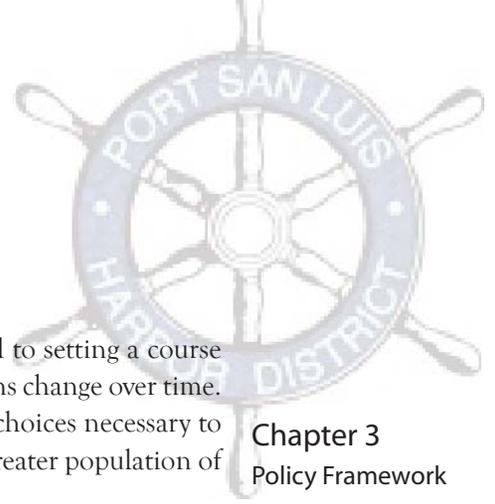


## Chapter 3

### Policy Framework

Introduction .....	3-1
Districtwide Goals & Policies.....	3-2
Planning Sub-Area Goals & Policies	
Open Water .....	3-8
Harford Pier.....	3-9
Harford Landing.....	3-10
Beach & Bluff .....	3-11
Harbor Terrace .....	3-12
Lightstation.....	3-17
Avila Beach, Pier, & Parking Lot.....	3-18
Industry & Energy Development.....	3-20





## Chapter 3 Policy Framework

### A. Introduction

Establishing a policy framework—expressed as Goals and Policies—is essential to setting a course for the Harbor District and County to follow as the Port evolves and conditions change over time. Such a framework helps define the fundamental principles and basic policy choices necessary to guide the development of the Port for area residents, Harbor users, and the greater population of the people of the Central Coast and State of California.

Chapter 3  
Policy Framework

One of the most important policy choices is the determination of allowable uses and activities. It is a general policy of the Port San Luis Harbor District to stipulate the uses permitted in areas under its jurisdiction; therefore, each of the seven Planning Sub-Areas has a policy identifying the allowable uses for that area. Although specific uses are listed, the intent is to indicate compatible use groups. Specific uses not listed may be included in a use group if similar in character and compatible, as determined by the Harbor District. Uses intrinsic to the health, safety, and welfare of users in areas under Harbor District jurisdiction may not be listed herein but are assumed allowable due to their essential nature.

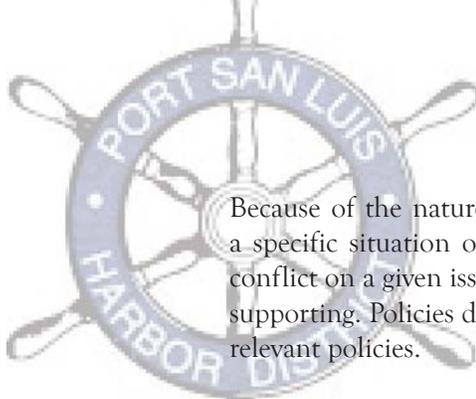
In order to ensure that the Port's improvements and uses fit into the overall planning objectives of the San Luis Bay Planning Area, the Port attempted to closely adhere to the County's land use designations and development standards in the San Luis Bay Planning Area and LCP. The LCP designates all coastal lands with Use Categories, which encompass an extensive list of possible uses for that area in a matrix known as "Table O" (partially replicated in Appendix G of this Plan). Two use categories apply to the Port: Public Facilities and Recreation. Public Facilities applies to areas including the Open Water, Harford Pier, Harford Landing, Beach and Bluffs, Harbor Terrace, and the Lighthouse. The Recreation category applies to Avila Beach, Avila Pier, and the Avila Parking Lot.

During the Master Planning process, the Board of Harbor Commissioners refined the allowable uses designated by the County to reflect a balanced distribution of activities for the entire bay, consistent with the Harbor District's needs and priorities for properties under its control and state mandates for the harbor. The list selected by the Harbor Commission formed the basis for the "Limitation on Use" policies indicated in each individual Planning Sub-Area.

The organization of Goals and Policies follows the County LCP format by organizing information according to whether the discussion affects area-wide land use ("Districtwide"), or areas designated as either Public Facilities or Recreation land uses. The first part presents information that affect District-wide facilities followed by individual Port planning sub-areas in the Public Facilities and Recreation land use categories.

**Goal** Goals are general direction-setters. They describe an ideal future end, condition, or state sought for the sub-area or issue.

**Policy** A policy is a long-term advisory statement based on goals and used to guide decision-making. A policy indicates a commitment to a particular course of action. Policies of the Port Master Plan are equivalent to the term "Standards" as used in the County's San Luis Bay Planning Area Land Use Element.



**Chapter 3**  
Policy Framework  
Districtwide

Because of the nature of policies, some may appear to conflict, particularly in the context of a specific situation or viewed from the different perspectives of persons whose interests may conflict on a given issue. Nevertheless, the policies presented herein are integrated and mutually supporting. Policies do not exist in isolation and must be viewed in the context of all potentially relevant policies.

Implementation occurs primarily through three categories of activities that affect the physical development of the Harbor: Property Management, Capital Improvements, and Regulatory Actions (See discussion in Preface, page 0-5). Carrying out Master Plan policies may also occur through discharge of the recommended programs (non-mandatory actions) specified in the Implementation Plan (Chapter 4).

**DISTRICTWIDE:** The following goals and policies apply throughout the Port San Luis Harbor District and are not limited to a single land use category or planning sub-area.

**B. PORT SAN LUIS Districtwide Goals and Policies**

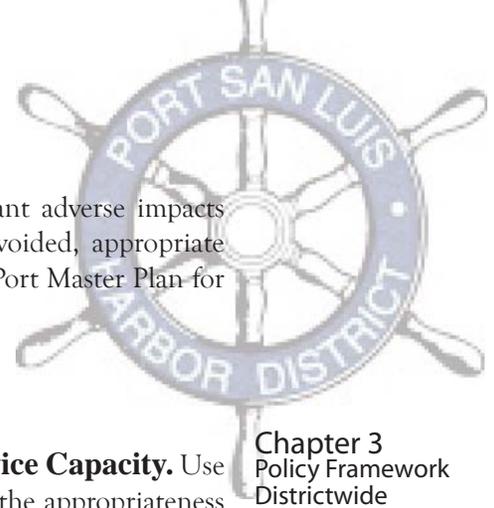
The following goals and policies apply only to lands owned or controlled by the Port San Luis Harbor District.

**Goal:**

**A Harbor with protected, maintained, and enhanced resources that balances the environmental, social, and economic needs of the various user groups.**

**Development Approvals**

- 1. Permit Requirement.** All new development shall obtain Harbor District approval prior to seeking approval from the County of San Luis Obispo or the California Coastal Commission. New landside development, including alterations to Port facilities (other than those already approved by Coastal Commission permits or on-going maintenance) shall require a Minor Use Permit issued by the County of San Luis Obispo, unless Development Plan approval by the County is otherwise required by the Coastal Zone Land Use Ordinance (Title 23).
  
- 2. Coastal Development Permitting Authority.** All Port land-based properties are under the primary permitting jurisdiction of the County of San Luis Obispo, except for areas that have been previously filled or otherwise under jurisdiction of the California Coastal Commission. The California Coastal Commission retains permit jurisdiction for lands below the mean high tide line and where the public trust may exist.
  
- 3. Development Plan Approval.** The County of San Luis Obispo may grant Development Plan approval of land-based facilities under the jurisdiction of the Port San Luis Harbor District where consistent with the policies in this Master Plan and the Local Coastal Program and upon prior Harbor Commission approval.



4. **EIR Mitigation Measures.** New development shall avoid significant adverse impacts to coastal resources. Where significant adverse impacts cannot be avoided, appropriate mitigation measures shall be implemented. Refer to Appendix J of the Port Master Plan for mitigation measures.

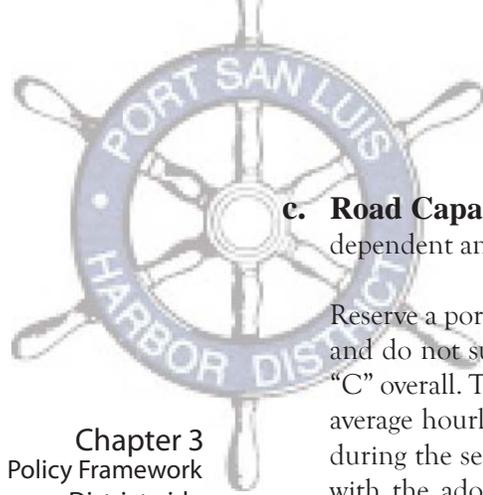
## Priorities, Services, and Facilities

1. **Priorities for Development of Facilities and Allocation of Service Capacity.** Use priorities and policies of the California Coastal Act when determining the appropriateness of proposed uses and developments and allocating service capacity. Prior to approval of any use that is not coastal dependent, the approval body shall make a finding that adequate resources and services are reserved for coastal dependent uses. Development will reflect the priorities according to the following classifications:

- a. **Priority I.** The first priority is to meet the needs of uses that derive their viability directly from proximity to the ocean including boating and fishing, Harbor operations, aquaculture and mariculture, beach activities, fish off-loading, and oceanfront recreational uses.
- b. **Priority II.** The secondary priority is to accommodate uses that relate to but do not require the presence of water including trailer boat storage, equipment rental, and seafood processing, as well as uses that provide for the needs of waterfront visitors and workers, such as overnight accommodations, restaurants, and parking.
- c. **Priority III.** The third priority is to accommodate those uses that do not otherwise fit into Priority I or Priority II uses, including marine research and education, offices or general retail.

2. **Service Capacity.** Ensure proposed development of projects and related improvements are within the circulation and utility capacity available to the Harbor area or will be provided through a planned program of improvements. The following existing capacity limits are recognized for water and wastewater services, Avila Beach Drive road capacity, and parking:

- a. **Water.** Usage shall not exceed the existing 100 acre-feet per year (AFY) available to the Harbor District from its Lopez entitlement. The District shall not sell or otherwise dispose of this entitlement to any users except lessees, concessionaires, or other Harbor uses consistent with this Master Plan. A 5-acre-foot per year reserve is desired. Water requirements for fire protection shall comply with the adopted fire code for the County of San Luis Obispo.
- b. **Wastewater.** Wastewater generation shall not exceed available capacity owned by the Harbor District in the Avila Beach Community Services District wastewater treatment plant and/or other such facility as may be constructed to expand wastewater treatment capacity. The District shall not sell or otherwise dispose of this entitlement to any users except lessees, concessionaires, or other Harbor uses consistent with this Master Plan.



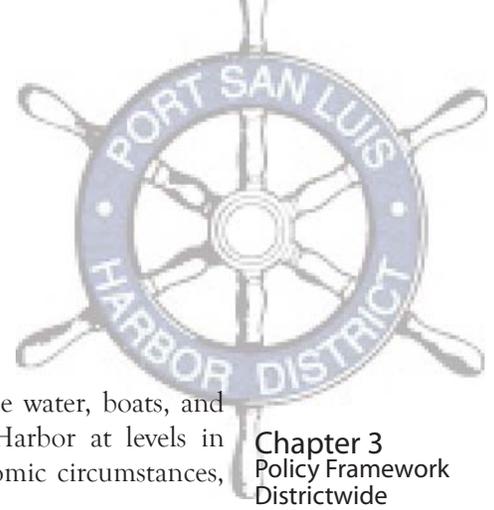
Chapter 3  
Policy Framework  
Districtwide

**c. Road Capacity.** Reserve a portion of Avila Beach Drive road capacity to serve coastal dependent and coastal related uses at Port San Luis Harbor.

Reserve a portion of the Avila Beach Drive road capacity to serve coastal dependent uses and do not subject Avila Beach Drive to traffic levels exceeding Level of Service (LOS) "C" overall. The LOS for Avila Beach Drive and San Luis Bay Drive shall be based on the average hourly weekday two-way 3:00 p.m. to 6:00 p.m. traffic counts to be conducted during the second week in May of each year. Fire access lane requirements will comply with the adopted fire code for the County of San Luis Obispo. Further, significant disruptions to the environmentally-sensitive habitat of San Luis Obispo Creek and its associated riparian habitat areas shall be avoided. Unavoidable impacts shall provide equivalent offset mitigation and enhancement measures.

**d. Parking.** Maintain adequate parking to accommodate Harbor users and visitors. New development shall provide parking consistent with the County Coastal Zone Land Use Ordinances and the Avila Specific Plan.

- 3. Boating and Fishing Facilities.** Recognize the importance of boating and fishing to Port San Luis. Protect, and where feasible upgrade boating and fishing facilities. Other uses shall incorporate site and design measures that avoid interfering with these priority uses.
- 4. Visitor Serving and Recreational Facilities.** Enhance public enjoyment of the San Luis Obispo Bay waterfront by protecting and where feasible and appropriate, providing a range of opportunities for coastal recreation and visitor serving facilities, including affordable services.
- 5. Revenue-Balanced Activities.** Provide a balanced mix of revenue and non-revenue producing uses on Port properties to support the District's public functions and meet the needs of waterfront visitors.
- 6. Marine Science and Education.** Allow, subject to review, facilities for marine-related scientific research and education on property owned or managed by the Port so long as the Harbor District Board of Commissioners has found that such research and education facilities do not limit the availability of infrastructure capacity for coastal dependent and coastal related activities listed in this Master Plan and the County LCP.
- 7. Facility Management.** The County should pursue coordinated review of any harbor improvement plans with the California Coastal Commission, the U. S. Army Corps of Engineers, the California Department of Water Quality Control Board and the Port San Luis Harbor District to ensure a timely response to the proposed project and incorporation of the concerns of each of these agencies into the approval of the development plan.



## Access

### Goal:

**Adequate access for all Harbor users and visitors.**

- 1. Access to Vessels and Water.** Maintain and enhance access to the water, boats, and boating facilities. Maintain the overall launching capability of the Harbor at levels in consideration of demand and safety, the availability of parking, economic circumstances, and dredging needs.
- 2. Shoreline Access.** Maintain public access to the beaches, oceans, and Port properties, and enhance where feasible and consistent with public safety and coastal resource protection.
- 3. Shoreline Access Improvements (per LCP).** New development shall be required to provide and improve public access, as appropriate, along the landfill and the sandy beach adjacent to the landfill which extends to Avila State Beach. This will be necessary to offset the loss of sandy beach presently accessible to the public. Improvements for public access may include: stairway, boat-launching facility for non-hoist vessels, restrooms, trash receptacles and signs.
- 4. Development Contributions to Enhanced Access.** New development shall provide public access improvements and enhancements including related improvements such as interpretive exhibits, benches, and picnic tables.

## Aquatic and Terrestrial Habitats

### Goal:

**Responsibly managed and protected resources in and surrounding San Luis Obispo Bay (State-granted Tidelands).**

- 1. Marine Environments.** Unless allowed under Chapter 3 of the Coastal Act, new development, including alterations to port facilities is prohibited in marine environmentally sensitive habitat areas (ESHA's) and shall not result in significant water quality impacts to San Luis Obispo Bay. Marine resources shall be maintained, enhanced, and where feasible restored. New development within the marine environment shall sustain the biological productivity of coastal waters and maintain healthy populations of all species of marine organisms adequate for long term commercial, recreational, scientific, and educational purposes.

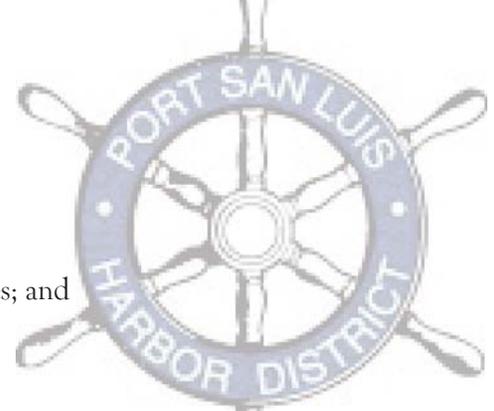
New development within or adjacent to the marine environment shall include water quality Best Management Practices (BMP's) before, during, and after construction.

Environmentally sensitive habitats of San Luis Creek and other coastal creeks, including their associated riparian habitats, shall be protected, preserved, and restored where feasible.



Chapter 3  
Policy Framework  
Districtwide

- 2. Clean Boating.** The Port District shall participate with other entities in efforts to educate and encourage boaters and boating facility operators to use best management practices.
- 3. Runoff Controls.** Require implementation of effective runoff control strategies and pollution prevention activities by incorporating the most current best management practices for all new development.
- 4. Native Vegetation.** Native oak trees and plant cover shall be protected wherever feasible. New landside development shall require landscaping plans that include only native, drought tolerant plants of local stock appropriate to the site and that reflect the Port's waterfront character. Invasive plant species are prohibited.
- 5. Land-based Sensitive Resources.** Consistent with the LCP provisions for Environmentally Sensitive Habitat Areas (ESHA) already required pursuant to Coastal Zone Land Use Ordinance Section 23.07.170, land based environmentally sensitive habitat areas (ESHA) shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. Development adjacent to ESHA and parks and recreation areas shall be sited and designed to prevent impacts that would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.
- 6. Aquaculture and Mariculture.** Coastal development permit approval is required for the development or expansion of aquaculture and mariculture facilities. Aquaculture and mariculture facilities (including support structures such as, pens, nets, screens, anchors, holding tanks, intake and outfall lines, etc) shall be sited and designed to protect marine resources, environmentally sensitive habitats, water quality, coastal dependent uses, and public access. Potential adverse impacts that shall be addressed include, but are not necessarily limited to, impacts from:
  - a.** Fish escapes, including potential adverse impacts from genetic pollution of the wild stock, the transmission of disease from cultured fish to the wild stock, and the potential for cultured fish to become an exotic invasive species;
  - b.** The culture of high trophic-level fish on stocks of low trophic-level fish and the ecosystem as a whole;
  - c.** Organic pollution and eutrophication, including potential adverse impacts to the benthic environment;
  - d.** The use of chemicals, including the use of antibiotics and/or anti-fouling treatments for fish pens;



- e. Space and/or use conflicts;
- f. Physical effects to the sea floor from anchors and/or other structures; and
- g. Anti-predation devices.
- h. Prior to approval of new or renewed aquaculture and mariculture facilities, evidence shall be provided that all other applicable regulatory agencies (e.g. CDF&G, RWQCB, USFWS) have approved the development or have determined that none is necessary.

## Visual and Scenic Resources

### Goal:

**A Landscape that reflects the context of its use and the natural setting with minimal impacts to scenic viewsheds.**

- 1. Waterfront Character.** Protect scenic qualities including the time-honored character of Port San Luis and compatibility with surrounding uses and views.
- 2. Bluffs and Hillside.** New development on bluffs and scenic hillsides shall be sited and designed to protect scenic resources and enhance the visual quality of the bluffs and hillsides. Visually degraded areas shall be restored where feasible.
- 3. Historic Areas.** Adhere to adopted guidelines and legal provisions for renovation of Port properties with historic significance.
- 4. Long-term Design.** Incorporate visually pleasing design solutions that limit long-term maintenance requirements.

## Archaeology

- 1. Cultural Resources.** Incorporate into decisions and implementation measures that conserve cultural and historical resources in development of affected Port properties.

## Hazards

- 1. Natural Hazards.** New development within areas subject to natural hazards from geologic or flood conditions (including beach erosion) shall be located and designed to minimize risks to human life and property. All new development shall assure stability and structural integrity, and neither create nor contribute significantly to erosion and geologic instability. Along the shoreline new development (with the exception of coastal-dependent uses or public recreation facilities) shall be designed so that shoreline protective devices (such as seawalls, cliff retaining walls, revetments, breakwaters, groins) that would substantially alter landforms or natural shoreline processes, will not be needed for the life of the structure. Construction of permanent structures on the beach shall be prohibited except for facilities necessary for public health and safety such as lifeguard towers.



## C. Planning Sub-Area Goals and Policies

Refer to Planning Sub-Areas Figure 3

**PUBLIC FACILITIES:** The following goals and policies apply to areas within the Public Facilities land use category of the Port San Luis Harbor District.

### Chapter 3 Policy Framework Planning Areas

**Open Water.\*** The following goal and policies apply only to the Open Water Planning Sub-Area. The California Coastal Commission administers permits for the Open Water Area. (For simplification, the 2004 Port San Luis Master Plan and these Planning Area Standards include Open Water-related discussions, policies, and improvements organized under Coastal Commission jurisdiction. Although the Open Water Planning Sub-Area only comprises 520 acres, the Harbor District manages water areas out to sea for three miles).

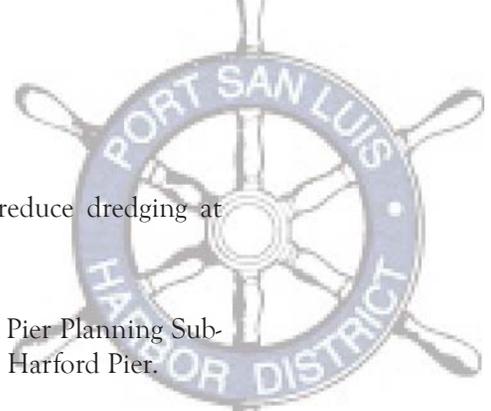
#### **Goal:**

**A water area with a healthy marine environment that is manageable and financially feasible, with limited user conflicts and sufficient public access.**

- 1. Water Space Distribution.** Divide water areas among moorings for commercial fishing, recreational power and sailing vessels, anchorages, navigation channels, open water areas, swimming areas, and other water uses.
- 2. Other Vessels.** Allow mooring and anchoring of industrial, commercial, governmental, and marine research vessels subject to case-by-case District determination.
- 3. Breakwater and Marina Proposals.** Consider and evaluate complete proposals to expand the breakwater protection, including proposals for alternative breakwater systems, and developing a marina at Port San Luis. All breakwater expansion and marina proposals must be found consistent with the Coastal Act. All breakwater expansion and marina proposals shall include, but not be limited to, an evaluation of impacts to ocean currents, marine water quality, sandy bottom benthic habitats, sand supply, visual and scenic resource impacts, marina user affordability, lower-cost boating opportunities, and design alternatives that minimize impacts to coastal resources.
- 4. Limitation on Use.** Maintain the Open Water Area for navigation purposes, fishing and boating, water sports, and biological resources and other coastal dependent uses such as aquaculture and mariculture. Also allow boat rental, boat storage and launching facilities, sightseeing facilities, marine research and education, marinas, public safety facilities, water taxi, fuel and ice sales, yachting and rowing clubs, and cruise ships.

---

\* Technically, the Open Water Area is not designated under the Public Facilities use category per se, because the Coastal Commission governs it. For simplification, this Master Plan includes Open Water-related discussions, policies, and improvements organized under this designation.



- 5. Boat Launching Facilities.** Explore and implement methods to reduce dredging at launches.

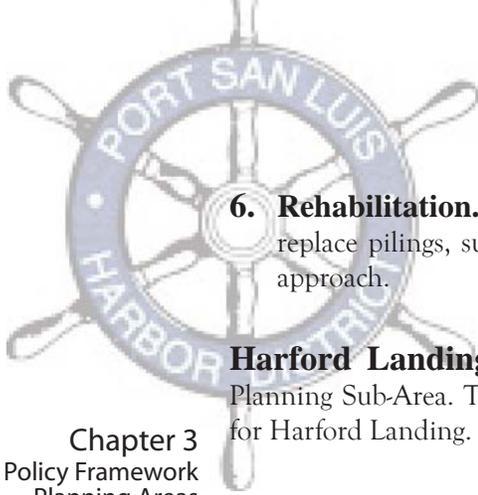
**Harford Pier.** The following goal and policies apply only to the Harford Pier Planning Sub-Area. The Coastal Commission administers coastal development permits for Harford Pier.

**Goal:**

**An historically authentic and structurally sound working pier that encompasses a mix of coastal dependent, coastal related, and some visitor serving uses.**

Chapter 3  
Policy Framework  
Planning Areas

- 1. Historic Character.** Maintain and improve Harford Pier in accordance with the historic character and use of the facility. The heavy timber wharf character shall be used as the basis for design of any additional structures and improvements consistent with the adopted Harford Pier Design Guidelines of June 1990.
- 2. Reserve Space.** All new developments and uses approved on Harford Pier shall be coastal dependent. The replacement and/or alteration of existing coastal-related developments and visitor-serving activities and uses on Harford Pier shall not result in an increase or an expansion in the existing development footprint. A 30-foot open space setback at end of pier shall be maintained.
- 3. Limitation on Use.** Allow commercial and recreational fishing loading facilities, maritime access and landings, eating and drinking establishments, fisherman's market and direct seafood sales (off of boats), wholesale and retail seafood sales, seafood loading, unloading and transportation, yachting and rowing clubs, boat fuel and lube oil dispensing, boat rental, skiff storage and launching facilities, sport fishing, sightseeing, ice making and sales, excursion boats, passenger transportation on water, mariculture and aquaculture support facilities, coastal access ways, educational and historic displays and exhibits, specialized marine-related programs, passive recreation, marine-related merchandise stores, Harbor Offices, public safety facilities, maritime emergency use, vehicle access, and limited parking.
- 4. Pier Expansion.** Expand the width of the Harford Pier stem to the extent of the historic pier footprint to support coastal dependent uses, increase water access, and improve fire ingress/egress.
- 5. Limited Parking.** Allow limited parking on Harford Pier consistent with the applicable fire authority requirements. Within six months of Commission action on this amendment (i.e., prior to May 16, 2007), the Port shall submit for Coastal Commission Executive Director review and approval, a Harford Pier Parking Plan that accommodates commercial fishing needs and public access. Changes to parking and circulation patterns on Harford Pier (other than emergency closures and operation and maintenance activities covered under existing coastal permits) that change the density or intensity of use of the land, or change the intensity of use of water, or of access thereto, shall require a coastal development permit from the California Coastal Commission.



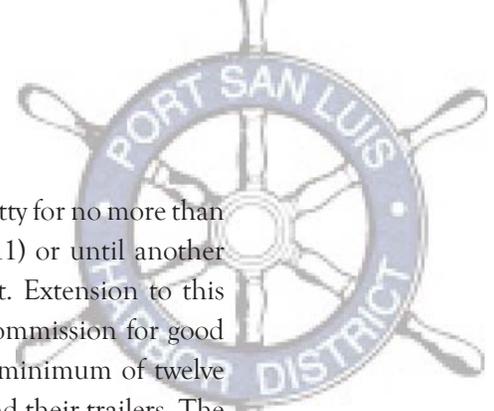
**6. Rehabilitation.** Rehabilitate the entire pier from the stem to the terminus. Repair or replace pilings, substructure railings, fender systems, and infrastructure through a phased approach.

**Harford Landing.** The following goal and policies apply only to the Harford Landing Planning Sub-Area. The County of San Luis Obispo administers coastal development permits for Harford Landing.

**Goal:**

**A land area that is physically and financially supportive of coastal dependent, coastal related and visitor-serving functions that are on and around Harford Pier and the San Luis Obispo Bay waterfront.**

- 1. District Presence.** Maintain an official presence at Harford Landing; however, the Port may relocate the primary Harbor Offices and maintenance complex to another location on Port property.
- 2. Beneficial Use.** Provide efficient, safe, and convenient parking and circulation to benefit all users. Changes in parking and circulation patterns on Harford Landing (other than emergency closures and operation and maintenance activities covered under existing coastal development permits) that change the density or intensity of use of the land, or change the intensity of use of water, or of access thereto, shall require approval a coastal development permit from the California Coastal Commission or from the County depending on the projects location in relationship to the jurisdictional boundary shown on the map in Appendix C.
- 3. Limitation on Use.** Allow uses and developments on Harford Landing that are supportive of coastal dependent, coastal related, or visitor uses for Harford Pier and San Luis Obispo Bay waterfront. Permitted uses on Harford Landing shall include public parking, commercial and recreational fishing support facilities, support facilities, retail and wholesale seafood sales, boat repair, fuel storage and handling, eating and drinking establishments, yachting and rowing clubs, boat rental, boat storage and launching facilities, sportfishing, sightseeing facilities, boat engine repair and sales, marine supply, aquaculture and mariculture support facilities, overlooks, paths, trails, transit station (shuttle stop), visitor center, educational and historic displays and exhibits, passive recreation, food and beverage retail sales, marine related merchandise sales, outdoor seasonal sales and retail events, Harbor Offices, public safety facilities, accessory storage, temporary events, restrooms, and showers.



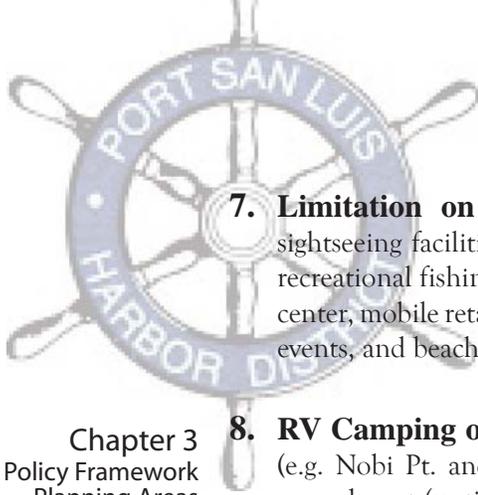
- 4. RV Camping on Harford Landing.** RV camping is allowed on the Jetty for no more than 5 years following approval of this amendment (until November 16, 2011) or until another suitable location is established on Port property, whichever occurs first. Extension to this time frame may be granted by the Executive Director of the Coastal Commission for good cause. RV camping is allowed within the East Parking Lot, provided a minimum of twelve parking spaces shall be reserved for those vehicles pulling trailer boats, and their trailers. The balance of the East Parking Lot shall be mixed use parking, with priority given at all times to vehicles with trailer boats. RV camping shall not be permitted in any other area of the Harford Landing.

**Beach and Bluffs.** The following goal and policies apply only to the Beach and Bluff Areas. The Coastal Commission administers coastal development permits for the beaches up to the mean high tide line. The County of San Luis Obispo administers coastal development permits for areas landward of the mean high tide line in the Beach and Bluff Area, including the bluff overlooks and areas within the County right of way.

**Goal:**

**Maximize public access and recreation opportunities within the Beach and Bluff planning sub-area and provide open space and complementary facilities where appropriate.**

- 1. Public Space.** The Port shall provide space for public viewing opportunities and public parking at the bluff overlooks, consistent with the protection of coastal water quality and public safety needs including shoreline hazards and the stability of the bluffs. New development on the bluff overlooks shall be sited and designed to protect views to and along the ocean, be visually compatible with the character of the surrounding area, and, where feasible, restore and enhance visual quality in visually degraded areas. Parking improvements on the bluff overlooks shall include water quality protection measures to filter and/or treat storm runoff containing typical vehicular contaminants such as oil and grease.
- 2. Vertical Access.** Provide adequate, safe, and convenient public access to beaches.
- 3. Lateral Access.** The County of San Luis Obispo will provide and maintain lateral public access along the seaward side of Avila Beach Drive via informal or formal paths and /or sidewalks. The Harbor District will coordinate District maintained access ways to connect with them where possible.
- 4. Small Craft Launch.** Allow public vehicle access to Olde Port Beach free of charge for boat launching purposes consistent with public safety needs and natural resource protection.
- 5. Coordinate Development.** Coordinate planning and development of the Beach and Bluff areas with the development of visitor serving uses on Harbor Terrace.
- 6. County Right-of-Way.** Prohibit relocation of Avila Beach Drive unless necessary for public safety purposes or to enable safe access to Harbor facilities.



Chapter 3  
Policy Framework  
Planning Areas

**7. Limitation on Use.** Allow overlooks, paths, trails, parking, picnicking, restrooms, sightseeing facilities, interpretive displays and exhibits, passive recreation, commercial and recreational fishing, boat rental, small boat launching facilities, camping, trolley stop, visitor center, mobile retail vendors, outdoor events, public safety facilities, coastal related temporary events, and beach nourishment.

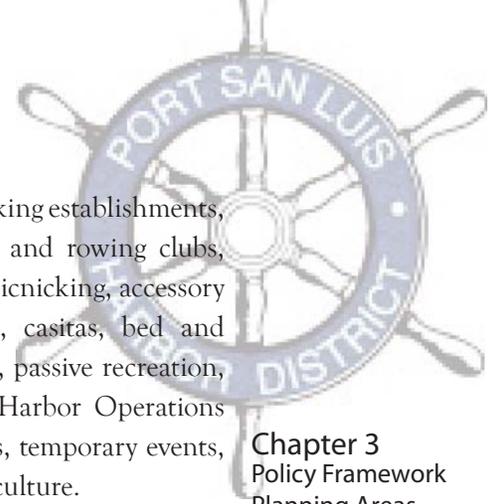
**8. RV Camping on Bluff top Overlooks.** RV camping is allowed on bluff top overlooks (e.g. Nobi Pt. and Woodyard) for no more than 5 years following approval of this LCP amendment (until November 16, 2011) or until another suitable location is established on Port property, whichever occurs first. Extension to this time frame may be granted by the County Planning Director and the Executive Director of the Coastal Commission for good cause.

**Harbor Terrace.** The following goal and policies apply only to the Harbor Terrace Planning Sub-Area. The County of San Luis Obispo administers coastal development permits for Harbor Terrace.

**Goal:**

**Harbor Terrace encompasses a mix of uses that enhances the public's enjoyment of the Port, serves the needs of harbor users, and may augment Port income.**

- 1. Development Intent.** Development of the Harbor Terrace Planning Sub-Area shall provide a range and mix of uses, with emphasis on coastal related and visitor serving uses, so that the land is financially and physically supportive of Harbor District operations.
- 2. Harbor Users.** Reserve area on Harbor Terrace to accommodate current and future Harbor District and other user needs including gear storage, trailer boat storage, and other harbor uses.
- 3. Visitor Uses.** Provide visitor-serving retail uses that are complementary to the harbor so that this area may enhance the public's enjoyment in ways that financially and physically support the District's public functions. Include overnight accommodations and commercial uses according to market demand and feasibility. Overnight accommodations shall include affordable visitor serving facilities.
- 4. Environmental Performance.** Encourage new development to integrate site and building design techniques that are environmentally sensitive and energy conserving.
- 5. Pedestrian Access.** New visitor serving developments on Harbor Terrace shall incorporate measures to provide safe pedestrian access onsite and coordinate access to the beach and other Port facilities.



**6. Limitation on Use.** Allow trailer boat and gear storage, eating and drinking establishments, food and beverage retail sales (e.g., market or commissary), yachting and rowing clubs, paths, trails, scenic overlooks and sightseeing facilities, public parking, picnicking, accessory storage, hotels and motels (camping, bungalows, tent cabins, inns, casitas, bed and breakfast), recreational vehicle parks, meeting facilities, group camping, passive recreation, communication facilities, specialized programs, outdoor retail sales, Harbor Operations (including offices, storage and maintenance yard), public safety facilities, temporary events, interpretive displays and exhibits, shuttle station, aquaculture and mariculture.

**7. Trailer Park.** The existing trailer park shall be closed, consolidated, or relocated consistent with the California Harbors and Navigation Code §6086 and Government Code §65863 prior to, or concurrent with, any approved development of the site. The mobile home park shall be consolidated, closed, or relocated, in a manner that maximizes the area available for coastal dependent and coastal related land uses prior to or concurrent with any approved development of the site.

**8. Parcel Acquisition.** The Harbor District shall pursue acquisition of necessary property adjacent to Harbor Terrace to implement the Port Master Plan Improvements.

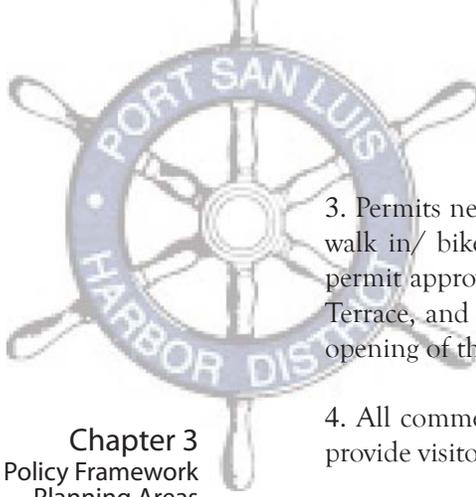
**9. Service Restriction.** Prohibit extension of roads, infrastructure, services, or other development connections through the Harbor Terrace property to other non-Harbor District properties. This restriction does not preclude trailhead connections.

**10. Harbor Terrace Planning Criteria.** Development plans for Harbor Terrace shall be evaluated according to the following criteria:

**a.** Proposed uses of the Harbor Terrace site shall include sufficient area for the highest priority coastal-dependent and coastal-related uses. Other uses shall be designed and constructed to avoid interferences with coastal-dependent and coastal-related uses. To ensure that future development of the Harbor Terrace provides adequate facilities necessary to serve the highest priority uses and does not reduce opportunities for lower cost visitor serving uses and coastal access and recreation, future development proposals shall provide the following:

1. A minimum of 70 trailer boat storage spaces, 20 marine gear storage spaces, 48,000 square feet of general public parking (which includes public parking for a possible Harbor Office meeting room), and 10,000 square feet of expansion area that will be reserved to accommodate coastal-dependent and coastal-related uses. These uses shall be located in the western and southwestern portions of the site in order to maximize proximity to the coast and other associated harbor facilities, unless another location is equally sufficient.

2. A minimum of one (1) lower-cost campsite (car or walk-in/bike-in tent campsite) must be provided for every one and a half (1.5) unit of hotel/motel (cabin, bungalow, inn, yurt, casita) development. A minimum of one (1) lower-cost campsite (car or walk-in/bike-in tent campsite) must be provided for every three (3) RV campsites.



**Chapter 3**  
Policy Framework  
Planning Areas

3. Permits necessary to construct the minimum number of lower-cost campsites (car or walk in/ bike-in tent campsites) must be approved prior to or concurrently with any permit approval for hotel/motel and/or commercial retail development on the Harbor Terrace, and the lower-cost campsites must be available for use within one year of the opening of the hotel/motel and/or commercial retail development.

4. All commercial uses must serve coastal dependent uses, coastal-related uses and/or provide visitor-serving uses.

5. With the exception of an on-site campground host or campground facilities manager, all overnight accommodations to be developed on the Harbor Terrace shall be exclusively available to the general public for transient occupancy. The establishment or conversion of overnight accommodations to a private or members only use (e.g. timeshares or condominiums), or the implementation of any program to allow extended and exclusive use or occupancy of the facilities by an individual or limited group or segment of the public is prohibited.

6. Specialized programs and temporary events are subject to land use approval consistent with the LCP. Outdoor events conducted on the site shall be planned and staged so that noise generated by the event, attendees, and traffic is minimized. Temporary events shall not interfere with harbor operations and boating and fishing activities.

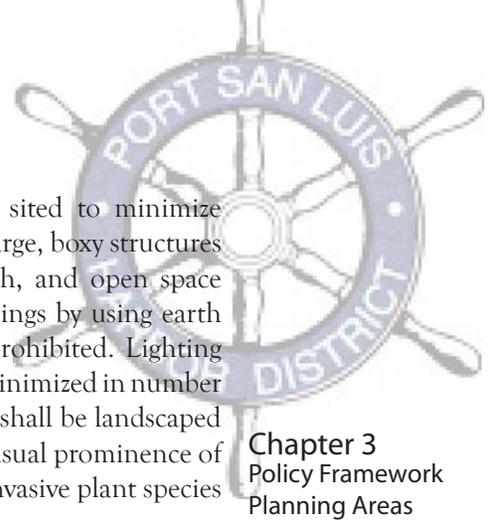
**b.** New development shall be sited and designed to minimize the visual impacts of the development, including those related to light and glare, in order to preserve the scenic quality of the area as viewed from public viewing areas, adjacent roads, piers, beaches, and the ocean. Special attention shall be given to maintaining character of the Harbor area. This shall be accomplished by:

1. Restricting the development of commercial retail facilities and structures (eating and drinking establishments, food and beverage retail sales, commissary, market, meeting rooms, parking, etc.) to the lower previously graded portions of the site, as depicted in Conceptual Harbor Terrace Plan Figure 15.

2. Limiting commercial retail facilities/structures and the harbor office/shop to two-stories with a maximum height of 25 feet.

3. Limiting hotel motel units (yurts, cabins, inns, casitas, bungalows) to single-story with a maximum height of 15 feet.

4. Limiting the use of APN 076-171-021 to walk-in/bike-in camping. The small, previously disturbed area on the northwest portion of the parcel adjacent to the existing access road may be used for structures necessary to serve the walk-in/bike-in campsites. No new road development or road improvements shall occur on APN 076-171-021, and vegetation removal shall be minimized. Each walk-in/bike-in site shall be limited to a level area or platform for a tent, a picnic table, a fire ring, and a water spigot.



**Chapter 3**  
**Policy Framework**  
**Planning Areas**

5. Requiring that all development to be designed, colored, and sited to minimize visibility within the public viewshed. New development shall avoid large, boxy structures by providing variations in height, articulated roof forms and pitch, and open space view corridors. Structures shall blend in with the natural surroundings by using earth toned colors and materials. Reflective materials and finishes are prohibited. Lighting (particularly overhead street lights should they be necessary) shall be minimized in number and shall be shielded to orient lighting downward. All development shall be landscaped with native vegetation appropriate to the site in order to soften the visual prominence of the new development and to restore the visual qualities of the site. Invasive plant species are prohibited.

6. Requiring that landscape plans and appropriate irrigation plans be submitted with new developments. Plans shall identify revegetation areas necessary to stabilize slopes and planting areas necessary to minimize visual impacts of grading/terracing and the proposed use of the site. Landscape plans shall utilize native plant species appropriate to the site, and shall be designed to minimize the visual impact of all development on the site as viewed from public viewing areas, piers, beaches, and the ocean. Alteration of natural landforms is to be minimized and any areas of cut/grading shall immediately be re-seeded using a native seed mix.

7. Requiring a restroom building or other structures necessary to serve the campsites to be sited in the least visible portions of previously disturbed areas, and designed and landscaped to prevent its visibility from public view.

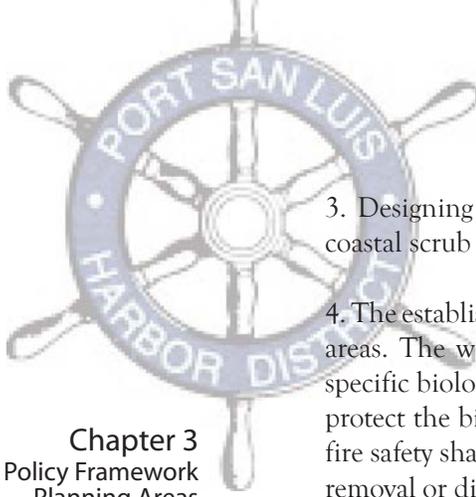
8. Requiring that any improvements or additions to the existing water tank to be limited to the minimum necessary to provide approved site development with water storage for domestic supply and fire protection purposes; shall be placed underground to the greatest degree feasible; and shall be sited, colored, and landscaped to minimize visibility from public viewing areas (including roads, piers, beaches, and offshore areas).

9. Requiring at the time of coastal development permit application, or as part of an environmental review document, a detailed visual analysis which demonstrates that the visual and scenic character of the site will be preserved and improved where possible.

**c.** To protect and enhance sensitive biological resources and habitat areas, including water quality, on and adjacent to the Harbor Terrace site, the following measures shall include, but are not limited to:

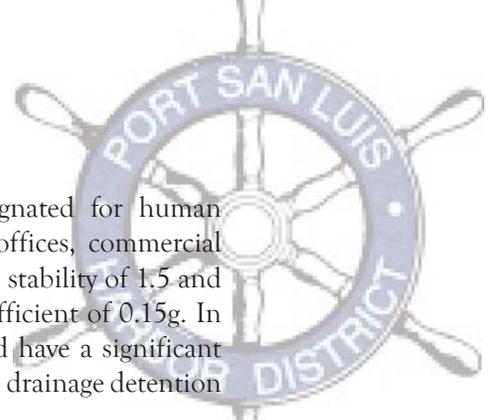
1. The revegetation of all cut slopes with native species of local stock appropriate to the site. Invasive plant species are prohibited.

2. The replacement of all oak trees in areas adjacent to existing oak woodland habitat, if the removal of such oak trees cannot be avoided. The number and replacement of trees shall be adequate to ensure that an equal or greater number of oak trees, in comparison to the number of trees removed, will be successfully established. A tree replacement program, including long-term maintenance measures, shall accompany any development plan that involves the removal of existing oak trees. This program will include strategies for improving natural oak recruitment.



**Chapter 3**  
Policy Framework  
Planning Areas

3. Designing grading and construction activities to avoid disturbance of habitat (e.g. coastal scrub habitat) and minimize the removal of oak trees.
  4. The establishment, management, and maintenance of setback or buffer zones as habitat areas. The width of such setback/buffer areas shall be determined through a project specific biological analysis that identifies the minimum setback/buffer area necessary to protect the biological productivity of sensitive habitat areas. Setback areas necessary for fire safety shall be identified in the development plan and shall be designed to avoid the removal or disturbance of habitat areas. The width of the vegetative buffer area provided for the coastal stream adjacent to Diablo Canyon Road shall be no less than 50 feet.
  5. Providing information to future guests regarding nature viewing opportunities.
  6. The provision of designated areas for pets so that native habitat areas are avoided.
  7. Grading for approved development shall be designed and implemented to minimize sedimentation impacts on adjacent surface water bodies including coastal streams and San Luis Bay. Construction activities such as grading and clearing shall be scheduled to avoid the rainy season.
  8. Minimize impervious surfaces and install post development BMP's to capture, infiltrate, and/or treat storm water runoff. The objective of drainage improvements shall be to avoid any increase in the quantity and intensity of storm water runoff exiting the site. Post construction BMP's shall be designed with adequate capacity to accommodate, at a minimum, the 85th percentile 24-hour runoff event.
  9. If drainage facilities are proposed to flow into the stream/drainage channel adjacent to Diablo Canyon Road, the stream channel shall be restored to provide both flow capacity and natural habitat.
  10. Filtering all drainage from parking facilities by using vegetated swales or oil/water separators to limit oil/grease pollution and the intensity of flow commonly associated with parking lots.
  11. Use all BMP's possible to limit water quality impacts and eliminate to the greatest degree feasible the need for additional culverts and ocean/beach disposal points.
- d.** Potential impacts to cultural resources shall be evaluated by all development proposals on the Harbor Terrace site, and the protection and/or mitigation for any significant resources identified shall be incorporated into the proposed site design in coordination with SHPO and the local Chumash tribe. Archeological field surveys shall be conducted prior to construction activities on the Harbor Terrace. In accordance with Section 23.05.140 of the CZLUO, all construction activities shall cease should resources be identified during construction. In such an event, construction activities shall not re-commence until measures protecting and/or mitigating impacts to archaeological resources have been developed and approved by Planning Director, Environmental Coordinator, SHPO, and the Chumash tribe. No development shall occur west of Diablo Canyon Road other than restoration of the existing drainage course, and any cultural/archaeological preservation activities that have been coordinated and approved by the State Historic Preservation Officer and representatives of the appropriate Chumash tribe.



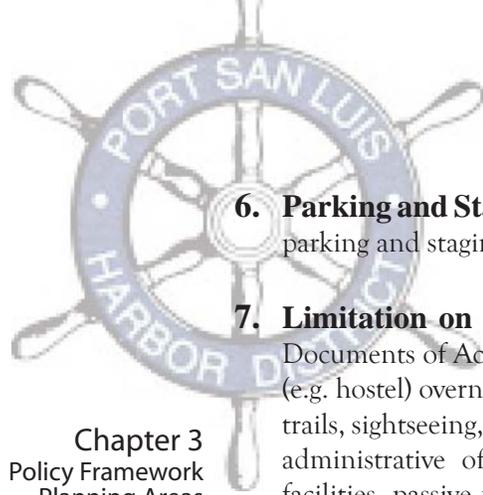
- e. To reduce hazards on the Harbor Terrace, new structures designated for human occupation and use (e.g. hotels, motels, campsites, parking lots, offices, commercial areas) must demonstrate a static factor of safety with respect to slope stability of 1.5 and a pseudostatic factor of safety to 1.1, using a horizontal seismic coefficient of 0.15g. In addition, uses on the Harbor Terrace or slopes above it that would have a significant potential to saturate the soils and add further slope instability, such as drainage detention basins or septic systems, shall be prohibited.

**Lightstation.** The following goal and policies apply only to the Lightstation Planning Sub-Area. The County of San Luis Obispo administers coastal development permits for the Lightstation Planning Sub-Area.

**Goal:**

**A fully restored and protected facility that serves as an educational, historic, and recreation site, supported by managed access and predominantly external funding.**

1. **Port San Luis Lightstation.** Unlike the other properties owned and maintained by the Port San Luis Harbor District, the Lightstation Planning Sub-Area is located within the rural portion of the San Luis Bay Planning Area. In order to maintain the integrity of the Port San Luis Harbor Master Plan, standards that apply to the Lightstation Planning Sub-Area of the Port San Luis Harbor Master Plan are found in the Avila Beach Urban Area Standards, of the LCP. All development within the Lightstation Planning Sub-Area is to be in conformity with the applicable Avila Beach Urban Area Standards.
2. **Port San Luis Lightstation Historic Structures Report and Treatment Plan Included by Reference.** The Point San Luis Lightstation Historic Structures Report and Treatment Plan, and any amendments made thereto, is hereby incorporated as though it were fully set forth here. All development within the Lightstation Planning Sub-Area is to be in conformity with the National Park Service approved Treatment Plan and documents of Utilization and Acquisition, as well as all other applicable LCP standards.
3. **Historic Character.** The Harbor District shall restore and protect the historic character of the lighthouse facility pursuant to the approved Lightstation Treatment Plan.
4. **Managed Access.** The Harbor District and County shall provide managed public access to the Point San Luis Lighthouse (e.g., trail, access staging, kayak, shuttle) and improve connections between the Lighthouse and other Port properties. The Harbor District and County shall actively pursue public access alternatives and road improvements to enhance land access opportunities to the Lightstation. Alternatives and enhancements may include, but are not limited to: lot line adjustments, land acquisitions, and easements to secure alternative access routes; road improvements; removal of barriers to access; multi-passenger vehicle access; construction of improved pedestrian/bicycle pathways from Avila Beach to the Lightstation entrance.
5. **Port San Luis Lighthouse - Access.** Public access is to be by foot or by shuttle service, with costs borne by users. Public automobile access is prohibited.



**6. Parking and Staging.** Allow remote parking on Port property or provide other appropriate parking and staging to accommodate visitors to the Lighthouse.

**7. Limitation on Use.** Allow uses that comply with deed restrictions and the Lighthouse Documents of Acquisition and Utilization, including docent-led access, camping, lower-cost (e.g. hostel) overnight accommodations (only in existing buildings), special events, paths and trails, sightseeing, picnicking, historic sites and museums, specialized programs, boat storage, administrative offices, maintenance shop, boat launching, water taxi, communication facilities, passive recreation, temporary events, and lighthouse-related gift or novelty shop. These uses are only allowed if they are low intensity and stay within the capacity of the Lightstation site, including but not limited to, public safety, environmental constraints, and rural character.

**8. Permit Requirements.** Coastal Development Permit approval is required for changes in use temporary events, special events, and specialized programs to be held at the Lightstation.

RECREATION: The following goals and policies apply to areas within the Recreation land use category of the Port San Luis Harbor District.

**Avila Beach, Pier, and Parking Lot.** The following goal and policies apply to the Avila Planning Sub-Area (Beach, Pier, and Parking Lot). The Coastal Commission administers coastal development permits for Avila Pier and up to the mean high tide line on Avila Beach. The County of San Luis Obispo administers coastal development permits for beach areas landward of the mean high tide line and the public parking lot.

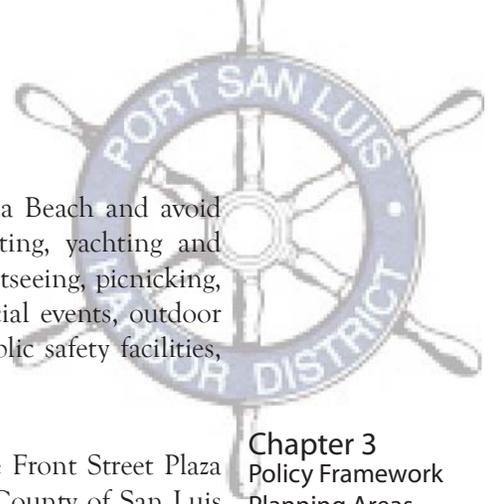
**Goal:**

**An attractive recreational beach and pier, convenient and adequate parking, and complementary coastal dependent, marine-related, and visitor-serving retail establishments in appropriate locations.**

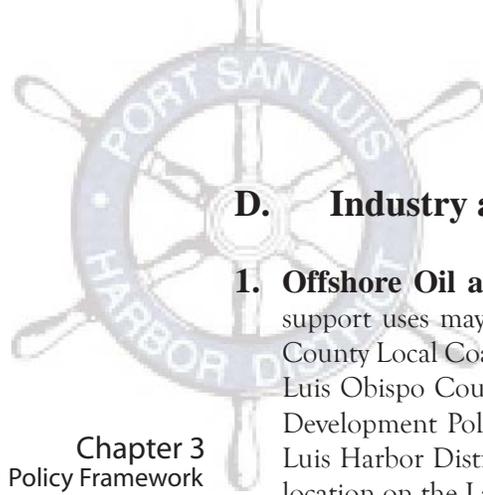
**1. Recreational Value.** Provide opportunities for fishing, passive recreation, and other compatible waterfront recreational uses at Avila Beach and Pier. Future recreation uses at Avila Beach should be compatible with the Avila Beach Specific Plan.

**2. Water Access.** Provide a mix of water access facilities at Avila Pier.

**3. Acquisition Proposals.** Consider any proposal to acquire, operate, improve, and maintain all of the Port's Avila Beach properties, as an entire package, from responsible public entities that shall continue to maintain these properties in the public trust.



- 4. Limitation on Use - Avila Beach.** Maintain existing uses at Avila Beach and avoid cluttering the area with unnecessary structures. Allow fishing, boating, yachting and rowing clubs, temporary boat storage, boat rentals, boat launching, sightseeing, picnicking, overlooks, aquaculture, coastal access, passive recreation, outdoor special events, outdoor sports and recreation, non-motorized recreation equipment rental, public safety facilities, shoreline protection, and temporary events.
- 5. Vehicle Access on Pier.** Allow restricted vehicle access through the Front Street Plaza to the Pier with oversight and permission of the Harbor District and County of San Luis Obispo.
- 6. Limitation on Use - Avila Pier.** New uses shall be in support of coastal dependent, coastal related, marine related visitor serving, or marine related recreational uses with a maximum buildout potential of 6,000 square feet. The pier terminus may be developed in one or more leaseholds, provided that individual structures do not exceed 2,000 square feet. Structures are limited to single-story with a maximum height of 15 feet. The location of new structures and related pier improvements are to be consistent with an updated Figure 18 Conceptual Avila Pier Plan. New development must incorporate appropriate lighting, building materials, and design elements. Proposals must meet fire authority requirements, parking requirements, Port Master Plan design recommendations for Avila Pier, and be approved at a public hearing of the Harbor Commission. Allow commercial and recreational fishing, coastal access, marine related wholesale and / or retail, yachting and rowing clubs, boat rental, small boat temporary storage, launching facilities, sportfishing, sightseeing facilities, other marine-related facilities, aquaculture, direct seafood sales (from docked boats), educational, historic and fisherman's marine-related displays and exhibits, passive recreation, food and beverage sales in conjunction with marine related facilities, restrooms, outdoor retail events, public safety facilities, accessory storage, and major emergency use.
- 7. Parking Standard.** The Harbor District may use revenues from a paid parking program to support Avila Beach, Pier, and Parking Lot public facilities. Minor Use Permit approval is required for any substantial parking fee increases above the existing parking rate of \$5.00 per day. For the purposes of this standard, a substantial increase in fees means an increase of 20% or more in any give year or on a cumulative basis over any five consecutive year period.
- 8. Limitation on Use - Avila Parking Lot.** Allow parking and related landscaping, overlooks, restrooms, shuttle or transit station, outdoor retail sales, temporary events, public safety facilities, accessory storage, eating and drinking places, affordable workforce housing, and visitor uses consistent with the Avila Beach Specific Plan.



## **D. Industry and Energy Development**

- 1. Offshore Oil and Crew Base and Support Uses.** Offshore oil and crew base and support uses may be approved only after amendments to the Port San Luis Master Plan, County Local Coastal Program and a vote in favor by a majority of the resident voters in San Luis Obispo County in accordance with Measure A as described in Energy and Industrial Development Policy 1A of the LCP Policy Document, and Section 8.115 of the Port San Luis Harbor District Code of Ordinances that authorize the proposed use and the specific location on the Landfill Area where the use is proposed.
- 2.** Emergency use of the Port's facilities by any vessels may be allowed in the event of any serious emergency, but first must receive permission and follow the directions of the Harbor Manager or his/her designated representative.