foot travel lane, 8-foot Class IV bicycle lane, 9- or 10-foot parkway/LID feature, and 5- or 6-foot sidewalk. No on-street parking is provided. A flush curb with a 2-foot shoulder is provided at the parkway/LID feature on the south side of the street, with traditional curbs with gutters and curb cuts to allow water flow provided at the parkway/LID feature on the north side of the street and on the southern portion of the street adjacent to multi-family and commercial land uses, unless otherwise specified by the County. A 10-foot PUE is incorporated outside the right-of-way on the north side of the street to serve the adjacent, various land uses. A 5-foot PUE is incorporated outside the right-of-way on the south side of the street to provide utility access to serve the adjacent uses. See *Exhibit 4-9 for Collector 'C' cross section details.*

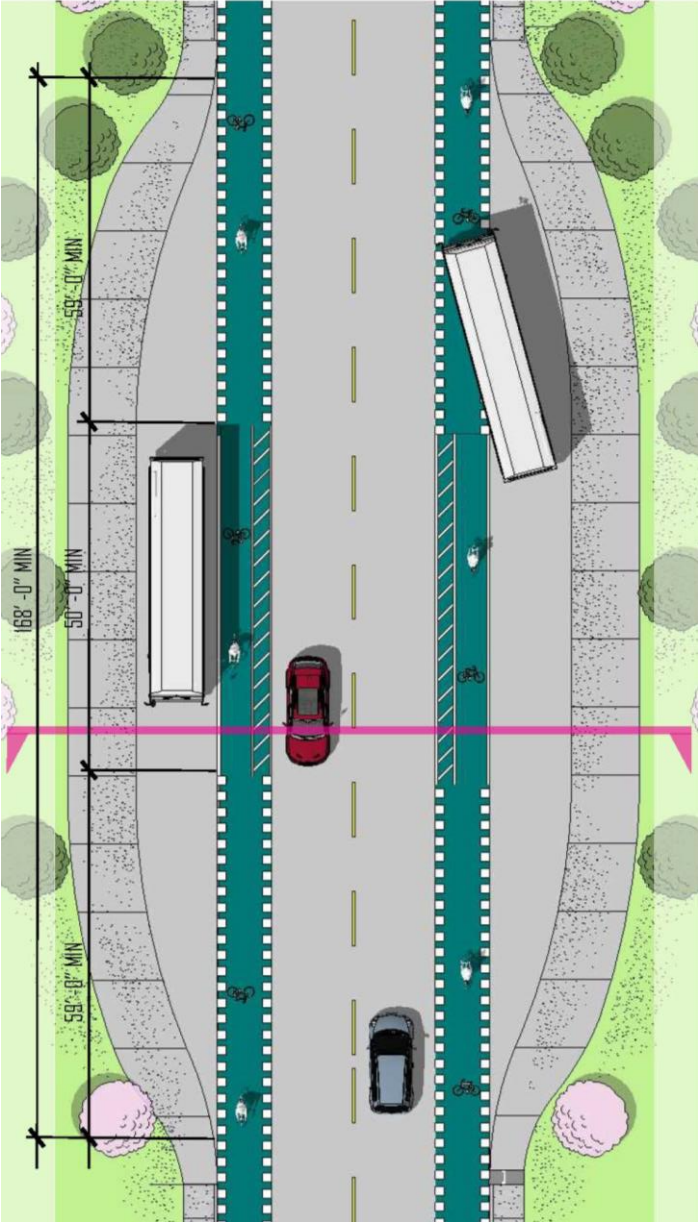
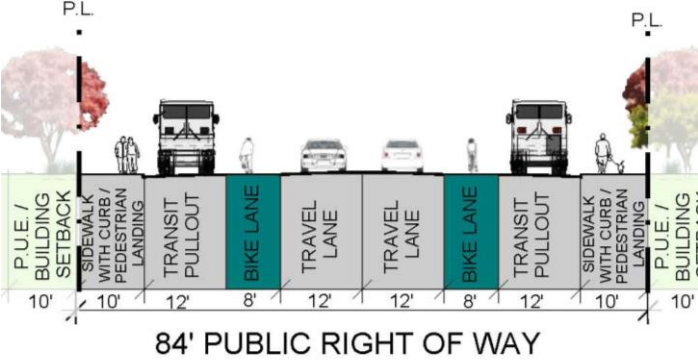
Exhibit 4-9: Collector 'C'



4.3.7 Transit Stop at Collector

Transit Stop at Collector street section is designed to accommodate a future transit stop along Collector 'A' and 'C'. It is comprised of an 84-foot public right-of-way and from each side of the centerline includes a 12-foot travel lane, 8-foot Class IV bicycle lane, 12-foot transit pullout lane, and a 10-foot sidewalk. No on-street parking is provided. Traditional curbs with gutters with pedestrian landings are provided at the sidewalks on both sides of the street. A pedestrian shelter will be provided based on County standards, as necessary. Ten-foot PUE's are incorporated outside the right-of-way on both sides of the street to accommodate necessary utilities to serve the adjacent uses. See *Exhibit 4-10 for Transit Stop at Collector* cross section details.

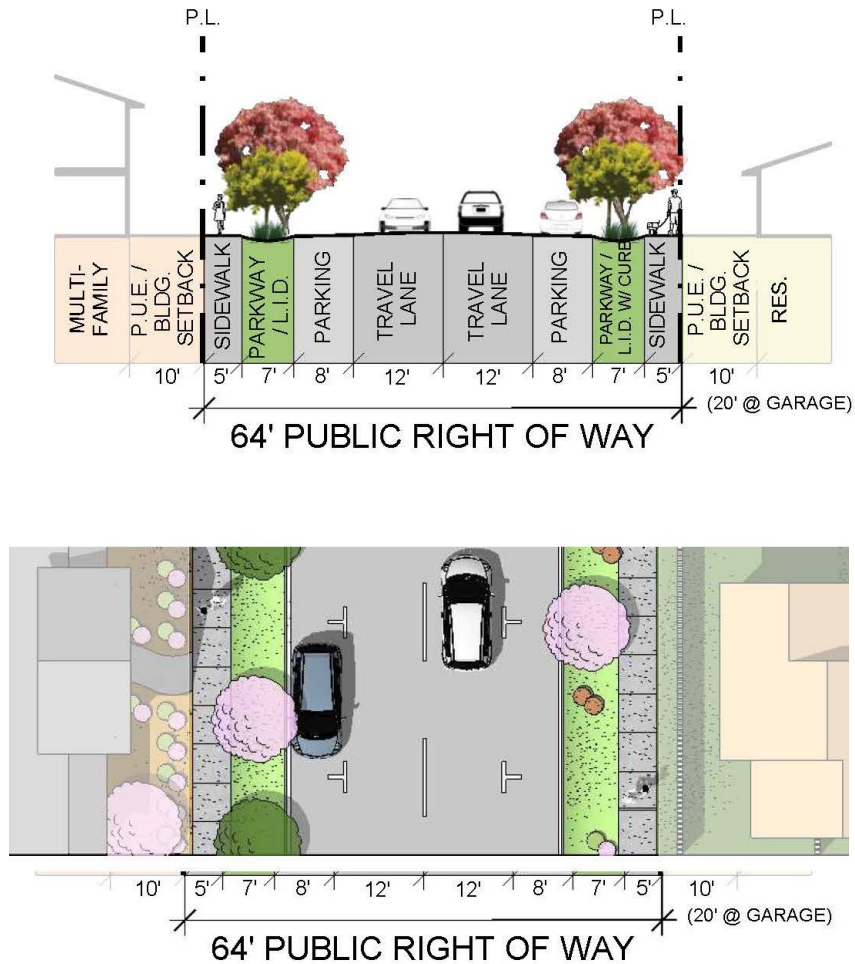
Exhibit 4-10: Transit Stop at Collector



4.3.8 Local Road 'D'

Local Road 'D' street section is designed as a 60-foot right-of-way. From each side of the centerline, there will be a 10-foot travel lane, 8-foot parking lane, 7-foot parkway/LID feature, and a 5-foot sidewalk. On-street parking is provided. Flush curbs will separate the parking lanes from the parkway/LID feature. Ten-foot PUE's are incorporated outside the right-of-way on both sides of the street to accommodate necessary utilities to serve the adjacent uses. Class III bikeways are integrated and intended to be shared with the on-street vehicle traffic. See Exhibit 4-11 for Local Road 'D' cross section details.

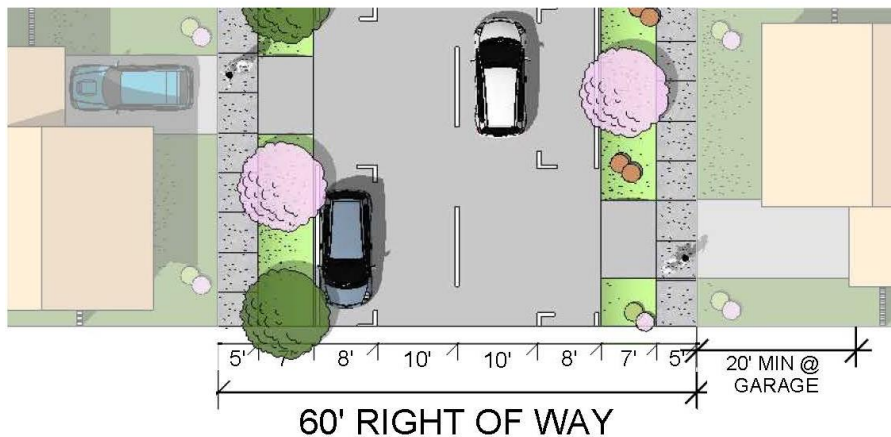
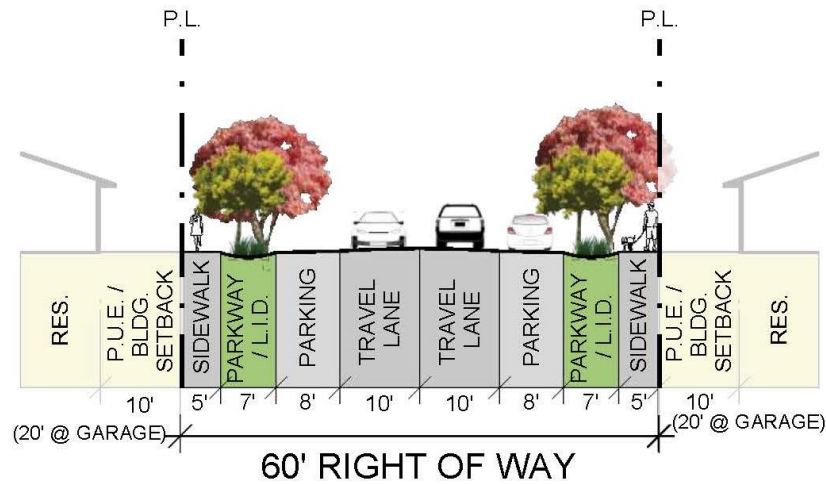
Exhibit 4-11: Local Road 'D'



4.3.9 *Single-Family Street, Typical – Local Road*

The *Single-Family Street, Typical* local road, street section is designed as a 60-foot right-of-way. From each side of the centerline, there will be a 10-foot travel lane, 8-foot parking lane, 7-foot parkway/LID feature, and 5-foot sidewalk. On-street parking is provided. Rolled curbs are proposed to separate the parking lane from the parkway/LID feature and will include associated spillways and depressions to allow water flow into the parkway/LID area. Ten-foot PUE's are incorporated outside the right-of-way on both sides of the street to accommodate necessary utilities to serve the adjacent land uses. This street cross-section is found within the single-family neighborhoods including portions of Neighborhoods 3, 4, 5, 6, 7, 8, and 9. Class III bikeways are integrated and intended to be shared with the on-street vehicle traffic. See *Exhibit 4-12 for Single-Family Street, Typical* cross section details.

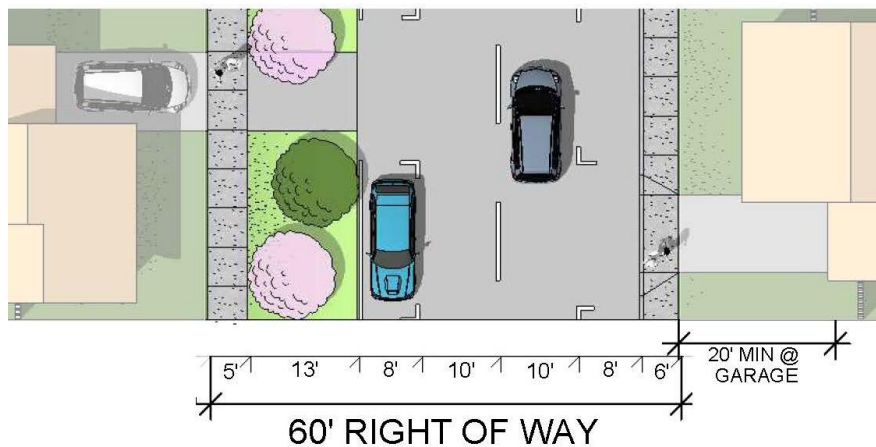
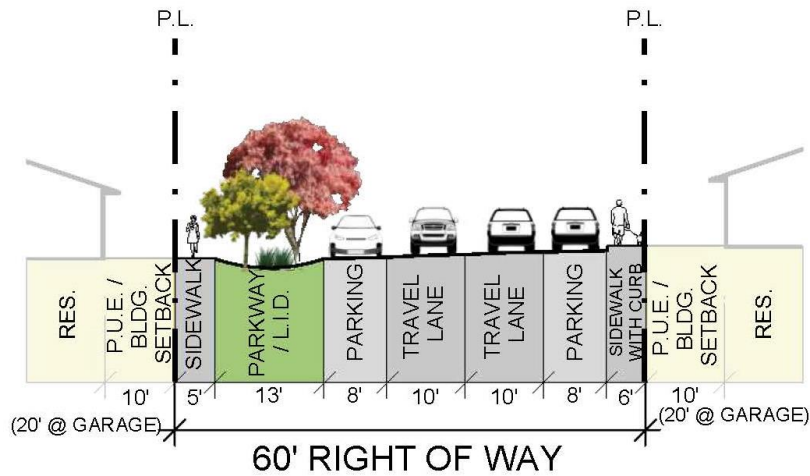
Exhibit 4-12: Single-Family Street, Typical



4.3.10 Single-Family Street, Alternative – Local Road

The *Single-Family Street, Alternative local road*, street section is designed as a 60-foot wide right-of-way. From each side of the centerline, there will be a 10-foot travel lane, an 8-foot parking lane, and a 5-foot sidewalk. The right-of-way also includes a 14-foot parkway/LID feature on one side of the street only in between the sidewalk and parking lane. On-street parking is provided. A rolled curb is provided at the parkway/LID side of the street that will include associated spillways and depressions to allow flow into the parkway/LID area, while a traditional curb with no gutter is provided on the alternative side of the street. Ten-foot PUE's are incorporated outside the right-of-way on both sides of the street to accommodate necessary utilities to serve the adjacent land uses. This street cross-section is found within the single-family neighborhoods including portions of Neighborhoods 3-9. See *Exhibit 4-13 for Single Family Street, Alternative* cross section details.

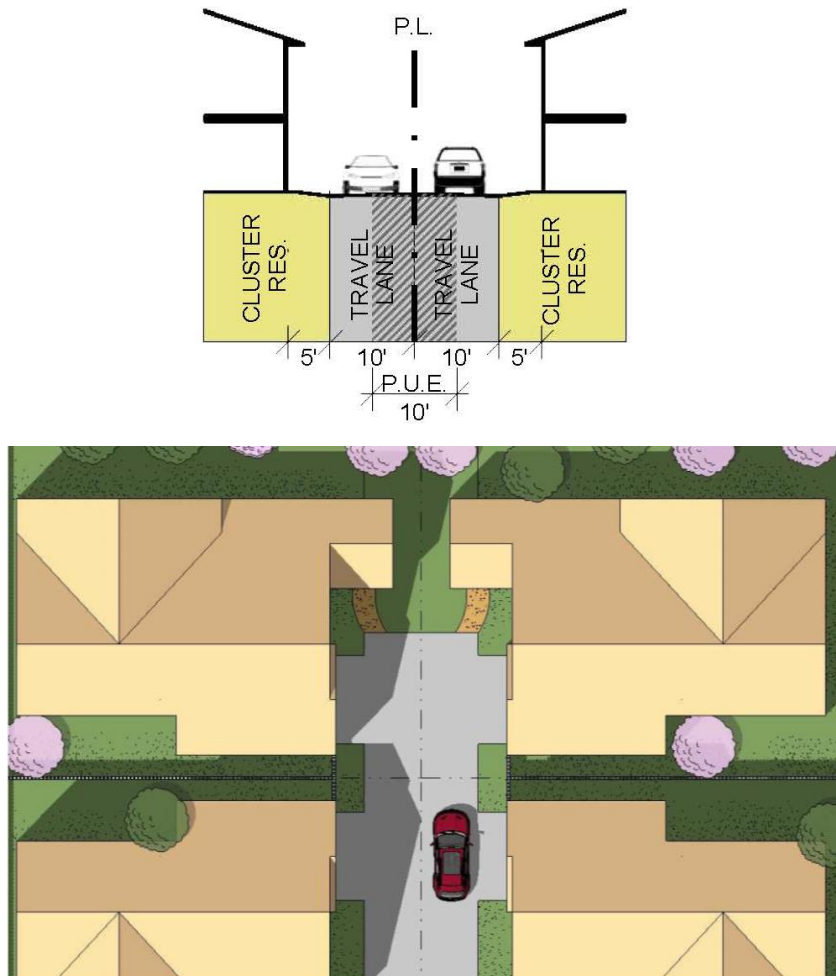
Exhibit 4-13: Single-Family Street, Alternative



4.3.11 *Motorcourt – Private*

The Motorcourt section is designed as a 20-foot private access easement. From each side of the centerline, there will be a 10-foot travel lane providing access to residential homes with a ribbon gutter for drainage located at the centerline. No parking on the private motorcourt is allowed, except in designated guest spaces. Traditional curbs and gutters are provided on either side, with the individual home setback 5-feet from the private access easement. Property lines of adjacent residential homes continue to the centerline of the private access easement and a 10-foot wide PUE is provided at the centerline. See *Exhibit 4-14 for Motorcourt - Private* cross section details.

Exhibit 4-14: Motorcourt - Private



4.4 Street Cross Sections (Existing Off-Site Roads)

4.4.1 *North Frontage Road*

North Frontage Road is an existing off-site public collector road that runs parallel to U.S. Highway 101 just south of the DRSP area. It currently dead-ends at the adjacent property at the southeast corner of the DRSP area. The South County Circulation Study identifies the extension of this existing road to Willow Road.

4.4.2 *Pomeroy Road*

Pomeroy Road is an existing off-site public arterial road that generally runs north to south and is located in the southwest corner of the DRSP area. It is currently designed with a 12-foot lane and a Class II bicycle lane of varying 5- to 7-foot width on both sides of the street centerline. To provide a better north-south road connection to Willow Road, Collector 'B' is proposed to run through the DRSP area beginning at Pomeroy Road. To enhance safety and minimize vehicle conflicts, a one-way stop is proposed at the Pomeroy Road and Collector Road B intersection. This would reroute a small portion of Pomeroy Road into The Dana Reserve property to accommodate the necessary road geometry.

4.4.3 *Hetrick Avenue*

Hetrick Avenue is an existing off-site public local road that runs along a portion of the western boundary of the DRSP area. Under existing conditions, Hetrick Avenue turns sharply to the west along the western boundary and turns into Glenhaven Place, another local public road. The Nipomo Community Plan Circulation Element and South County Circulation Study identify a Hetrick Avenue extension that is currently unbuilt. It would turn sharply to the east at the current intersection with Glenhaven Place and travel through a dense oak woodland area before turning south along the rear yards of existing residential properties to the west. The DRSP does not propose to construct the Hetrick Avenue extension, in favor of introducing a functionally superior Collector 'B,' which travels from Pomeroy Road through the DRSP and connects with Willow Road. Currently, Hetrick Avenue right-of-way at the southwest corner of the property near Pomeroy Road would be abandoned, re-routed, or deeded to the adjacent existing residential property owners to the west. Access for the three (3) existing residential properties to the west of Hetrick Avenue, most immediate to Pomeroy Road, would be maintained via a connection to Collector B. The proposed Collector B would have the necessary right of way width and reduce impacts to the existing neighborhoods on Hetrick Avenue. The portion of Hetrick Avenue to be used for emergency access to the DRSP area will be improved to County Public Improvement Standards.

4.4.4 *Cherokee Place*

Cherokee Place runs along the northern property line of the DRSP area, beginning at Hetrick Avenue in the west and terminating approximately +/- 575 feet from the U.S. Highway 101 right-of-way. It is currently an unpaved road that is approximately +/- 20 feet in width. Improvements along Cherokee Place are anticipated adjacent to APN's 091-301-031 and 091-301-030 along with right-of-way dedication, to be reviewed and approved by Public Works. Along the frontage of APN's 091-301-031 and 091-301-030, there will be a 20-foot-wide paved section aligned with the existing unpaved road that lies within the northern 25-foot offer of dedication on Cherokee Place. Improvements elsewhere along Cherokee Place are not anticipated as part of this DRSP effort.

4.4.5 *Cory Way*

Cory Way is an existing off-site public local road that terminates at the southern property line of the DRSP area. As discussed under Section 4.6 below, emergency access only is planned for where Cory Way terminates at the property, but pedestrian, bicycle, and equestrian connections will also be provided at this existing off-site road. No routine vehicle access is planned for this existing off-site public local road into the DRSP area.

4.5 Intersections and Roundabouts

4.5.1 *Intersections*

Five intersections connect the surrounding community to the DRSP area. These include Collector 'A' and Collector 'B' at Willow Road, Collector 'A' and Collector 'B' at Cherokee Place, and Collector 'B' at Pomeroy Road. Collector 'A' at Willow Road is envisioned as a new signalized three-way intersection, which is located approximately +/- 1,000 feet from the U.S. Highway 101 on-ramps. Collector 'B' at Willow Road will be a one-way stop where Collector 'B' meets Willow Road, allowing for unimpeded traffic flow along Willow Road. Both Collector 'A' and Collector 'B' at Cherokee Place are envisioned as two-way stops along Cherokee Place, allowing for unimpeded traffic flow along with the DRSP collectors. Lastly, Collector 'B' at Pomeroy Road is a one way stop intersection. As noted above in Section 4.4, a small portion of Pomeroy Road will be rerouted into The Dana Reserve property to accommodate the necessary geometry for the new road connection. Ultimately, intersection control type will be reviewed and approved by Public Works.

4.5.2 *Roundabouts within DRSP*

There are two roundabouts located within the DRSP area. These are intended to enhance safety and reduce overall vehicle speeds. These roundabouts are located entirely within the DRSP and include Collector 'A' at the Village Commercial area, where this roadway intersects with Collector 'C.' Another is located along Collector 'B' adjacent to Neighborhoods 6 and 9, where this roadway intersects with Collector 'C' (refer to Exhibit 2-1 in Chapter 2 for locations).



Roundabouts calm traffic and slow speeds in residential and commercial neighborhoods.

The integration of roundabouts within the DRSP provides organizing features for the overall circulation network. These features within the roundabouts enhance the overall aesthetic of the community and may include features such as specimen trees, accent landscaping, unique paving, lighting and/or project signage.

4.6 Emergency Access

Two emergency access points are located in the DRSP. These will ensure adequate service by fire and safety personnel in the future. Emergency access points are proposed within Neighborhood 9, adjacent to Hetrick Road, and within Neighborhood 7, as a continuation of Cory Way.

The emergency access points will be constructed with adequate width to accommodate fire/safety vehicles and be gated per CalFire/County Public Improvement Standards.

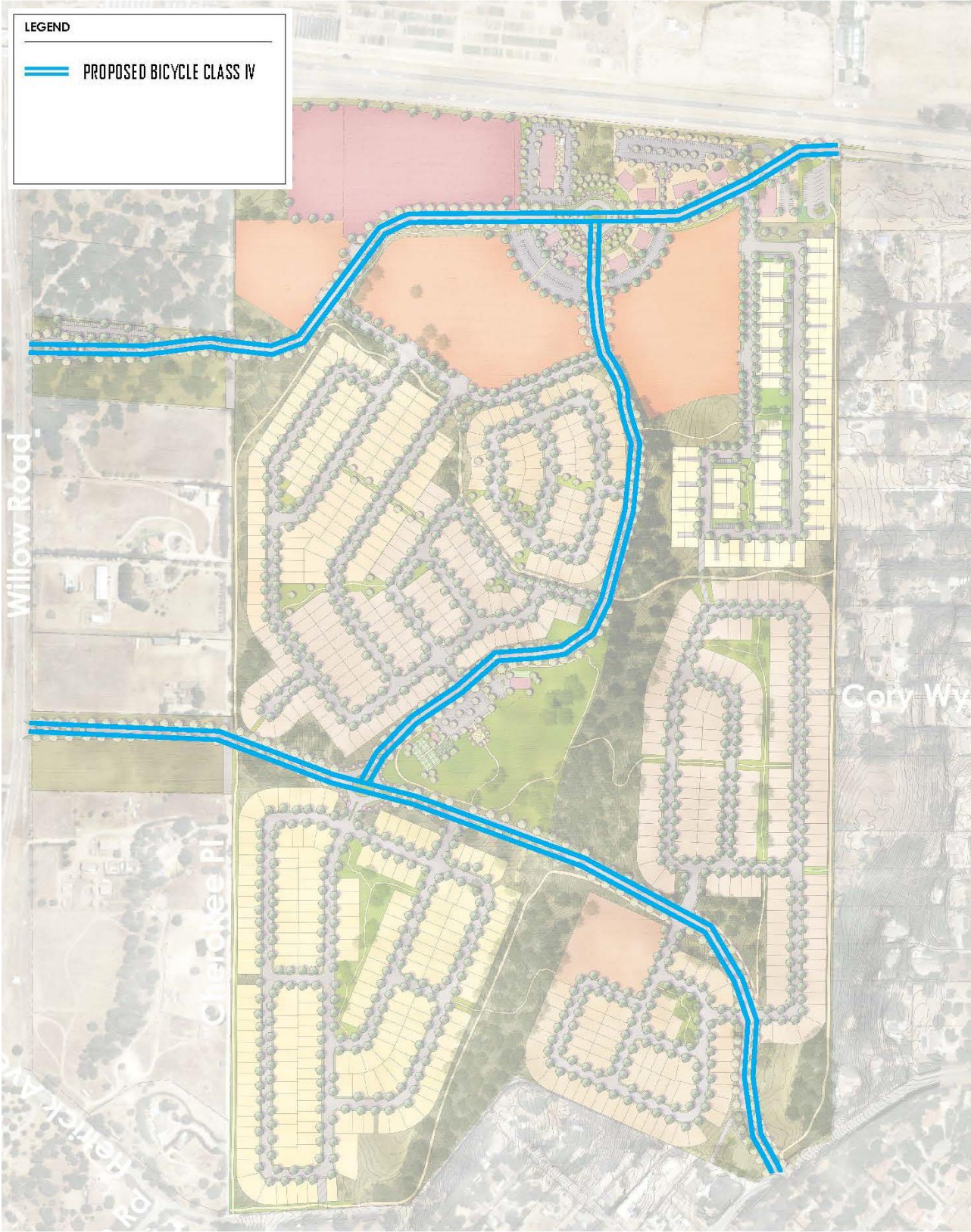
The DRSP also envisions these emergency access points be designed to include pedestrian, bicycle, and equestrian access as further discussed in Section 4.9 below, providing access to the existing community.

4.7 Bicycle Network

To close existing gaps within the County's bicycle network and to promote non-motorized transit use within the DRSP area, an extensive bicycle network has been proposed in conjunction with the property's primary collector roadway design (see *Exhibit 4-15*). As noted in the 2016 San Luis Obispo County Bikeways Plan, Class II bikeways exist on Pomeroy Road to the south and Willow Road to the north, with plans for expansion of Class II bikeway facilities along the North Frontage Road to the south.

Collector roads 'A', 'B,' and 'C' will have Class IV separated bikeway with an 8-foot right of way. The design of these separated bikeways will include a 5-foot travel lane and 3-foot pavement markings (e.g., striping) to separate bicycle riders from automobile travel lanes. Additional pavement marking within bicycle-automobile conflict zones, such as at intersections or driveway entry points, will be painted green per County standards to bring greater attention to these conflict points. To ensure adequate storage of bicycles within the DRSP, bicycle racks will be incorporated as part of commercial developments as well as within the public park area per County Standards.

Exhibit 4-15: Bicycle Network



4.8 Equestrian Network

To continue the long tradition and presence of equestrians within Nipomo, an equestrian trail network has been integrated as an amenity for use by future residents in the DRSP, as well as by community members. Two primary equestrian trail loops are proposed, one in the northern half of the property and the other in the southern half, both of which meet in the middle of the property, as outlined in *Exhibit 4-16: Trails Map*.

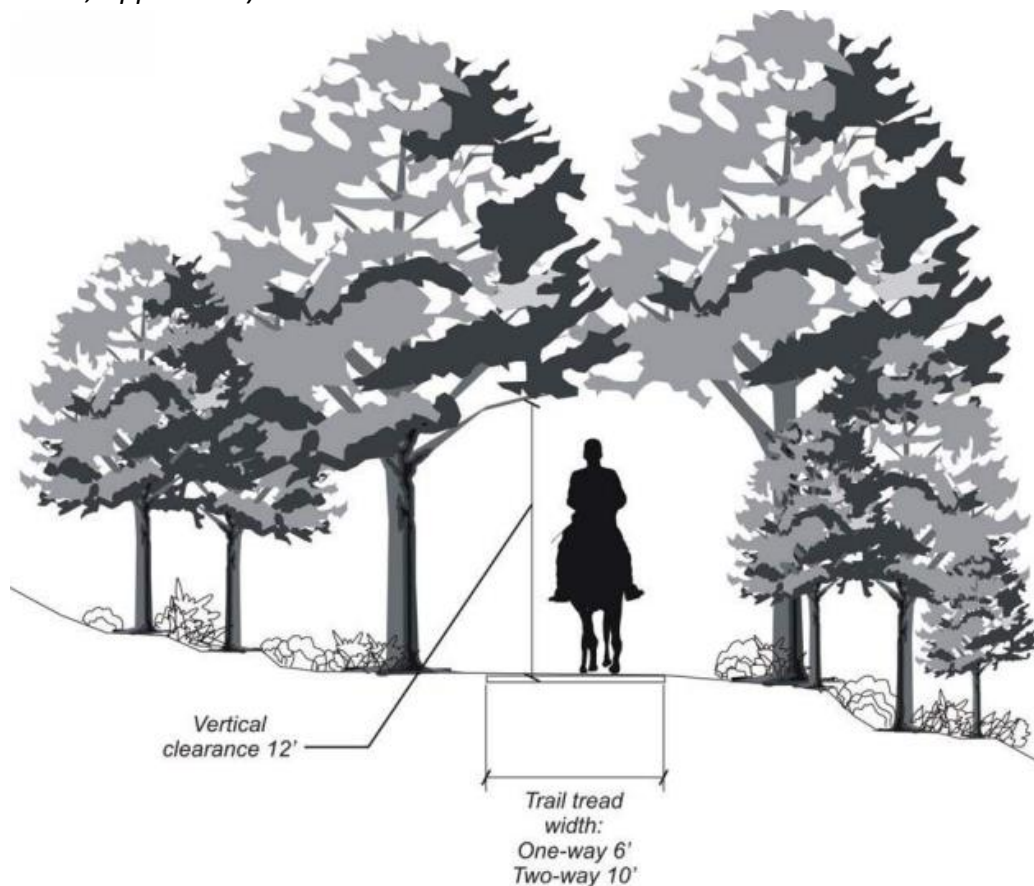
4.8.1 Trails

The equestrian trails are proposed to be built to the County of San Luis Obispo's Horse Trail Standards, identified in Appendix B of the Parks and Recreation Element (see *Exhibit 4-17: Equestrian Trail Standards* below). A minimum of 15-feet of right-of-way will be included to allow the trails to meander and provide for adequate landscaping and buffering/screening from adjacent properties. Where the equestrian trails travel through oak open space areas at the center of the property, the trail easement will be limited to 10-feet.

Exhibit 4-16: Trails Map



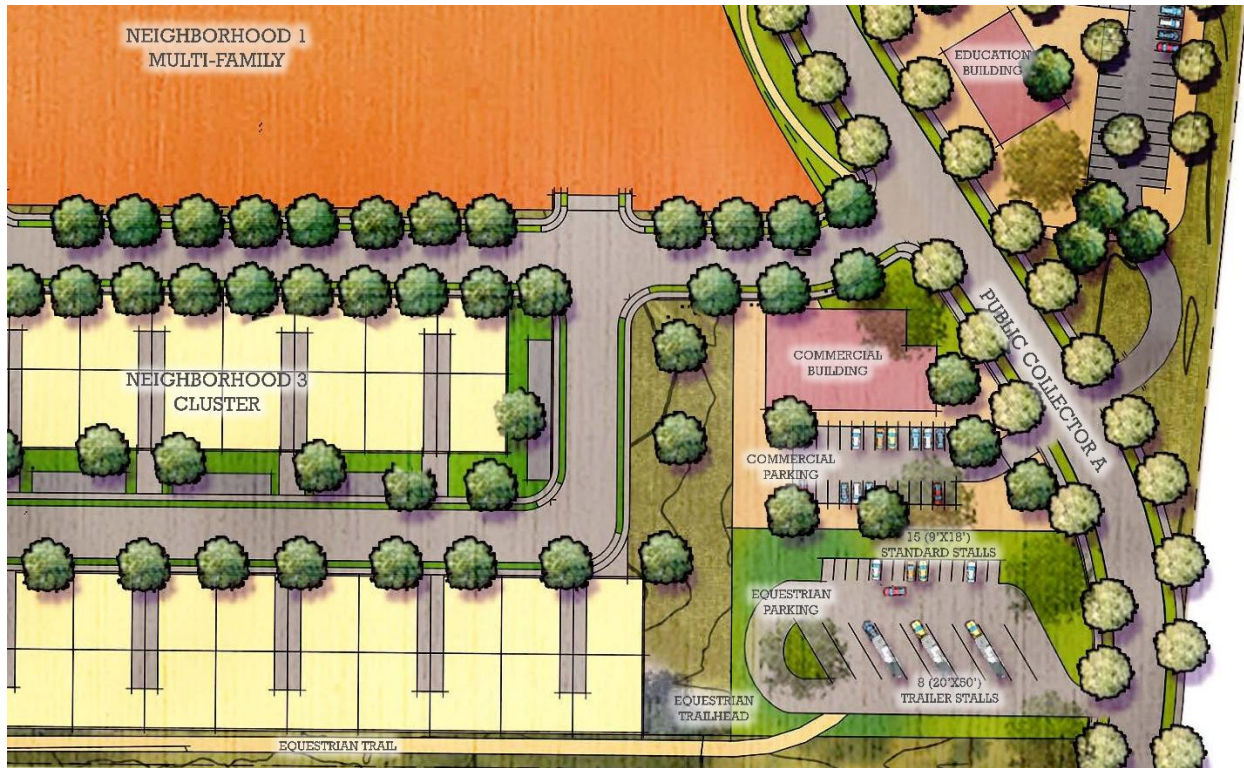
Exhibit 4-17: Equestrian Trail Standards (County of San Luis Obispo - Parks and Recreation Element, Appendix B)



4.8.2 Trailhead

A trailhead facility is also proposed as part of the DRSP. It is intended to accommodate equestrian users. The trailhead facility is located at the southeast corner of the DRSP area. It will be accessed from Collector A (North Frontage Road). Trailhead facilities will include parking to allow for eight (8) vehicles with trailers to pull through and park, hitching posts, information, and signage. Maintenance of equestrian trails and associated facilities are anticipated to be maintained by the Homeowners Association in cooperation with local equestrian organizations, as discussed in Chapter 3. Restroom facilities at the trailhead are anticipated as being provided as temporary rental or leased facilities provided by local equestrian organizations. Refer to *Exhibit 4-18: Equestrian Trailhead Concept*.

Exhibit 4-18: Equestrian Trailhead Concept



4.8.3 Crossings

Equestrian trail crossings occur at both Collectors 'B' and 'C' within the DRSP. Crossings will be constructed to meet the standards identified in Figure 5-3 of the U.S. Department of Agriculture – Equestrian Design Handbook, as shown in *Exhibit 4-19: Equestrian Trail Crossing*.

Exhibit 4-19: Equestrian Trail Crossing

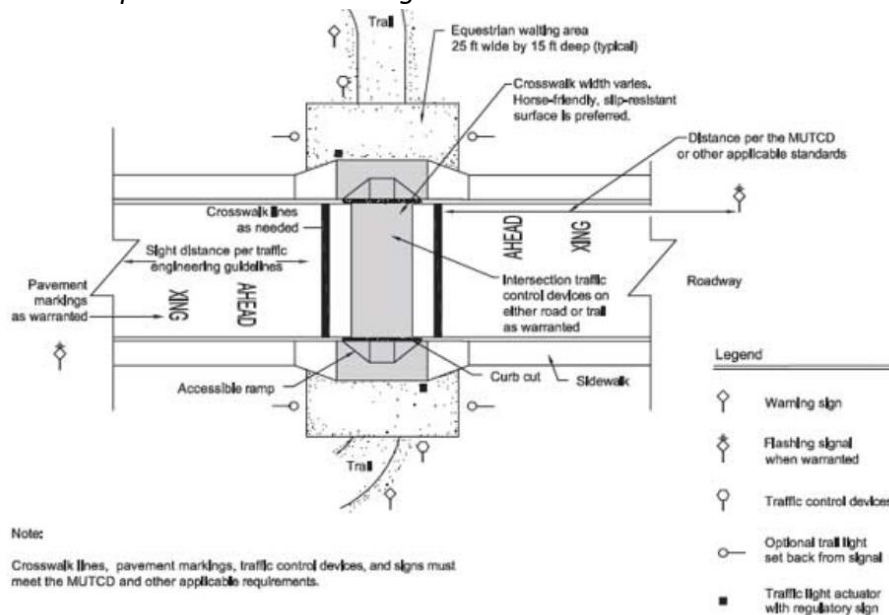


Figure 5-3—An at-grade trail crossing (with signals) for equestrians.

4.9 Pedestrian Network

4.9.1 Sidewalks

As illustrated in the Street Cross Section exhibits in Section 4.3, most of the streets within the DRSP area contain sidewalks on both sides of the street, except for the Private Motorcourts. Depending on their location within the DRSP area, sidewalk widths vary from 5-feet to 6-feet. In general, those sidewalks located within the commercial areas have been designed to be wider than those within the residential neighborhoods.

4.9.2 Pedestrian Trails

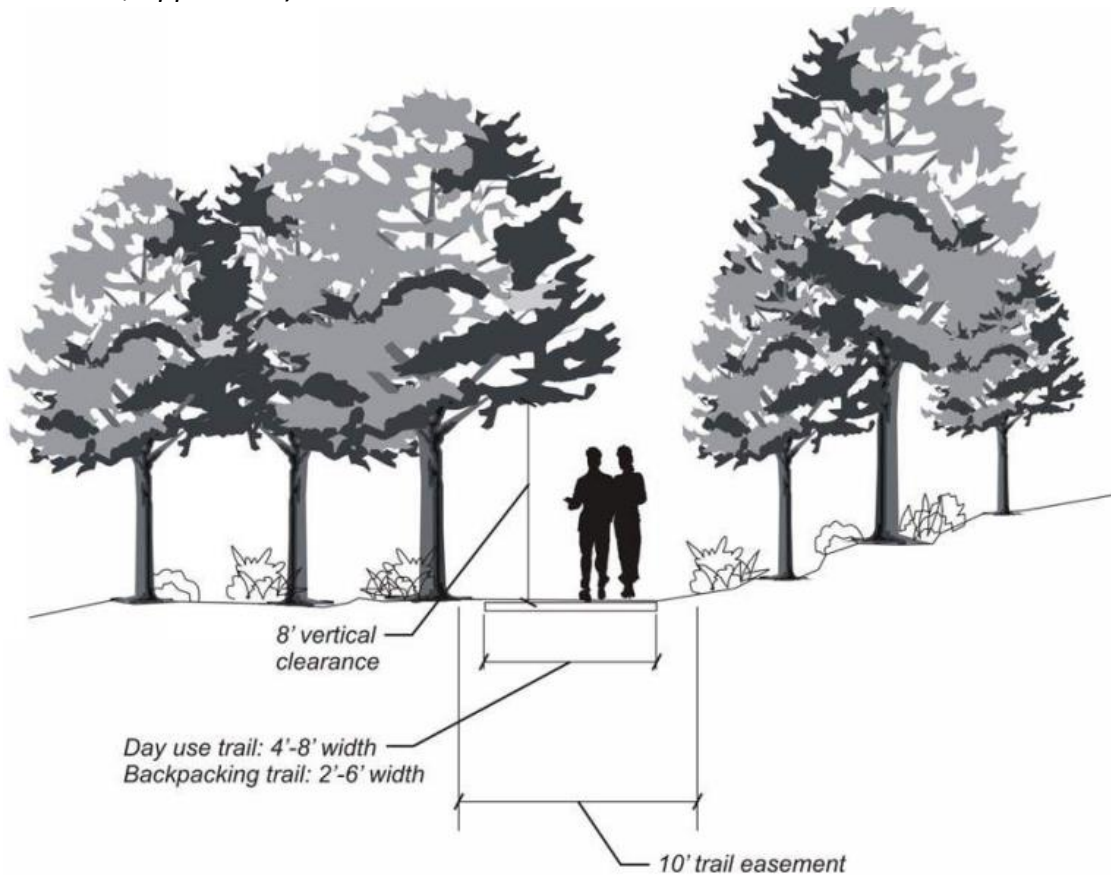
As an amenity to the future residents of the DRSP neighborhood and the existing community, an extensive pedestrian trail network has been proposed. See *Exhibit 4-19* for pedestrian trail locations. The pedestrian trails have been integrated in a manner to provide both recreational opportunities as well as connect the individual neighborhoods to the commercial and job areas of the site without the need to use an automobile.

Pedestrian trails will be built to the County of San Luis Obispo's Pedestrian Trail Standards, identified in Appendix B of the Parks and Recreation Element (see *Exhibit 4-20: Pedestrian Trail Standards*). A minimum of 10-feet of right-of-way will be provided to allow the trail to meander and provide for adequate landscaping and buffering/screening from adjacent properties.



Pedestrian trail through open space concept.

Exhibit 4-20: Pedestrian Trail Standards (County of San Luis Obispo - Parks and Recreation Element, Appendix B)



4.10 Public Transit

To encourage the use of public transit to and from the DRSP area by residents, employees, and visitors, public transit hubs are proposed. These include a transit hub within the Village Commercial area, just west of the roundabout, as well as the park-and-ride lot located along Collector A (North Frontage Road) just south of Willow Road. Transit hubs are located within the road right-of-way and the San Luis Obispo County Regional Transit Authority (RTA) is expected to provide service to and stops within these designated transit hub locations. See Exhibits 4-6 and 4-8 for conceptual transit stop locations and right-of-way interface.

4.11 Streetscape

4.11.1 Entry Feature Design

To bring attention to and highlight entry into the DRSP area for both residents and visitors, primary and secondary entry features are proposed in various locations within the neighborhood. Primary entries will be located at the intersection of Collector 'A' and Collector 'B' at Willow Road as well as Collector 'A' at the southern end of the Village Commercial land use area. Secondary entry features are located at the one way stop intersection where Collector 'B' and Pomeroy Road intersect, at Collector 'B' and Cherokee Place, and Collector 'A' and Cherokee Place. Refer to

Exhibit 2-2a in Chapter 2 for the specific locations of both the primary and secondary entry features within the DRSP area.

Future design of the primary and secondary entry features should include:

- High-quality materials that reflect the DRSP area character; and
- A combination of the following elements:
 - Primary Entry Signage
 - Secondary Entry Signage
 - Decorative Walls
 - Specimen Trees
 - Accent Landscaping
 - Enhanced Paving (colored and/or textured)



Example of neighborhood identification signage.



Example of wayfinding/trail signage identification.

4.11.2 Streetscape Accent Paving Design

Enhanced accent paving is envisioned within the DRSP area at pedestrian crossings and roundabouts along Collectors 'A', 'B,' and 'C.' Utilizing accent paving at pedestrian crossings and roundabouts will provide contrasting color from the adjacent roadway and enhance visibility and safety for pedestrians and vehicles. Paving design along these collectors should consist of material and color that is complementary to the overall design aesthetic of these primary roadways. All accent paving selected should be compliant with applicable American Disabilities Act (ADA) requirements.



*Example of accent paving treatment
Applied at the intersection.*



*Example of accent paving enhances parking
design.*

4.11.3 Landscape Design

Landscape design throughout the DRSP area will reflect local climatic and soil conditions while reflecting the bucolic character of the community. While individual landscape palettes will vary along the streets within residential neighborhoods and within the commercial areas, common landscape areas along Collectors 'A', 'B,' 'C,' and 'D' will have a consistent aesthetic to establish a baseline for the overall neighborhood character. Landscape design within parkways and medians along Collectors 'A', 'B,' 'C,' and 'D' should integrate the following:

- A unified design that reflects the bucolic character and local climatic and soil conditions of the neighborhood;
- Include a variety of trees, shrubs, and groundcover;
- Ensure landscaping is drought tolerant and water-wise;
- Integrate street and parkway trees to create a street tree canopy, provide shade, and define the street edge;
- Use flowering or accent trees in key locations such as project entries, roundabouts, intersections, pedestrian crossings, and other focal points for visual emphasis.
- Utilize low maintenance, long-lived, and durable plantings and minimize the use of perennials;
- Integrate accent cobbles, boulders, and/or rock mulch; and
- Locate and place plantings to accommodate roadway safety.



Unified landscape design concept with drought-tolerant landscaping incorporated.

All landscaping within parkways and medians along collector roads within the DRSP area will comply with applicable federal, state, and local building, public health, safety and accessibility codes, and the California Model Water Efficient Landscape Ordinance (MWELo - AB 1881).

4.11.4 Parkway/Low-Impact Development Design

Biofiltration and bioretention features reflect best management practices in stormwater management by slowing and filtering stormwater runoff. These systems are often utilized to manage runoff associated with streets, parking areas, and other hardscaped areas. These can be integrated into parkway design along streets and/or in other landscaped areas. Typically, these systems are planted with vegetation that is tolerant of heavy watering and alternatively, drought conditions.

The DRSP has incorporated an extensive network of bioretention features to further sustainable stormwater practices and maximize retention/recharge opportunities on-site. Within the DRSP area, except for the Private Motorcourts and Collector 'C' – Bus Pullout, all streets are proposed to contain parkway low-impact development (LID) areas within the street right-of-way to capture and treat runoff from impervious roadway areas.

To enhance the character of the overall DRSP area, parkway/LID features should consist of a landscape palette tolerant of heavy watering winter conditions as well as drier, drought-like conditions. The landscape palette should consist of a blend of trees, shrubs, and groundcover, as well as decorative rocks and boulders placed intermittently for both aesthetic and functional qualities within the parkway area. Where standard curbs are proposed adjacent to parkway/LID features, curb cuts should be provided intermittently to allow for sheet flow of water off the roadways and into the parkway/LID areas.



Parkway medians provide opportunities for decentralized biofiltration and retention.

5 Infrastructure and Phasing

5.1 Introduction

This Chapter describes the major backbone infrastructure and utilities required to support development of the Dana Reserve Specific Plan (DRSP) area. Public utilities include potable water system, wastewater system, stormwater facilities and other utilities such as natural gas, electrical, telephone, and cable/data service. Additionally, future developers in the DRSP area will pay NCS D water and wastewater development impact fees.

5.2 Water

Potable water for the DRSP area will be supplied by NCS D. Table 5.1 on the following page summarizes the water use factors and demand calculations for the anticipated land uses in the DRSP. The total demand is estimated at 336.25 acre-feet per year (AFY), with the total demand plus a 10% contingency estimated at 369.88 AFY. An estimated 75.12 acre-feet of the total 336.25 acre-feet would be used for commercial development and landscaped common areas. The NCS D has reviewed water demands for the DRSP area and are conducting an in-depth study to validate their determination that there is an adequate and reliable water supply for buildout of the DRSP area.

As shown in Exhibit 5-1, the water system for the DRSP area is proposed to be comprised of a 12" main line extension from the stub in North Frontage Road, at the southeast corner of the property, to Willow Road and will also include an internally looped system of 8" public water main line, which will provide fire suppression to the development areas. These will be routed within the public roads. The main trunk lines will be owned and operated by NCS D. The private main line system for the commercial areas will be protected at each connection point to the public system with a double detector check assembly.

Domestic water services for each development area are proposed to utilize County and NCS D standard water services and meters. Service connections will connect to the above referenced 8" domestic main lines. Waterlines are proposed to be routed within streets or easements. Fire hydrants will be located adjacent to roadways and spacing will be no greater than 500 feet, except on dead end streets it shall be no more than 400 feet. The maximum distance from any point on the street frontage to a hydrant shall be 250 feet. For commercial or light industrial areas, the maximum spacing will be no greater than 250 feet or less, as required by the Fire Official. Hydrants or tie-ins for future hydrants may be required by the fire official and shall typically limit the distance from any point on the exterior of any building to 150 feet.

As shown in Exhibit 5-2 below, the DRSP may install recycled water lines to make the project "recycled water" ready. If NCS D is able to provide recycled water to the DRSP, recycled water will be utilized for landscaping within the village and commercial area, public recreation, neighborhood parks, and streetscape and parkway areas. Irrigation for these identified areas will be converted from potable water to recycled water at that time.

5.2.1 Operations and Maintenance

The ongoing operation of water mains, infrastructure and associated appurtenances serving the DRSP area will be owned and maintained by NCS D.

Table 5.1: DRSP Water Use Factor and Demand

<i>Land Use Category</i>	<i>Number of Units or Acres</i>	<i>Water Use Factor³ (af/yr)</i>	<i>Potable Water Demand (af/yr)</i>	<i>Daily Demand² (gpd)</i>
Residential				
Apartments/Condominiums	173 units	0.13 af/yr/unit	22.14	
Townhomes	210 units	0.14 af/yr/unit	30.24	
Cluster	124 units	0.21 af/yr/unit	25.79	
4,000-5,999 SF	447 units	0.21 af/yr/unit	92.98	
6,000-10,000+ SF	262 units	0.34 af/yr/unit	88.03	
Affordable	75 units	0.14 af/yr/unit	10.80	
<i>Subtotal:</i>			<i>269.98</i>	<i>241,022</i>
Commercial¹				
Village Commercial	4.4 ac	0.17 af/yr/1,000 sf	8.69	
Flex Commercial	17.9 ac	0.17 af/yr/1,000 sf	35.35	
<i>Subtotal:</i>			<i>44.04</i>	<i>39,313</i>
Landscape				
Village and Flex Commercial Area ⁴	7.4 ac	1.0 af/yr/ac	7.4	
Recreation	11.0 ac	1.0 af/yr/ac	11.00	
Pocket Parks	12.0 ac	1.0 af/yr/ac	12.0	
Streetscape/Parkways	6.5 ac	1.0 af/yr/ac	6.50	
<i>Subtotal:</i>			<i>36.9</i>	<i>32,942</i>
<i>Project Total:</i>			<i>350.92 af/yr</i>	<i>313,277 gpd</i>
<i>Project Total (with 10% contingency):</i>			<i>386.01 af/yr</i>	<i>344,605 gpd</i>
Notes:				
¹ Assumes 0.15 gpd/sf and 33% useable site area for buildings.				
² Conversion factor: 1 af/yr equals 892.742 gpd.				
³ Water usage factors used in the table above are derived from the following sources: 2016 NCSD Urban Water Management Plan (UWMP), The City of Santa Barbara and the County of SLO were used if there wasn't a direct water usage factor listed in the 2016 UWMP for each land use designation. The water demand usage factors have been reduced by the mandated 20% as described in the 2016 UWMP.				
⁴ Assumes 33% of total commercial acreage is available for landscape.				

Exhibit 5-1: Proposed Water Backbone Infrastructure

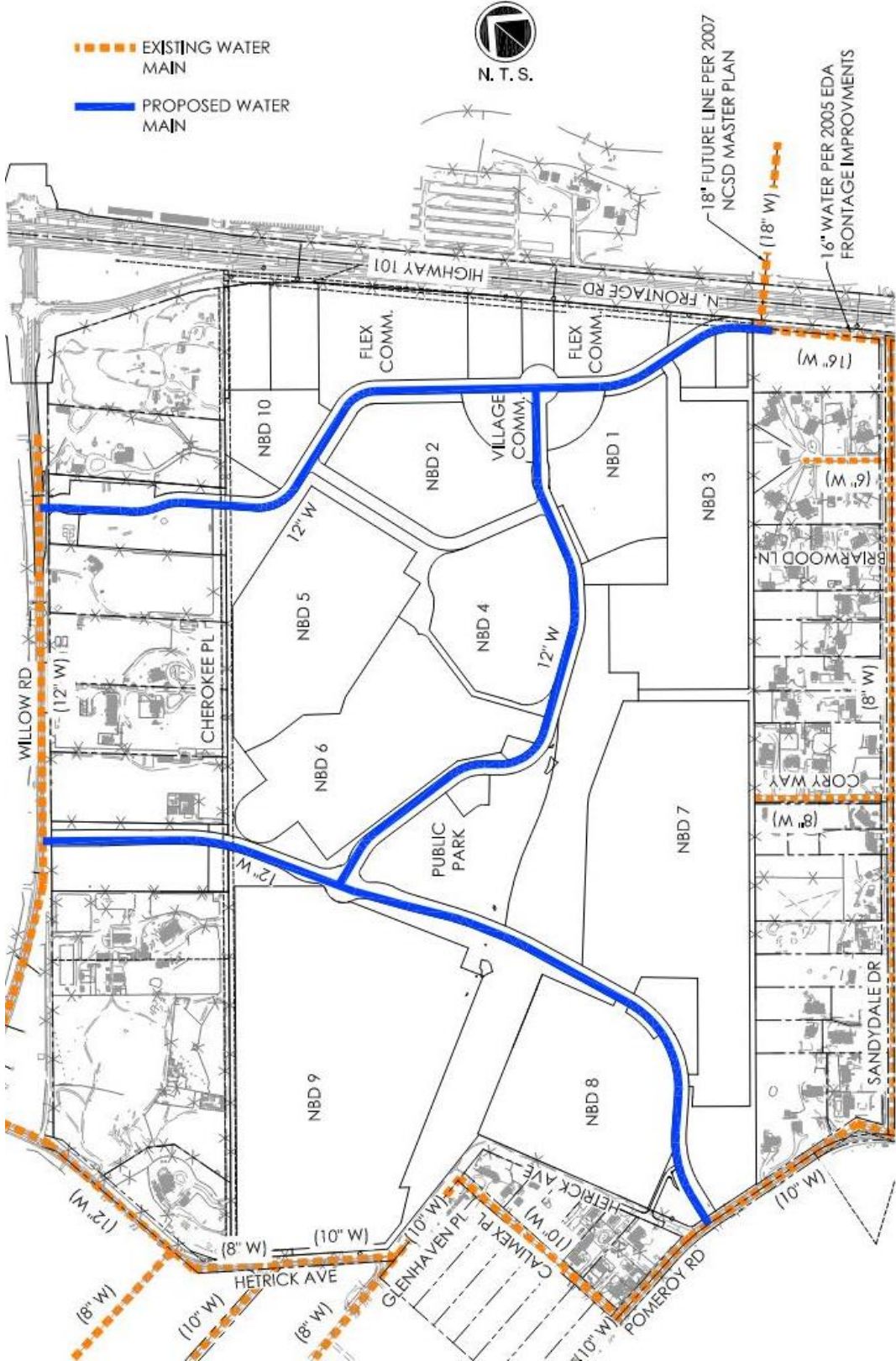
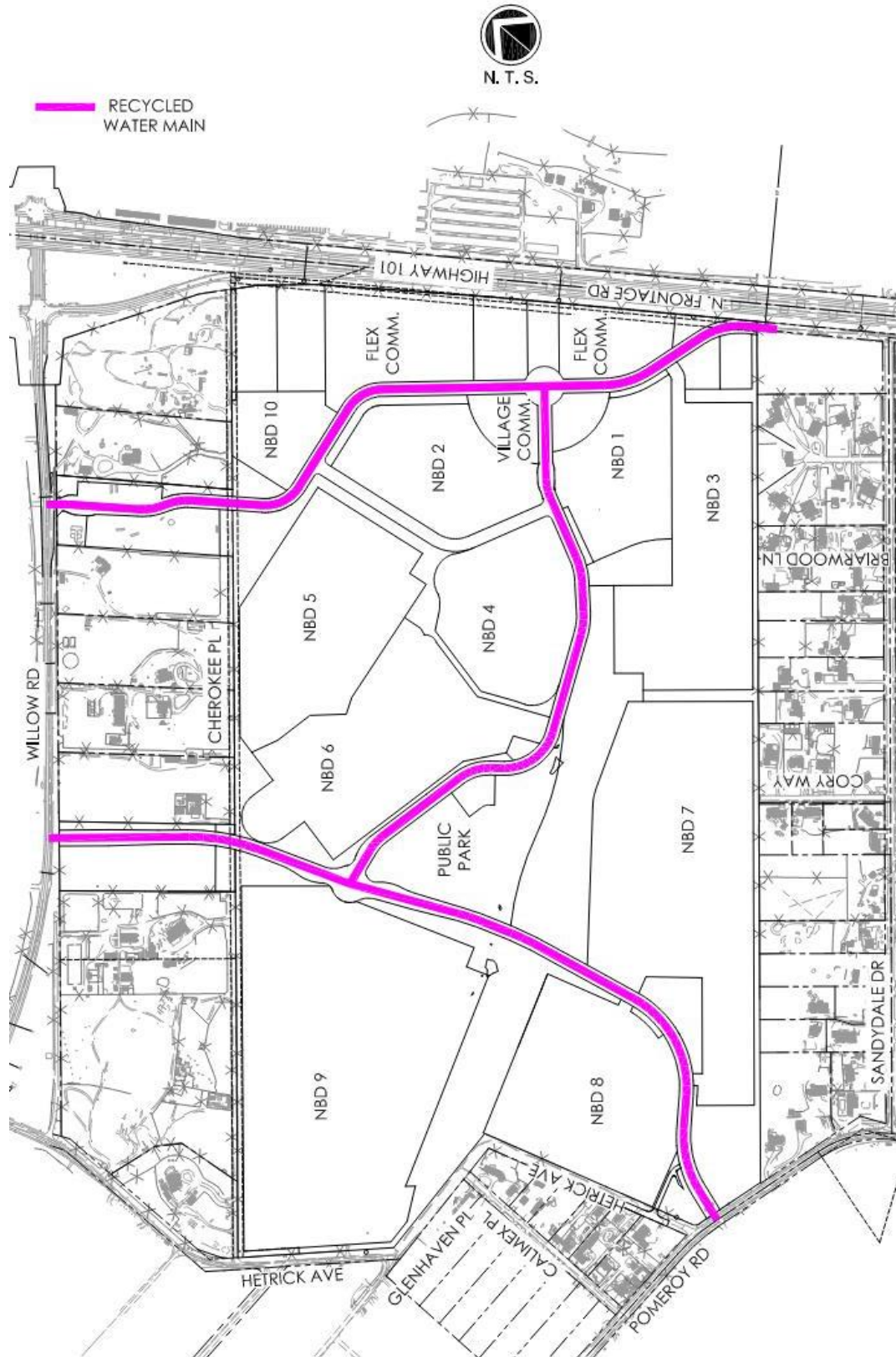


Exhibit 5-2: Recycled Water Infrastructure



5.3 Wastewater

Wastewater generated within the DRSP area will be conveyed to the existing NCSD infrastructure within North Frontage Road. The project will require an extension of the existing 12" gravity line within North Frontage road to provide sewer to the proposed development areas. The wastewater collected from this development will be conveyed to the Southland Wastewater Treatment plant located south of the project site along U.S. Highway 101 on Old Windmill Place. See Exhibit 5-3 for proposed sewer service lines in the DRSP area. The main trunk lines will be owned and operated by NCSD. Buildout of the development would generate an estimated 228.68 acre-feet of wastewater per year based on average flow rates (see Table 5.2). For potential peak water flows, a calculation of 571.70 acre-feet is projected, based on a County peaking factor of 2.5.

Two proposed sewer lift stations will be located on two separate dedicated lots on the west side towards Hetrick Avenue and Pomeroy Road within the DRSP area that will be owned/operated by NCSD. The force main lines and connections back to the gravity sewer backbone will coincide with the neighborhood developments.

5.3.1 *Phasing*

The anticipated phasing for the proposed improvements would consist of connecting to the sewer mainline that is currently approved by the County to be installed with the widening of the Frontage Road. Phasing of the wastewater backbone infrastructure should generally follow the phasing demonstrated in Exhibit 5-6.

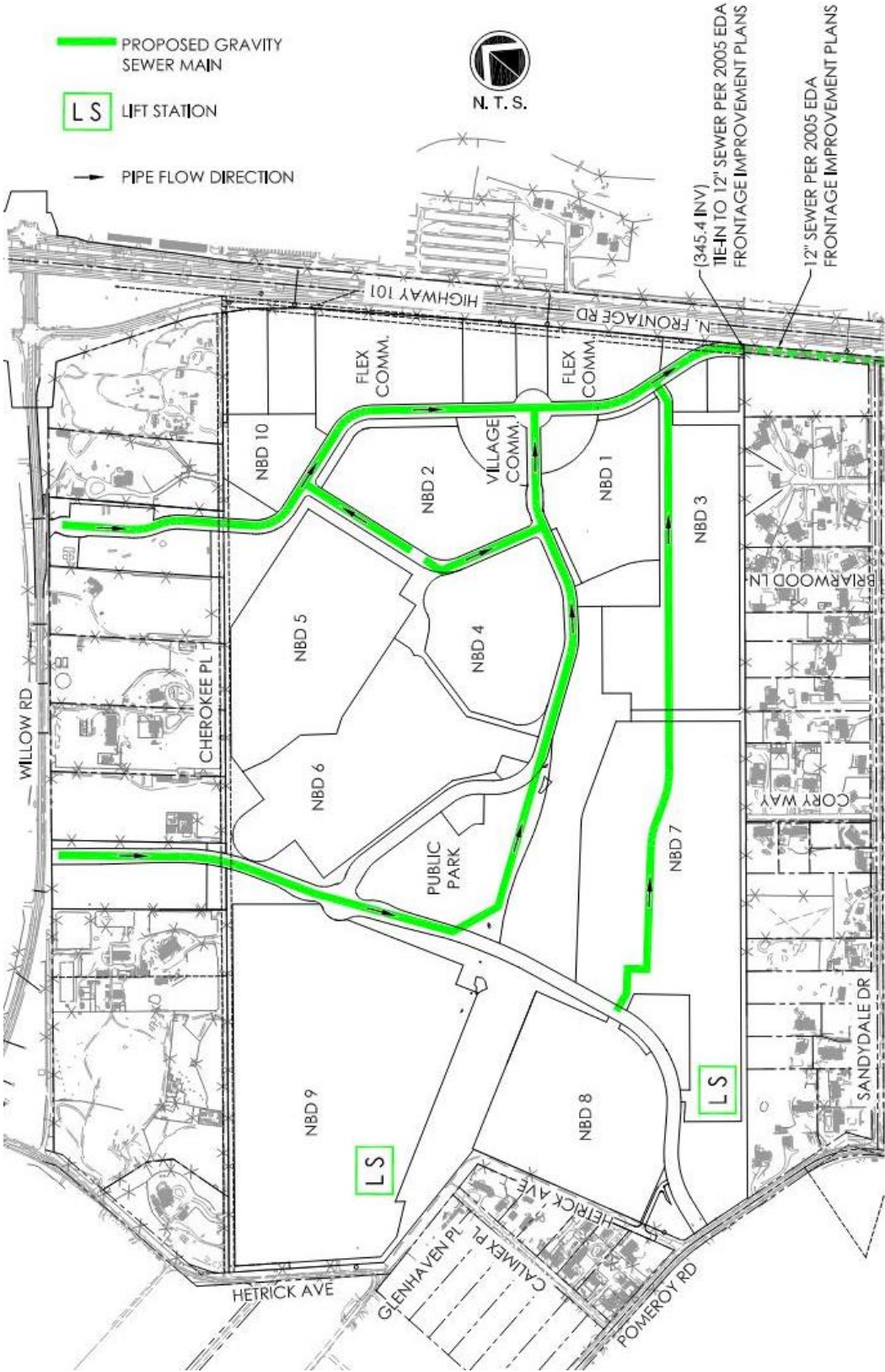
5.3.2 *Operation and Maintenance*

The ongoing operation of gravity sewer mains, manholes, lift stations, force mains, infrastructure and associated appurtenances serving the DRSP area will be maintained by NCSD.

Table 5.2: DRSP Wastewater Generation

<i>Land Use Category</i>	<i>Number of Units or Acres</i>	<i>Wastewater Generation Factor^{3,4} (GPD)</i>	<i>Annual Demand (af/yr)</i>	<i>Daily Demand² (gpd)</i>
Residential				
Apartments/ Condominiums	173 units	103/unit	19.93	
Townhomes	210 units	116/unit	27.21	
Cluster	124 units	167/unit	23.21	
4,000-5,999 SF	447 units	130/unit	65.08	
6,000-10,000+ SF	262 units	180/unit	52.82	
Affordable	75 units	116/unit	9.72	
<i>Subtotal:</i>			<i>197.97</i>	<i>176,736</i>
Commercial¹				
Village Commercial	4.4 ac	100/k-sf	7.16	
Flex Commercial	17.9 ac	100/k-sf	29.11	
<i>Subtotal:</i>			<i>36.27</i>	<i>32,380</i>
Landscape				
Recreation	11.0 ac	0.50 af-ft/yr-acre	5.5	
Pocket Parks	12.0 ac	-	-	
Streetscape/Parkways	6.5 ac	-	-	
<i>Subtotal:</i>			<i>5.5</i>	<i>4,910</i>
<i>Project Total Average Flow:</i>			<i>239.80 af/yr</i>	<i>214,026 gpd</i>
<i>Project Peak Flow (assumes 2.5 Peaking Factor):</i>			<i>599.50 af/yr</i>	<i>535,065 gpd</i>
Notes:				
¹ Assumes 33% useable site area for buildings.				
² Conversion factor: 1 af/yr equals 892.742 gpd.				
³ Wastewater flow generation factors for single family are a percentage of average water demand: 60% for 6,000+, 70% for 4,000-6,000, 90% for all others.				
⁴ Wastewater flow generation factors for commercial: City of San Luis Obispo, Infrastructure Renewal Strategy (Dec. 2015)				

Exhibit 5-3: Proposed Sewer Backbone Infrastructure



5.4 Drainage and Storm Water Facilities

5.4.1 Existing Conditions

Per the USDA NRCS Web Soil Survey, the hydrologic soil group for the development area is listed as Type A Soils, Oceano Sand. Per the geotechnical feasibility report prepared by Earth Systems Pacific dated September 2017, the site is well drained and there are high infiltration rates across the site.

Most of the existing terrain across the property is gradually sloped between 2% - 10% with localized mounds and some rolling hills. The average existing slope for the entire property is 5%. Localized low spots and depressions occur throughout the site. An existing hillside, or ridge, that runs from the Hetrick Avenue and the Glenhaven Place intersection to the southeast varies between 10% - 25% slope. Another localized ridge runs north-south from Willow Road to the north and Sandydale Drive to the south.

These localized ridges divide the project into (3) general watershed areas, see in Exhibit 5-4:

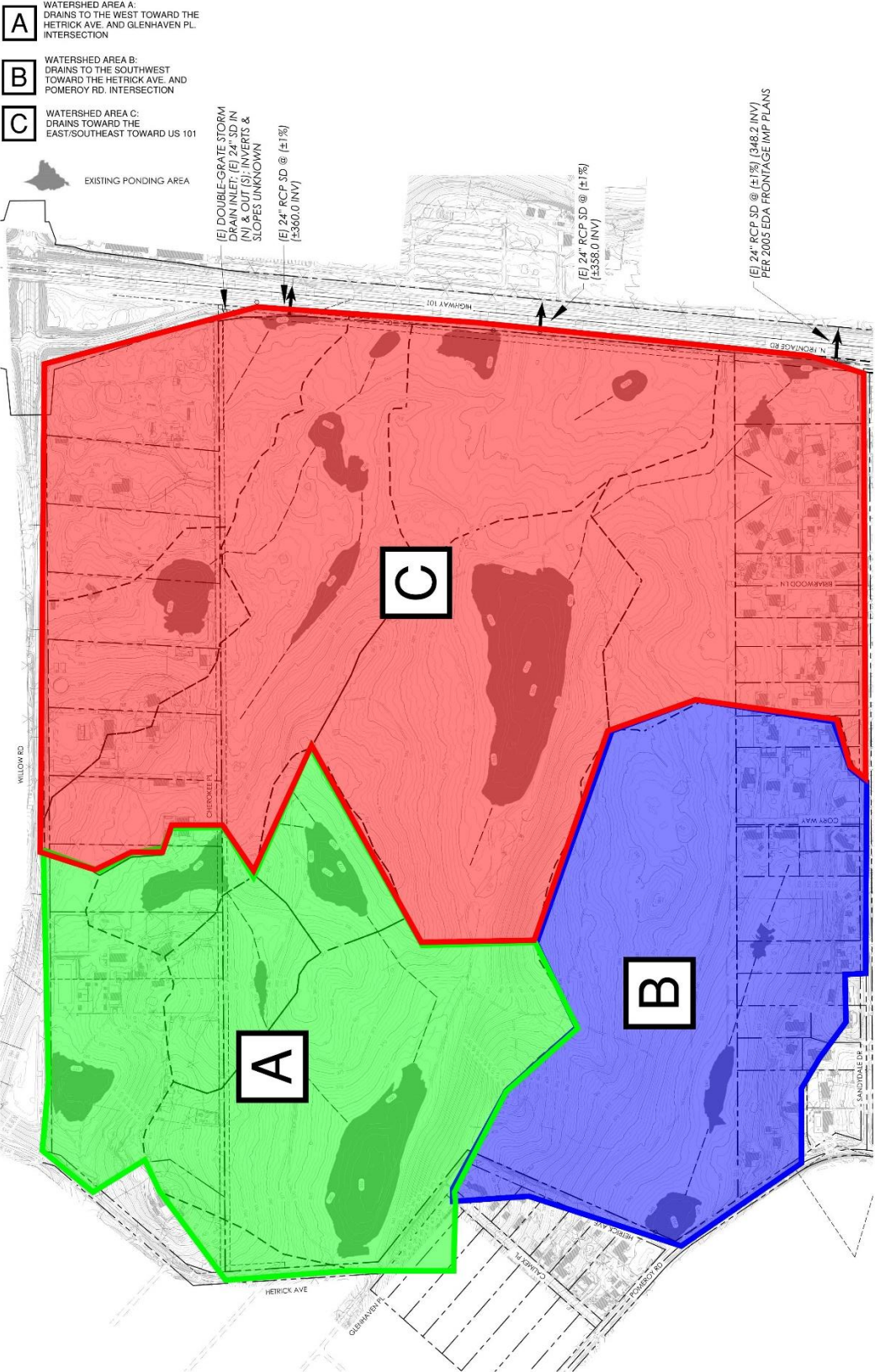
- *Watershed Area A*: the northwest portion of the project drains to the west towards the Hetrick Avenue and Glenhaven Place intersection.
- *Watershed Area B*: the southwest portion of the project drains to the southwest towards the Hetrick Avenue and Pomeroy Road intersection.
- *Watershed Area C*: the east portion of the project drains towards the east/southeast towards U.S. Highway 101.

Some existing off-site areas drain towards and onto the DRSP property as run-on. The associated flows from these areas will be collected in swales and/or storm drain culverts along the perimeter of the DRSP area, conveyed around the proposed neighborhoods and considered as bypass during the development of the project improvements. Drainage should be conveyed in a non-erosive manner so as not to cause damage to downstream properties.

The existing drainage along the east side of U.S. Highway 101 and Nipomo Creek is intended to remain in its current condition with no upgrades, since the County requires all post developed flows to be equal to or less than pre-developed peak flows. This will reduce the amount of anticipated flows that the existing channel will receive during the larger storm events, therefore the channel should not need to be improved from its current state.

See Exhibit 5-4 for the existing topography, localized low spots and depressions, drainage management area (DMA) watersheds and existing storm drain culverts.

Exhibit 5-4: Existing Drainage Watershed Areas



5.4.2 Proposed Construction and Post-Construction Conditions

The DRSP area post-developed conditions will mimic pre-developed conditions to the greatest extent practicable. Runoff from the identified watershed areas, or drainage management area (DMA), will be directed in the same general direction as the existing site conditions. Proposed storm drain facilities will be designed to meet both the County of San Luis Obispo traditional flooding requirements as well as the Central Coast Regional Water Quality Control Board post-construction stormwater requirements.

Proposed backbone road sections, identified as Collectors A, B, and C, include roadside low-impact development (LID) areas to treat and mitigate runoff from roadway impervious areas. Two curb types have been proposed along these backbone collector roads to allow for runoff to sheet flow into roadside LID areas. Curb types will either be flush curbs, or mow curbs, that allow runoff to sheet flow into the LID areas or traditional concrete curb and gutters that will collect and convey runoff to curb cuts to the LID areas. Perforated storm drain culverts may be added as underdrains as necessary. Inlets and/or catch basins will be integrated for larger storm event overflow. Storm drain inlets/culverts will be added and spaced appropriately to collect and convey large storm event overflow runoff towards proposed, downstream basins.



Examples of parkway/LID and curb cuts applications allowing for water infiltration.

Each development area will also design and incorporate its own stormwater mitigation measures within the individual the DRSP neighborhoods and commercial areas. Stormwater mitigation measures examples are found in Appendix A – Design Guidelines. Neighborhood and internal road sections have been designed to also include roadside LID areas to treat and mitigate runoff. Inlets and/or catch basins will also be integrated within these areas for larger storm event overflow. Storm drain inlets/ culverts will be added and spaced appropriately to collect and convey large storm event overflow runoff towards proposed, downstream basins.

As shown in Exhibit 5-5, four (4) decentralized, eight-foot maximum ponded depth stormwater basins are proposed at the northeast, southwest, and west/northwest corners of the DRSP area. In addition, multiple, shallow, 2-foot maximum ponded depth (includes freeboard as shown on County of San Luis Obispo Detail D-1A) stormwater basins are proposed throughout the eastern half of the project. All stormwater basins will be designed to meet the County of San Luis Obispo Public

Improvement standards. Each sub-system of basins will be sized to accommodate the remaining runoff produced by the additional impervious areas within each respective DMA and neighborhood development. Storm drain inlets/culverts will also be added to connect sub-systems of basins where appropriate. Overflow structures, culverts, weirs, or other devices will be added and sized to meet discharge flows for both the County of San Luis Obispo requirements as well as the Central Coast Regional Water Quality Control Board post-construction stormwater requirements.

5.4.3 Stormwater Mitigation

Proposed stormwater mitigation will be designed so post-developed peak run-off flows are equal to or less than pre-development peak flows. The design intent is to not increase peak flows that ultimately goes to the three (3) existing 24-inch reinforced concrete storm drain culverts that travel underneath U.S. Highway 101.

Storm water runoff quality will be addressed for both construction and post-construction phases of the DRSP. Temporary sediment control during construction will be implemented during construction and a Stormwater Pollution Prevention Plan (SWPPP) will be prepared for each grading project over one (1) acre in area of ground disturbance in accordance the State Water Resources Control Board (SWRCB) requirements. Construction phase impacts will be addressed by the implementation of Best Management Practices (BMPs). Operations and maintenance will be carried out by the developer's contractor during construction and will be responsible for implementing BMPs established in the County Code.

See Exhibit 5-5 for the master site plan overlaid with backbone storm drain trunk lines and proposed deep and shallow basin locations.

5.4.4 Operations and Maintenance

The operations and maintenance for all drainage and stormwater facilities outside County maintained roadways beyond curb face will be conducted by the Homeowners Association or special district and the agreement will follow the county's private stormwater system operation and maintenance template SWP- 2002c.



Example of stormwater basin.

Exhibit 5-5: Proposed Drainage Conditions



5.5 Grading

The Grading of the DRSP area is anticipated to occur in several phases, with grading occurring in sequential construction. The timing, approval, and process of rough grading will comply with Section 2.1.3 of the County's 2019 Public Improvement Standards. The property will first be graded to support the installation of backbone road and utility infrastructure. The backbone roads subgrade will be prepared to allow circulation and construction access to the DRSP area. The adjacent commercial and multi-family designated land use areas as well as the residential neighborhood areas will be graded as necessary with the backbone roads effort in order to balance earthwork operations on-site to the greatest extent practicable. Prior to the commencement of grading operations, areas on-site that contain existing vegetation, oak trees, and/or other sensitive areas that are to remain as part of the development will be delineated with flags and/or protection fencing to ensure they are clearly identifiable.

Proposed stormwater basins in their respective areas of the property will be rough graded to create the basin shape, bottom, and top bench. Relatively flat sloped areas will be created for each adjacent commercial and multi-family areas as well as in the residential neighborhoods in order to direct storm water runoff to these proposed basins. As part of the subdivision plans, a comprehensive drainage plan should be prepared to demonstrate storm water runoff is conveyed in a non-erosive manner in accordance with County Public Improvement standards.

The owner, project team, contractors, and Qualified SWPPP Practitioner (QSP) for the property will determine the frequency and location of temporary measures. Grading-associated components will be temporary in nature and would be maintained until the permanent improvements are constructed.

5.5.1 *Maintenance*

Maintenance measures during grading activities will be subject to County standards and established Best Management Practices per County Code. Additionally, stockpile maintenance and storage will adhere to the County Code.

5.5.2 *Retaining Walls*

As determined by the County Code, retaining walls are exempt from a grading permit if deemed applicable to qualify for an exemption. Otherwise, retaining wall heights and setbacks will be subject to the standards set forth in the County Building Code.

5.6 Dry Utilities

The applicant or their appropriate representative shall provide a will-serve letter from the power and telephone providers for the DRSP area, including the following dry utilities: telecommunications, cable/data service, electric, and natural gas, as further described below. All dry utilities will be undergrounded.

5.6.1 *Telecommunications*

The American Telephone and Telegraph Company (AT&T), Pac-West Telecomm Inc., and Satin Satellite are the primary telecommunications service providers to the community of Nipomo and will provide service to the DRSP area. These private companies will extend their facilities into the DRSP area within the designated public utility easements (PUD), as identified on the street sections within Chapter 4, as it develops. All new telecommunications lines within the DRSP area will be placed underground.

High speed fiber infrastructure within the vicinity of the DRSP area is limited to non-existent. However, due to current market demands, high speed fiber infrastructure may be provided within the DRSP area to allow the community to hook into future high-speed fiber infrastructure should it be extended to the property.

5.6.2 *Cable Service*

Cable television for the Nipomo area is provided by Charter Communications. The expanding range of broadcast services, including satellite, may be available for the DRSP area to the extent they are available throughout San Luis Obispo County.

5.6.3 *Electric*

Pacific Gas & Electric (PG&E) will provide electricity distribution to the DRSP area. Existing overhead service lines run along Cherokee Place, Pomeroy Road, and the eastern edge of the property. New service lines will be placed in or adjacent to the right-of way of the proposed commercial and residential roadways. All new electric lines will be placed underground.

Residential neighborhoods within the DRSP area will be designed to accommodate installation of solar panels on rooftops per the County's Building Code. Installation of solar on all residential homes will aide in generating needed electricity on-site and minimize the overall environmental impact by the community.

5.6.4 *Natural Gas*

SoCalGas will provide natural gas distribution to the DRSP area. There are no existing gas mains located within the DRSP area. To support the proposed commercial and residential areas, new gas mains may be constructed as part of the primary backbone roadways to serve new development areas.

5.7 Infrastructure Easements

5.7.1 *North Frontage Road*

Based on the conditions of the property located at the southeast corner of the DRSP area, an easement may be needed to accommodate the extension of infrastructure along North Frontage

Road to the DRSP property. At this time, it is anticipated that the development of this adjacent property at the southeast corner will occur prior to the need to extend North Frontage Road to the DRSP property and therefore no easement will be required.

5.7.2 *Hetrick Avenue*

Hetrick Avenue traverses the western boundary of the DRSP property. The Nipomo Community Plan, the South County Circulation Study, and the South County Area Inland Plan identify improvements to Hetrick Avenue, designating the roadway a two-lane rural road classification with Class II bike lanes, ultimately extending from Pomeroy Road north to Aden Way. The extension of Hetrick Avenue from Glenhaven Place to Pomeroy Road in the south is currently unimproved. The improvements within the DRSP do not include the construction of the Hetrick Avenue extension. The DRSP will construct Collector 'B' which travels from Pomeroy Road through the property and connects with Willow Road to the north, as a more functional alternative which avoids traffic safety concerns at the intersection with Pomeroy Road. Currently at the southwest corner of the DRSP, Hetrick Avenue is an existing driveway, with a 30-ft right-of-way, which would be abandoned, rerouted to Collector 'B' or deeded to the adjacent existing residential property owners to the west.

In order to allow for emergency access, an easement will be provided from the existing portion of Hetrick Avenue at the northwest corner of the DRSP, connecting to Neighborhood 9. This emergency access point is intended to be used only by fire and safety vehicles, pedestrians, bicycles, and equestrians.

5.7.3 *Cory Way*

Cory Way currently dead ends into the southern property line of the DRSP. In order to allow for emergency access to the community, an easement will be provided at this location connecting to Cory Way. This emergency access point is intended to be used only by fire and safety vehicles, pedestrians, bicycles, and equestrians. An easement may be needed to accommodate access.

5.7.4 *Southern California Gas*

An existing 20-ft Southern California Gas (SoCalGas) easement is located directly adjacent to the U.S. Highway 101 right-of-way on the DRSP property. This easement will include mutually agreed upon landscaping and will remain clear of obstructions to allow for any necessary or ongoing maintenance by SoCalGas.

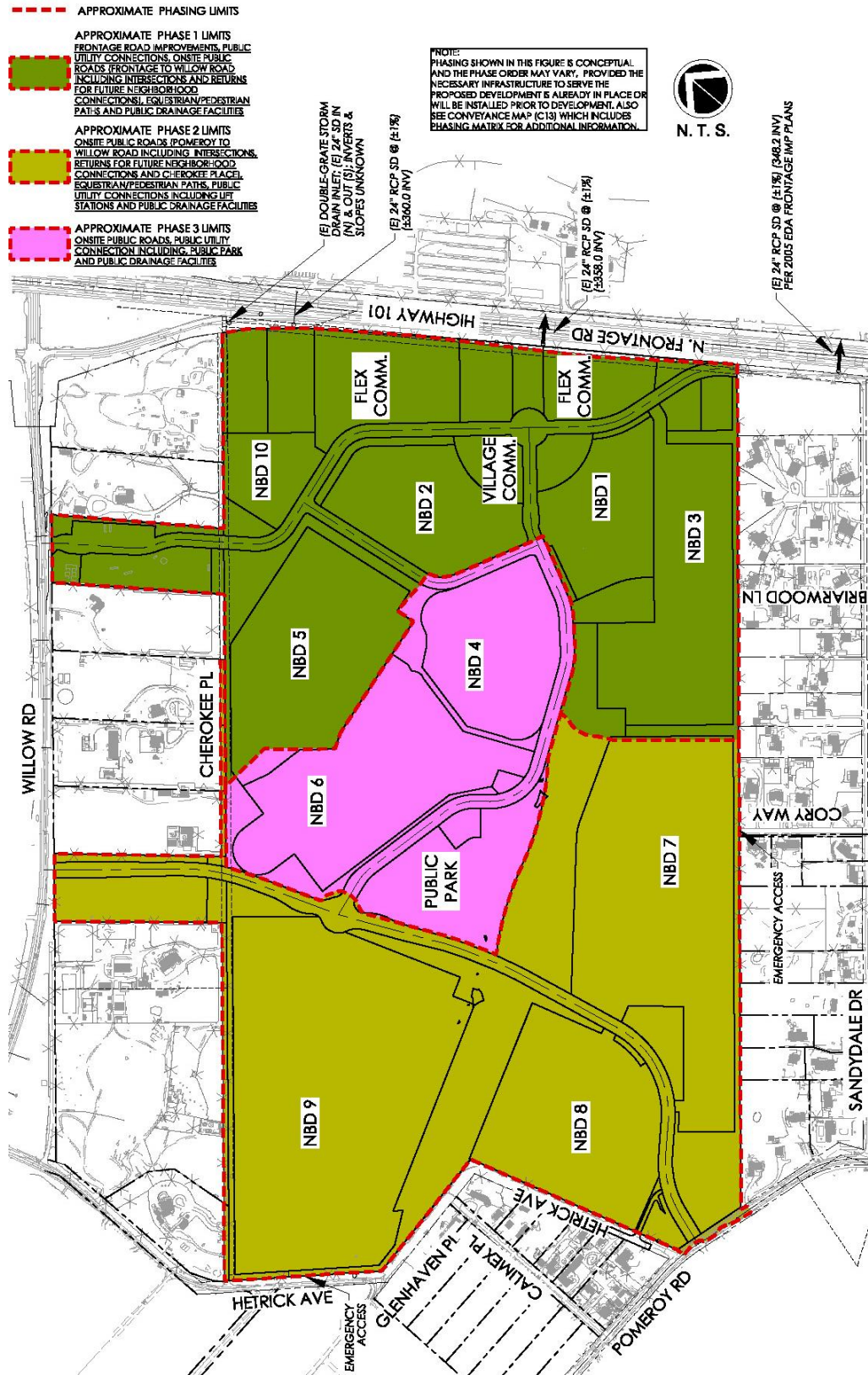
5.7.5 *Pomeroy Road*

Based on the final alignment of the Pomeroy Road realignment into the DRSP, an easement(s) may be needed to accommodate proposed roadway and circulation improvements.

5.8 Phasing

Exhibit 5-6 identifies the areas anticipated in the conceptual phasing to make up the DRSP development phases. These phases address goals to accommodate orderly development and provision of services. They represent a reasonable approach to extending services and infrastructure throughout the DRSP. In some cases, property owners may wish to develop in phases concurrently or in a different order than anticipated in Exhibit 5-6. This will be permitted provided all public improvements needed to support proposed development are completed, and that circulation is provided for secondary access. For a more detailed breakdown of proposed phasing for the DRSP, refer to Appendix B – Phasing Matrix.

Exhibit 5-6: Proposed Conceptual Phasing



6 Public Services

6.1 Introduction

The DRSP is served by several public services including schools, police and fire/emergency/ambulance service protection, solid waste disposal, recycling, green waste, postal service, and library services as discussed in more detail below.

6.2 Schools

Public education for the DRSP will be provided by Lucia Mar Unified School District (LMUSD), which includes elementary, middle, comprehensive high school, continuation high school, and adult education. The DRSP falls in the boundary area for the Lange Elementary School, Mesa Middle School, Central Coast New Tech High School, and Nipomo High School.



Nipomo High School outdoor common green and courtyard.

It is anticipated that the DRSP would increase demand for public school services at existing LMUSD facilities. Published LMUSD enrollment rates for 2017-18 combined with the District’s Facilities Master Plan (2014) portrays existing capacity for Lange Elementary at 85%, Mesa Middle School at 88%, and Nipomo High School at 91%, as shown in Table 6.1 below.

Table 6.1: Existing LMUSD School Capacity

<i>School</i>	<i>2017/18 Student Enrollments¹</i>	<i>2021/22 Student Projections²</i>	<i>Planned Capacity²</i>	<i>Current Available Capacity</i>
Lange Elementary	585	608	687	102
Mesa Middle	545	535	618	73
Nipomo High	970	1,172	1,071	101

Sources:

¹ 2018 School Plans for Student Achievement

² 2015/2016 LMUSD FM

Table 6.2 below identifies the anticipated number of school-age children generated by the DRSP and is based on the California Statewide Average Student Generation Rates. To accommodate for active-adult living opportunities within the DRSP, the table below identifies only those homes that would be anticipated to generate school-age children at LMUSD facilities.

Table 6.2: Student Generation

<i>Grade Level</i>	<i>Generation Rates</i>	<i>Homes</i>	<i>Additional Students</i>
Elementary (K-6)	0.5 ¹	872	436
Middle (7-8)	0.2 ¹	872	174
High (9-12)	0.2 ¹	872	174
<i>Total (K-12):</i>			<i>784</i>

Sources:

¹ Statewide Average Generation Rate

New students will be added to the existing LMUSD system over the build-out of the DRSP, which will occur over several phases for a period of several years. These phases are shown in sequence below; however, are not intended to occur in any particular sequence, with the exception of Phase 1, which will be the first phase of development. Table 6.3 below portrays the anticipated number of new students generated by phases of development, as noted in Chapter 5, Figure 5-6: Proposed Conceptual Phasing.

Table 6.3: Anticipated Student Generation Rate by DRSP Phasing

<i>Phase</i>	<i>Elementary (K-6)</i>	<i>Middle (7-8)</i>	<i>High (9-12)</i>	<i>Total Student Generation</i>
Phase 1	343	137	137	617
Phase 2	-	-	-	-
Phase 3	93	37	37	167
<i>Total:</i>				<i>784</i>

Note: This sequence is for illustrative purposes only. Implementation may not occur in this sequence.

As mandated by State law, developer impact fees will be paid to LMUSD as the DRSP area is built out over time to accommodate the anticipated increase in demand for public school facilities.

6.3 Police

Police services for the DRSP will be provided by the County of San Luis Obispo and will be based out of the San Luis Obispo County Sheriff Department offices located at 1681 Front Street in Oceano; the California Highway Patrol also assists in area calls for service. The Sheriff’s Department divides the County into three areas – North Station, Coast Station, and South Station. Each of these is large in geographic area and may lead to delays in response times. Under the County’s FY 2017-18 to 2021-2022 Infrastructure and Facilities Capital Improvement Plan, a new 6,000 square foot South County Substation is to be constructed in the Nipomo area to provide more timely service to the community. It is anticipated that this new substation facility will also enable more prompt service to the DRSP area.

Developer impact fees will be paid to the County Sheriff’s Department to accommodate new demand for police services as the DRSP area is built out over time.



Public services, including police and fire stations.

6.4 Fire and Emergency Services

The San Luis Obispo County Fire Department and the California Department of Forestry and Fire Protection (CDF) will provide fire protection services to the DRSP area. Development will be primarily served by Fire Station No. 20, located off of North Oakglen Avenue at 450 Pioneer Avenue in Nipomo, approximately one-half mile away from the southern edge of the DRSP area. The Department also deploys resources from other nearby stations and personnel, such as Fire Station No. 22 located at 2391 Willow Road in Arroyo Grande, to maintain adequate response times. The County’s FY 2017-18 to 2021-2022 Infrastructure and Facilities Capital Improvement Plan identifies that a new property in the West Nipomo area will be acquired to develop a new fire station to serve the community. It is anticipated that the County’s current levels of fire services are sufficient to serve the DRSP area.



Fire truck and engines.

The San Luis Obispo County Fire Department and the CDF provide emergency paramedic services from both Fire Station No. 20 and No. 22. These stations have designated Medic Engines, which are staffed by a Fire Captain and a Fire Apparatus Engineer, which maintains a licensed paramedic on staff. However, the County also contracts with San Luis Ambulance to provide paramedic services throughout the County. Ambulances are dispatched via radio through the San Luis Obispo

County's Sheriff Dispatch Center and respond to emergency, non-emergency, and Critical Care Transport calls. San Luis Ambulance maintains a location in Nipomo, located at 720 South Frontage Road, with response times to the project site generally just over 5 minutes. Each ambulance is staffed with a minimum of one Paramedic and one Emergency Medical Technician.

County Fire and CDF designate the existing DRSP area within the High Hazard Fire Severity Zone. As the DRSP is built-out over time, the level of fire severity is expected to be reduced and transition to one focused on structural defense. However, the DRSP plans to maintain the existing oak woodland "spine" as a central community feature. To ensure adequate defensible space around planned structures abutting or adjacent to this oak woodland "spine", a vegetation management plan and/or fire safety plan(s) will be prepared to ensure structures are adequately protected while also providing County Fire and CDF with enough room to maneuver and defend structures, as needed. Additional measures to ensure adequate vegetation management and thus fire protection within the DRSP are discussed in Chapter 3.

Developer impact fees will be paid to the County Fire Department and CDF to accommodate new demand for fire as the DRSP area is built out over time.

6.5 Solid Waste, Recycling, and Green Waste

Solid waste, recycling, and green waste generated by the new development will be serviced by the South County Sanitary Services. The solid waste, recycling, and green waste will be disposed of at the Cold Canyon Landfill. Based on current disposal rates, this facility has a capacity to accept solid waste until at least the year 2040. South County Sanitary Services has reviewed the conceptual plans and will provide solid waste, recycling, and green waste pick-up service to the DRSP area.

6.6 Postal Service

Postal Service for the DRSP area will be provided by the United States Postal Service (USPS) from their location at 706 West Tefft Street. The location of and type of mailbox required for each land use within the DRSP will be based upon and adhere to requirements outlined in the USPS National Delivery Planning Standards: A Guide for Builders and Developers and the Delivery Growth Management Program. Below is a discussion of the mailbox locations envisioned for each area within the DRSP, each of which will be ultimately approved by the USPS prior to construction.

For each single-family residential neighborhood and commercial within the DRSP area, a centralized delivery location will be provided. The specific location and equipment type will adhere to the USPS requirements for both USPS and customers related to access, locks, safety, accessibility, placement, and specific Americans with Disabilities Act (ADA) requirements. In specifically considering the single-family residential neighborhoods, the centralized delivery locations will be within the individual neighborhood parks.



Examples of mailbox enclosures for individual residences and multifamily neighborhoods.

For each multi-family residential community within the DRSP area, a centralized mailbox location, whether internal or external, will be provided for each of the multi-family residential communities. The centralized mailbox equipment will be approved by USPS and will meet the minimum 1:10 parcel locker/mailbox requirement. If located exterior to a building, a canopy will be provided to provide protection from weather and provide adequate nighttime lighting, per USPS requirements.

6.7 Library

Library services for the DRSP area will be provided by the existing Nipomo Library, located at 918 West Tefft Street in Nipomo. The library features a wide variety of book titles such as children, adult fiction and non-fiction, teen collection, and audiobooks as well as DVD's and music. Twelve computers, free public WIFI internet access, and a public meeting room are also provided for use by the public.

Developer impact fees will be paid to the County Public Library to accommodate new demand for library facilities as the DRSP area is built out over time.



Example of library computer desk stations.

6.8 General Government Services

Since the property lies within the unincorporated area of the County of San Luis Obispo, the DRSP area will be serviced by the County's government services, which includes, but is not limited to: administration, planning, voting, courts, environmental/public health, public works, etc.

7 Implementation and Administration

This Chapter describes the DRSP authority, development review process, and administrative procedures controlling the DRSP adjustments and amendments, as well as outlines the intended phasing plan and the proposed construction/maintenance of improvements.

The DRSP provides County review authorities the tools and guidelines to review and approve the DRSP area development proposals. Implementation shall be administered by County review authorities and ensure consistency with the DRSP document.

7.1 Specific Plan Authority and Adoption

Specific plans must comply with California Government Code Sections 65450 through 65457. These provisions require that a specific plan be consistent with the adopted General Plan for the jurisdiction in which the specific plan area is located. In turn, all subsequent development proposals, such as tentative subdivision maps, site plans, improvement plans, and all public works projects, must be consistent with the adopted specific plan.

Pursuant to California Government Code Section 65453, a specific plan may be adopted by resolution or by ordinance. Past County practice has been to adopt a specific plan and certify the Final Environmental Impact Report (FEIR) concurrently through resolution. Customized land use designations are provided to implement the land uses identified in Chapter 2. Land use designations included herein supersede the County's land use ordinance (Title 22) except where the DRSP is silent. In such cases, the existing County land use category standards shall apply.

7.2 Development Agreement

A development agreement is a planning tool that allows public agencies greater latitude to advance local planning policies in sometimes new and creative ways. A development agreement is commonly used in conjunction with specific plan projects. A Development Agreement is anticipated for the DRSP.

Neither the applicant nor the public agency is required to enter into a development agreement as part of project proposal. When a development agreement is entered into, the allowable land uses, required infrastructure and its financing, as well as other terms and conditions of approval are negotiated between the parties involved, subject to the public agencies' ultimate approval.

7.3 Environmental Review

The DRSP addresses land uses, densities, and types of development proposed, as well as streets and infrastructure anticipated to serve the area. It provides a detailed description of the project that was evaluated in the Final Project Environmental Impact Report (FEIR) for the DRSP. Under the California Environmental Quality Act (CEQA), the FEIR has assessed the potential direct and indirect environmental effects associated with the land use program described in the DRSP.

Although the EIR is a separate document, the environmental review process has been an integral component of the planning process to ensure that the DRSP minimizes environmental impacts. The EIR addresses the development of the DRSP as a single project which is projected to be developed in increments over a period of several years. This approach enables the County to comprehensively evaluate the cumulative impacts of the DRSP and consider alternatives and mitigation measures prior to adoption of the DRSP.

Development within the DRSP area shall comply with all conditions of approval and mitigation measures identified in the certified Specific Plan EIR (The Dana Reserve Specific Plan EIR SCH No. ###) and any subsequent CEQA document (e.g., Addendum, Mitigated Negative Declaration, Subsequent EIR, or Supplemental EIR). The DRSP FEIR is intended to expedite the processing of future projects that are consistent with the DRSP. If, when considering subsequent development proposals, the County determines that the proposed development will not result in new effects or require additional mitigation, the County can approve the project without additional environmental review (California Government Code Section 65457 and CEQA Guidelines Section 15182). However, if there are significant changes proposed to the approved DRSP that the County concludes may result in new impacts, any additional environmental review need focus only on those specific areas or topics affected by the change.

7.4 Annexation

The DRSP is currently under County jurisdiction but is located immediately adjacent to the Nipomo Urban Reserve Line (URL). The property is designated in the County’s General Plan as a specific plan area, which is subject to preparation of a specific plan to accommodate development proposals and address pertinent issues (refer to Chapter 1). The General Plan requires that a specific plan for the property be adopted prior to annexation of the DRSP area to the URL. The DRSP area is identified within the NCS D’s Future District Service Boundary area.

Along with processing of the FEIR and other County entitlements, the Board of Supervisors will adopt a resolution to initiate the annexation of the DRSP property into the URL. Following Board of Supervisor action of project entitlements including adoption of the DRSP and certification of the FEIR, the project will be submitted by NCS D to the Local Agency Formation Commission (LAFCO) for the formal annexation review process. LAFCO works with the County to ensure that a proper plan of services is in place to guide orderly development of the annexed property.

7.5 Development Review Process

Land Use Boundaries and Subdivisions

The DRSP area is currently designated Residential Rural on the County’s Land Use Category Map – South County Rural Area. With adoption of the Specific Plan, the County’s Land Use Element will be amended to create a new land use category, “Dana Reserve Specific Plan (DRSP),” for the subject property. Future development within the DRSP land use category shall correspond with the eight (8) Land Uses identified in Exhibit 2-1 and the development standards, allowable uses, and all other related requirements identified in Chapter 2. In instances where the DRSP is silent on a particular topic or requirement, development will instead be subject to the requirements of the County’s Land Use Ordinance, Title 22 of the County Code, for the most closely related land use category. For example, for development in the DR-SF 1 and DR-SF 2 land uses, the requirements of the RSF Land Use Category in Title 22 will apply when the DRSP is silent on a topic.

The precise location of streets, utilities, and boundaries of development sites will be determined upon approval of tentative subdivision maps. Along with the review of the final map before recording, subdivision improvement plans will be reviewed and approved, which show compliance with the DRSP, EIR, and any associated project conditions of approval.

For the Multi-Family and Commercial land uses, a minor use permit shall be obtained consistent with the existing County process outlined in the Land Use Ordinance. Applications shall be

processed in accordance with Section 22.62.050, except compliance with the County Design Guidelines and setback standards shall be in accordance with this Specific Plan.

Processing, Uses, and Plan Interpretation

Conditional Use Permits

A conditional use permit will be required in conjunction with the Oak Woodland Management Plan.

Building Permits

The County building permit process of plan-check, inspection, and occupancy release will typically be the final and most detailed step in County review of private site development. Impact fees are due at the time building permits are issued or as may be described in the development agreement. If required, Inclusionary housing fees will be required to pay at time of building permits.

7.6 Construction and Maintenance of Required Improvements

Public facilities required to serve the DRSP area will be funded as discussed in Chapter 8. Property in the DRSP area that is annexed into the URL will receive the same public services as other neighborhoods in the community, including school, police, fire, public park, and collector road maintenance. Once facilities to serve the DRSP are constructed, a Homeowners Association will be established to operate and maintain facilities, such as parkways, trails and open space, and stormwater facilities. Facilities located within individual residential neighborhoods, such as pocket parks, parkways, stormwater facilities, and local roads, will also be privately maintained by a Homeowners Association. Collector Roads A, B, C, and the public neighborhood park will be maintained by the County.

7.7 Interpretations, Adjustments, and Amendments to the Specific Plan

Interpretations

In instances where the DRSP may not be clear or completely articulate a particular topic related to plan implementation, the Director of San Luis Obispo County Planning and Building or his/her designee may provide an interpretation based on whether the item in question is in keeping with the vision and intent of the DRSP.

Adjustments in Project Phasing

Project features may be advanced to an earlier phase provided all required infrastructure is in place, all necessary mitigation measures are completed or will be completed with project, and the action will not significantly defer a project feature that is anticipated in a preceding phase. The determination to advance a project feature shall be made by the Director of San Luis Obispo County Planning and Building or his/her designee.

Amendments

California Government Code Section 65453 et. Seq. provides that a Specific Plan “may be amended as often as deemed necessary by the legislative body”. Amendments to this plan may be initiated by a developer, any individual property owner, or by the County, in accordance with duly adopted County procedures governing the adoption and amendment of the Specific Plan. Applications for amendments shall be submitted to the County Department of Planning and Building for processing.

Necessary Findings

- A. Changes have occurred in the community since the approval of the Specific Plan which warrant the proposed amendment.
- B. The proposed amendment is consistent with the San Luis Obispo County General Plan.
- C. The proposed amendment may enable efficient and less costly delivery of necessary services and public facilities to the population within the area of this Specific Plan and the Nipomo Mesa.

8 Financing

This Chapter describes the financing mechanisms available for the ongoing maintenance of public and private improvements required for the DRSP. Upon preparation of a DRSP master maintenance plan, it is anticipated that one or more financing mechanisms will be used to provide for the ongoing maintenance of private and public improvements. California law provides for the establishment of a variety of financing mechanisms for maintaining public facilities, including, but not limited to, Landscape Maintenance Districts (“LMD”), County Service Areas (“CSA”), Community Facilities Districts (“CFD” and together with the LMD and CSA, “Public Financing District”). Privately owned common facilities are typically maintained by a Homeowners’ Associations (“HOA”). Public Financing Districts are established by a public agency, while an HOA is established by a private entity in compliance with standards established by the California Bureau of Real Estate. It is anticipated the maintenance of DRSP improvements (e.g., landscaping, park, drainage, trails, open space, street lights, etc.) will be maintained and funded by a combination of a Public Financing District and one or more HOA. The sewer and water improvements are anticipated to be owned, operated, and maintained by the Nipomo Community Services District, provided annexation occurs.

8.1 Financing Principles and Policies

It is the objective of the DRSP to have a neutral fiscal impact on the County and other public agencies maintaining project facilities. The financing mechanisms to be established for the DRSP shall consider the following:

- Parties benefiting from the improvements;
- Security for the funding of the ongoing maintenance;
- Establishment of sufficient reserve funds for repairs and replacements;
- Flexibility for changes in annual maintenance costs;
- Interest of future residents paying annual assessments;
- Equity among contributing property owners; and
- Transparency regarding the costs of maintenance services and improvements being funded.

8.2 Public Financing Districts

The establishment of a Public Financing District generally requires:

- (i) A landowner to submit a petition requesting a public agency to establish a specific Public Financing District,
- (ii) Identifying the facilities to be maintained and corresponding estimated maintenance costs,
- (iii) The public agency establishing the proposed annual assessments or special taxes to fund the maintenance of the requested improvements pursuant to an engineer’s report or similar document, and
- (iv) The landowner voting in favor of the formation of the Public Financing District and the levy of such assessments or special taxes.

Upon a successful landowner vote, the public agency then has authority to levy the assessments on the property as authorized to fund annual maintenance costs. Although different types of Public Financing Districts can maintain many of the same improvements, the legislative provisions for establishing each type and the related requirements of each are different. For example, the assessments levied on each parcel of property for improvements maintained with an LMD need to be based on the special benefit received by such parcels of property, while a CFD special tax is based on a general benefit requirement. Many public agencies have determined the “general benefit” requirements of the CFD make it a more favorable financing mechanism and less likely to be challenged or repealed under the provisions of Proposition 218.

A. Design Guidelines

Design Guidelines for the DRSP project are forthcoming.

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B. Phasing and Public Improvements Implementation Matrix

The following phasing and public improvements implementation matrix contains detailed descriptions of the anticipated order of buildout of the DRSP and builds upon the information described in Chapter 5: Infrastructure and Phasing. Phases shown address goals to accommodate orderly development and provision of services. They represent a reasonable approach to extending services and infrastructure throughout the DRSP. In some cases, property owners may wish to develop phases concurrently or in a different order than anticipated. This will be permitted provided all public improvements needed to support proposed development are completed, and that circulation is provided for secondary access.

Phase	Neighborhood's / Lots						
	1	1	1	3	1	3	2
Neighborhood Designations	1 (MF)	2 (MF)	3	4	5	6	7
Lot Numbers (see Master Vesting Tentative Tract No. 3159)	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6	Lot 7
Frontage Road Improvements to project boundary	X	X	X	X	X	X	X
Collector A to Willow	X	X	X	X	X	X	X
Park and Ride along Collector A (near Willow)	X	X	X	X	X	X	X
Willow and Collector A intersection	X	X	X	X	X	X	X
Portion of Collector C (Eastern 600' +/-)	X	X	X	X	X	X	
Portion of Local Street (North Eastern 675' +/-)		X		X	X	X	
Collector B (Pomeroy to Willow)						X	X
Pomeroy and Collector B intersection						X	X
Collector B and Willow intersection						X	X
Hetrick Avenue & Pomeroy Intersection						X	X
Conversion of a segment of Hetrick to Emergency Access only						X	X
Collector C (between Collector A and B)				X	X	X	
Local Road (between Neighborhood 2 and 4)				X	X	X	
Extension of Sewer in Frontage Road and Collector A	X	X	X	X	X	X	X
Sewer in Collector C (Eastern 600' +/-)	X	X	X	X	X	X	X
Sewer in Local Street (North Eastern 675' +/-)		X		X	X	X	
Sewer from Collector A to Collector B - Provide stub for Phase 3				X	X	X	X
Sewer Main in Collector B						X	X
Lift Station to Serve Neighborhood 9							
Lift Station to Serve Neighborhood 8							X

Phase		2	2	2	1	1	1	1	1	
Neighborhood Designations		8	9	N/A	10	Flex Comm	Village Comm			
Lot Numbers (see Master Vesting Tentative Tract No. 3159)		Lot 8	Lot 9	Lot 10	Lot 11	Lot 12	Lot 13 & 16-19			
Circulation	Frontage Road Improvements to project boundary	X	X	X	X	X	X			
	Collector A to Willow	X	X	X	X	X	X			
	Park and Ride along Collector A (near Willow)	X	X	X	X	X	X			
	Willow and Collector A intersection	X	X	X	X	X	X			
	Portion of Collector C (Eastern 600' +/-)									
	Portion of Local Street (North Eastern 675' +/-)									
	Collector B (Pomeroy to Willow)	X	X	X						
	Pomeroy and Collector B intersection	X	X	X						
	Collector B and Willow intersection	X	X	X						
	Heitrick Avenue & Pomeroy Intersection	X	X	X						
	Conversion of a segment of Heitrick to Emergency Access only	X	X	X						
	Collector C (between Collector A and B)									
	Local Road (between Neighborhood 2 and 4)									
Sewer	Extension of Sewer in Frontage Road and Collector A	X	X	X	X	X	X			
	Sewer in Collector C (Eastern 600' +/-)	X	X	X						
	Sewer in Local Street (North Eastern 675' +/-)									
	Sewer from Collector A to Collector B - Provide stub for Phase 3	X	X	X						
	Sewer Main in Collector B	X	X	X						
	Lift Station to Serve Neighborhood 9		X							
	Lift Station to Serve Neighborhood 8	X								

Phase	Neighborhood's / Lots						
	1	1	1	3	1	3	2
Neighborhood Designations	1 (MF)	2 (MF)	3	4	5	6	7
Lot Numbers (see Master Vesting Tentative Tract No. 3159)	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6	Lot 7
Water	Extent Water Infrastructure in Frontage Road / Collector A to Willow	X	X	X	X	X	X
	Water in Collector C (Eastern 600' +/-)	X	X	X	X	X	
	Water in Local Street (North Eastern 675' +/-)		X				
	Water in Collector B (connecting Pomeroy and Willow)					X	X
	Water in Collector C (between Collector A and B) Water in Local Street (between NBD 2 and 4)				X	X	X
Storm Drain	Storm Drain Infrastructure in Collector A (including basins)	X	X	X	X	X	
	Storm Drain in Collector C (600' +/-)	X	X	X	X	X	
	Storm Drain Infrastructure in Collector B (including basins near Pomeroy and on the west side of the Park)					X	X
	Large Basin NBD 9 IN clude the infrastructure Storm Drain Infrastructure in Collector C (including basins near Neighborhood 6				X	X	X

		Phase							Village Comm
		2	2	2	1	1	1	1	
Neighborhood Designations		8	9	N/A	N/A	10	Flex Comm	1	
Lot Numbers (see Master Vesting Tentative Tract No. 3159)		Lot 8	Lot 9	Lot 10	Lot 11	Lot 12	Lot 14 & 15	Lot 13 & 16-19	
Water	Extent Water Infrastructure in Frontage Road / Collector A to Willow	X	X	X	X	X	X	X	
	Water in Collector C (Eastern 600' +/-)			X					
	Water in Local Street (North Eastern 675' +/-)								
	Water in Collector B (connecting Pomeroy and Willow)	X	X	X					
	Water in Collector C (between Collector A and B) Water in Local Street (between NBD 2 and 4)			X					
Storm Drain	Storm Drain Infrastructure in Collector A (including basins)			X	X	X	X	X	
	Storm Drain in Collector C (600' +/-)			X					
	Storm Drain Infrastructure in Collector B (including basins near Pomeroy and on the west side of the Park)	X	X	X					
	Large Basin NBD 9 IN clude the infrastructure		X						
	Storm Drain Infrastructure in Collector C (including basins near Neighborhood 6			X					

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C. Relevant General Plan Text

The following are excerpts of the County General Plan text, specifically the South County Area Plan (SCAP) and the Land Use Ordinance (LUO), and the Nipomo Community Plan as it relates to the DRSP (formerly known as Cañada Ranch).

As mentioned in Chapter 1 of the DRSP, the SCAP description and policies applicable to the Cañada Ranch were adopted in 1994. At the time, the objectives of the SCAP were aimed at job creation opportunities as well as addressing the jobs housing balance in Nipomo. Although the SCAP described the objective for job creation, it did not identify specific requirements for the type, size, or scale of these expected uses. The SCAP also indicates that housing should be provided on the Cañada Ranch site, but does not provide guidance on the type, size, or scale of the residential development.

Since the adoption of the SCAP, much has changed in the State and in the County. A period of significant economic expansion (housing bubble) and the “great recession” (the housing crash) occurred. Currently and into the foreseeable future, California faces significant challenges in providing housing for the States’ growing population. Prices and rents for existing housing have increased dramatically and are continuing to increase. For the first time in many years, the State has begun to intervene in local housing policies. During 2018-2020, over 15 housing bills were passed by the State that set standards, incentives, and enforceable requirements for local agencies to meet their housing goals. More recently, at the time of preparation and review of the DRSP, California, the nation, and the world experienced a pandemic caused by the COVID-19 virus that has further exacerbated housing challenges.

Section 4.5 of the South County Area Plan

“Cañada Ranch Specific Plan Area. An expansion of the urban reserve line north of Nipomo and west of Highway 101 should be evaluated to provide additional employment and associated residential development that will improve the jobs/housing balance within Nipomo. A specific plan should be prepared showing commercial retail, service commercial, and light industrial uses on the large Cañada Ranch property northwest of Sandy Dale Drive and west of Highway 101, shown in Figure 4-4.

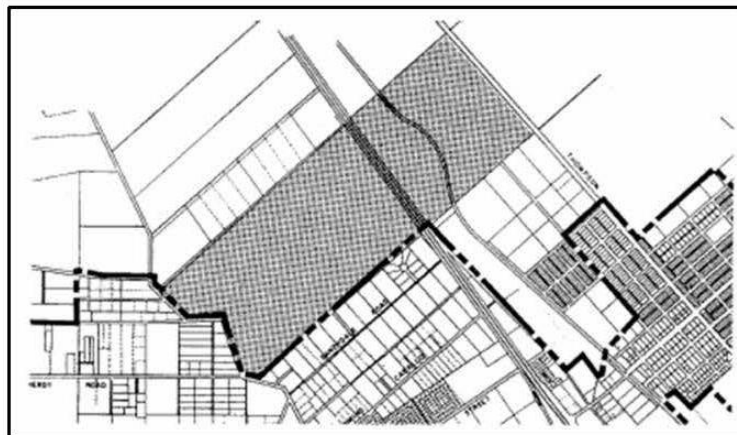


Figure 4-4: Specific Plan Area-Canada Ranch Property

The specific plan should determine the feasible extent of the job-generating uses as a first priority. Residential uses should be considered only in support of employment development. The property has a large oak woodland that should be evaluated for preservation as a long-term habitat. Due to its size, the site is also a potential location for a high school if feasible. A specific plan should be accompanied by market feasibility and fiscal impact studies and an environmental impact report to determine the logical extent and location of development.

Cañada Ranch Objectives.

- 1. [Provide] service commercial and light industrial uses designed as business or office parks that have integrated site planning, architecture, and landscaping;*
- 2. [Provide] commercial retail uses to serve travelers at an interchange of along Highway 101 and an extension of Willow Road, if the location is determined to occur on this property, as a gateway to the community and employees and users of the area;*
- 3. Residential uses that are affordable to employees of the area, to be developed concurrently or in later phases upon the success of the non-residential uses.*

Standards in Article 9 of the Land Use Ordinance require the preparation of specific plans, which have state-mandated content requirements, to identify the optimum types and intensity of these uses in association with residential areas on and off-site. Primary concerns for traffic impacts and transportation alternatives are reflected within the standards. The environmental impacts of the proposed specific plans will be evaluated during their preparation.

Prior to the adoption of any specific plans, any development of these larger holdings, such as the Cañada Ranch property, may cluster the allowed density into smaller parcels to create neighborhoods within larger common open space areas. Suburban scale clustered developments can maintain a rural character by fitting each project into the landscape and minimizing its visibility from public collector and arterial roads and highways.”

Section 4.8 of the South County Area Plan

“10. Specific Plan Areas, South County (South). The County should work with property owners to schedule the preparation of specific plans for four areas to increase the amount of employment areas adjacent to or near Nipomo:

- a. Cañada Ranch for industrial, commercial service, commercial retail, and incidental residential uses;*

The specific plans should identify the appropriate scale and intensity of these general uses in more detail, consistent with topics required by Government Code Sections 65450 through 65457 as well as economic issues concerning the most suitable uses.”

Section 4.4 of the Nipomo Community Plan

“The conceptual plan for Nipomo that is illustrated in Figure 4-1 shows the concept of neighborhoods adjacent to an expanded central business district. This plan will encourage more convenient distances between residential living and shopping and working, with the intent of reducing the need to commute by automobile. The concept will also help obtain fixed-route

transit service as development continues. Service commercial and industrial areas are located close to residential areas, relying on setbacks, landscape buffering and site design in planned projects to achieve compatibility.”

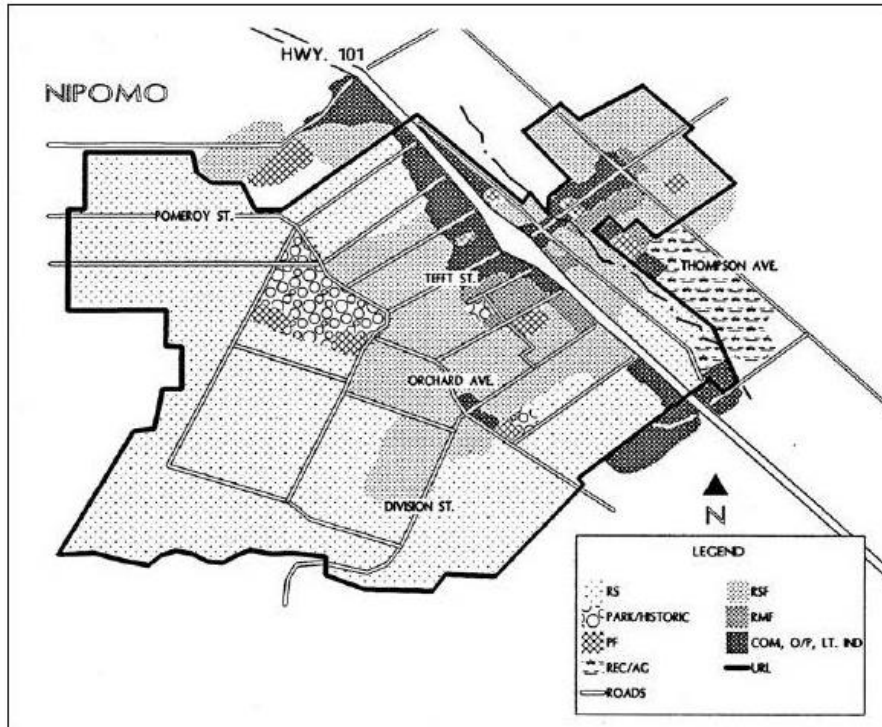


Figure 4-1: Conceptual Plan for Nipomo

Section 22.98.072.H of the Land Use Ordinance

“8. Cañada Ranch property – Specific Plan requirement. A specific plan shall be prepared for the Cañada Ranch property shown in Figure 98-40 under the guidance of the County upon the application and funding by the property owner(s) prior to the approval of land division applications, although a clustered land division proposed in compliance with the Residential Rural category, Section 22.22.140, and other applicable provisions of this Title, may be approved without Specific Plan preparation. The Specific Plan shall be prepared in compliance with Government Code Section 65450 to plan for the following:

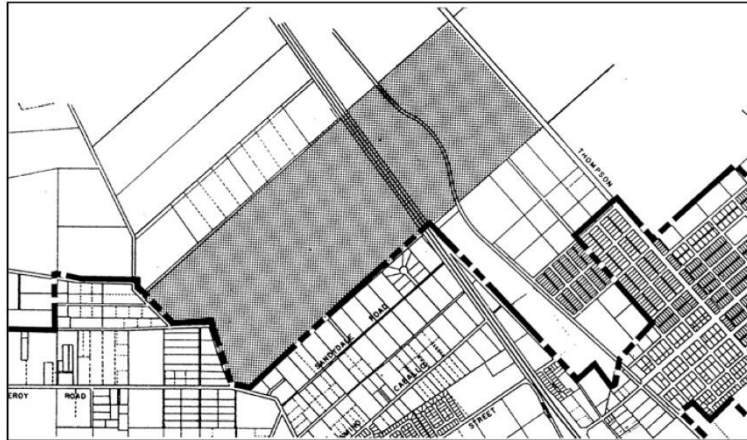


Figure 98-40: RR – Canada Ranch Property

- a. *Types of uses. The concept of a Specific Plan is for uses in the following priority for acreage, scale and intensity should include the following uses:*
- 1) *Open space uses within the oak woodlands;*
 - 2) *Industrial park(s) that will generate “basic” employment for the Nipomo and south county area;*
 - 3) *Commercial services parks that do not conflict with downtown and community shopping commercial uses within Nipomo;*
 - 4) *Retail uses to serve the daily shopping needs of employees and residents of the site in compliance with purpose and character statements for neighborhood shopping areas in Framework for Planning - Inland Area;*
 - 5) *Commercial retail uses that are in compliance with purpose and character statements in Framework for Planning - Inland Area for highway-oriented retail;*
 - 6) *Residential areas to contain a mix of housing unit types, a portion of which should be affordable to average employee incomes on the site, timing to be concurrent with or following establishment and operation of nonresidential uses, the timing to be determined by a market feasibility study.*
- b. *Oak habitat preservation. Designation of the existing oak forest habitat for open space preservation, where limited recreational and open space uses may be allowed.*
- c. *Pedestrian-oriented site planning. Location of workplaces, shopping, services, civic buildings, and residences in close proximity to each other to facilitate walking and alternative transportation to the private vehicle.*
- d. *Architecture and landscaping. Guidelines for architecture and landscaping that respond to the rural character of the area.*
- e. *Resource, facility and service needs. Extent of necessary public, or private where applicable, needs including, but not limited to, safety, health, waste management, and water supply.”*

D. Policy Consistency Analysis

This is a placeholder for the policy consistency analysis that will be conducted as part of the DRSP Environmental Impact Report.

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