

COUNTY OF SAN LUIS OBISPO

THE LAND USE AND CIRCULATION ELEMENTS
OF THE SAN LUIS OBISPO COUNTY GENERAL PLAN

SAN LUIS BAY AREA PLAN

Coastal

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ADOPTED BY
THE SAN LUIS OBISPO COUNTY BOARD OF SUPERVISORS
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COUNTY OF SAN LUIS OBISPO

Amended

May 5, 1992	Ord. 2544
September 7, 1993	Ord. 2634
December 13, 1994	Ord. 2702
October 8, 1996	Ord. 2776
October 17, 2000	Ord. 2919
April 2, 2002	Ord. 2968
June 14, 2005	Ord. 3069

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CHAPTER 1: INTRODUCTION

This report describes county land use policies for the Coastal Zone portion of the San Luis Bay Planning Area, including regulations which are also adopted as part of the Land Use Ordinances and Local Coastal Program. This area plan allocates land use throughout the planning area by land use categories. The land use categories determine the varieties of land use that may be established on a parcel of land, as well as defining their allowable density and intensity. A list of allowable uses is in Chapter 7 (Coastal Table O) of Framework for Planning.

Specific development "standards" are included in this report to address special problems and conditions in individual communities. Standards for public services, circulation, and land use are found in Chapter 8 (Planning Area Standards) and provide criteria for detailed evaluation of development projects. The text of this report, other than Chapter 8, is for general planning guidance only and is not to be used as a basis for approval or disapproval of development or land division proposals. Careful reading of the planning area standards will assist creating projects that are consistent with adopted policies and regulations.

Proposed "programs" are also noted at the end of the chapters on public services (Chapter 3), circulation (Chapter 4), land use (Chapter 6), and combining designations (Chapter 7). Programs are non-mandatory actions recommended to be initiated by the communities through the county or other specified public agency, to work toward correcting local problems or conditions. They are also intended to support community objectives in implementing the general plan. Because many recommended programs involve public expenditures, their initiation will be dependent upon the availability of funding.

In addition to the land use categories, programs and standards, one or more combining designations have been applied to specific areas. Combining designations identify potential natural hazards and locations of notable resources. The designations are shown on the maps following Chapter 8.

This report also initiates the Resource Management System in this planning area. Three estimated population thresholds are provided for the levels of severity for the resources of water supply, sewage disposal, schools and roads.

The San Luis Bay Planning Area encompasses the south central coastal portion of the county, extending from Point Buchon and Montana de Oro on the north to the Nipomo Mesa on the south, inland as far as Highway 227 and Orcutt Road northeast of Arroyo Grande. This includes the "Five Cities" urban areas of Pismo Beach, Grover City, Arroyo Grande, Oceano and Halcyon, the urban area of Avila Beach, as well as remaining agricultural and rural lands. The planning area encompasses 56,751 acres or 89 square miles and contains several district rural areas that are described in this report. These include See Canyon, Squire Canyon, the Irish Hills, Price Canyon, Arroyo Grande Valley and Cienega Valley.

Avila Beach Urban Area

The Avila Beach urban area includes an area bounded on the east by Highway 101, the city of Pismo Beach on the south, the ocean on the west and the Irish Hills to the north. It includes the Avila Valley area, the private recreation development of the San Luis Bay Club, the Avila townsite and the Port San Luis area extending along the bay front.

Avila Beach is one of the main recreation/tourist areas of the county and is one of the most popular beaches in the county. This resort orientation is expected to continue; however, development in outlying portions of the urban area could lead to substantial population increases that could alter the community character.

The city of Pismo Beach occupies the narrow coastal band from Ontario Grade on the north to the cities of Grover City and Arroyo Grande on the south and east. The LUE covers only areas between city limits and urban reserve lines; however, the land use categories shown within the city limits of Pismo Beach are also included to support understanding of relationships to surrounding land uses.

Pismo Beach has historically been oriented to recreation and tourism and is a desirable retirement area. It is expected that tourism will continue to be reinforced through long-range plans for development of coastal facilities. There have also been recent proposals for major development east of Highway 101 that would lead to substantial residential growth in Pismo Beach. The continued attraction of the community for retirement purposes could be substantially altered by rising housing costs and property values in the coastal communities.

Grover City Urban Area

Grover City is the second largest of the "Five Cities" communities and is bordered on the east by Arroyo Grande, on the north by Pismo Beach and on the south by the unincorporated community of Oceano. Since Grover City is bordered by incorporated cities on two boundaries, its only interaction with lands under county jurisdiction occurs at its interface with the community of Oceano. The Land Use Element is applicable to lands outside the corporate limits and the urban reserve line for Grover City is coterminous with the existing city limits; therefore, the area and uses inside the city are discussed only as necessary to support understanding of the relationships to adjacent unincorporated lands in Oceano.

Future growth and development of Grover City is expected to be mainly in-fill. The only potential expansion would be southerly into Oceano and unless public opinion in both communities changes substantially, Grover City's expansion will be minimal.

Oceano Urban Area

The Oceano urban area is the unincorporated area lying south of the Pike and the cities of Grover City and Arroyo Grande, extending east to Halcyon Road and bordered on the south by Arroyo Grande Creek. The urban area also includes the religious community of Halcyon. Oceano contains facilities that are of importance to the county as a whole (i.e., Pismo State Beach, Oceano Airport), but it is expected to remain heavily dependent on the larger urban complex for commercial uses and employment opportunities. Much of Oceano is already subdivided into residential lots of various sizes. The community also has adequate existing water distribution and sewage collection systems serving the urban area, the most costly of urban services on the existing lots, as well as new subdivisions on some of the larger vacant parcels.

Each of the communities in the "Five Cities" area take pride in their individual identity and Oceano is no exception. For Oceano, this identity was probably given its most recognized form through a 1974 proposal to incorporate Oceano as a city separate from either Grover City or Arroyo Grande. This request was denied by LAFCo for several reasons, including a projected increase in tax rates for the new city's residents and the lack of an adequate tax base available to support the new city. The LAFCo study further concluded that the proponents of incorporation "work with either of the two adjacent cities toward annexation to one, or consolidation of the two cities with the Oceano community for local control and community benefit." This issue is still of great concern within the community and will remain a problem since LAFCo's state guidelines discourage formation of a new city against the boundaries of an existing city.

Arroyo Grande Urban Area

The city of Arroyo Grande is the largest of the "Five Cities" communities, and is bordered by Pismo Beach and Grover City on the west and northwest, and agricultural or rural residential lands on the north, east and south. The Arroyo Grande urban reserve line is coterminous with the existing city limits and also includes an island of unincorporated lands adjacent to El Camino Real, between Oak Park Boulevard and Brisco Road. It is surrounded by and essentially a part of the city. As with the other incorporated cities, the lands within the corporate limits of Arroyo Grande are discussed and mapped only as necessary for understanding of their relationships to surrounding uses.

The physical setting of Arroyo Grande has led to many controversies since there are substantial areas of "prime" (defined and mapped in the Arroyo Grande General Plan as Class I and Class II soils) agricultural land within the city limits and immediately adjacent to the city. The most important agricultural lands are on the valley floor adjacent to Arroyo Grande Creek where deep, fertile soils support row crops and orchards. There has been substantial controversy about whether these agricultural lands should be annexed to the city, but the general plan policy calls for directing development toward marginal agricultural areas and away from prime lands.

The Arroyo Grande city limits includes substantial areas intended for urban development that could add approximately 1,700 dwelling units to the city's housing stock. It is expected that Arroyo Grande will continue to grow as a residential community and most of the residents will travel to employment centers else where in the region.

CHAPTER 2: POPULATION AND ECONOMY

The San Luis Bay Planning Area contains a major portion of the county population, approximately 30,940 persons or 21% of the countywide total. Growth within the planning area has been occurring slightly faster than the countywide average. The Pismo Beach/Avila Beach area increased in population by approximately 21.5% between 1970 and 1976; the Arroyo Grande-Grover City-Oceano area by approximately 29.5%. By comparison, county population increased approximately 25.4% during the same six year period.

The growth pattern has reflected the attractiveness of environment in coastal and adjacent rural areas, as well as the lower costs of obtaining housing than in the nearby San Luis Obispo area. The age structure for communities in the planning area indicate that the number of elderly persons is substantially above the countywide average of 12.3% thus indicating the desirability of the area for retirement.

Population growth is expected to slowly decline as county and state growth rates also decline. Area population is projected to approach 46,080 by the year 2000, increasing about 48% in slightly over 20 years.

Table A contains population projections for the planning area, excerpted from countywide projections found in Framework for Planning. For comparison, Table B contains projected absorption capacity, which is the potential planning area population resulting from unconstrained growth and fully-occupied development to the maximum permitted in each land use category Framework for Planning offers a more detailed discussion of absorption capacity).

Avila Beach Urban Area

Avila Beach has experienced a decline in population in recent years (the only community in the planning area to show a decline), dropping from 400 people in 1970 to 386 in 1977. This situation is expected to continue; however, recent development will provide additional dwelling units to accommodate small population increases.

Avila Beach will continue to be one of the main recreation/tourist areas of the county as it enjoys some of the finest beaches along the coastline. During the summer season it is not unusual for the community's daytime population to multiply in size as swimmers and bathers flock to the beach. This resort orientation is expected to continue as there is little urban expansion being proposed for townsite property. However, developments proposed for outlying portions of the community could lead to a considerable population increase within the urban reserve line.

TABLE A								
POPULATION PROJECTIONS SAN LUIS BAY PLANNING AREA								
YEAR	Avila Beach	Pismo Beach	Arroyo Grande	Grover City	Oceano	Rural Area	TOTAL PLANNING AREA	% OF COUNTY
1979	386	5,116	10,343	8,350	3,967	2,479	30,641	21.17
1980	396	5,341	10,674	8,534	4,126	2,532	31,603	21.11
1985	419	5,999	11,843	9,510	4,657	2,751	35,179	20.80
1990	442	6,653	13,076	10,598	5,137	2,888	38,794	20.91
1995	465	7,195	14,303	11,592	5,619	3,032	42,206	20.85
2000	488	7,782	15,645	12,680	6,146	3,184	45,925	20.84

TABLE B							
ABSORPTION CAPACITY ¹ SAN LUIS BAY PLANNING AREA							
LAND USE CATEGORIES ²	Rural	Arroyo Grande	Arroyo Grande Fringe	Avila Beach	Oceano	Pismo Beach	TOTAL
Agriculture	645	-	-	-	3	5	653
Rural Lands	786	-	-	6	-	-	792
Residential Rural	368	-	954	-	-	-	1,322
Residential Suburban	2,014	-	7,621	910	-	-	10,545
Residential Single-Family	-	399	-	335	5,394	-	6,128
Residential Multi-Family	-	692	-	1,044	14,896	-	16,632
MAXIMUM ABSORPTION CAP.	3,813	1,091	8,575	2,295	20,293	5	36,072
Existing Population	682	243	2,048	386	3,967	0	7,326
POTENTIAL ADDED POP.	3,131	848	8,527	1,909	16,326	5	28,746
NOTES: 1. Theoretical maximum population at build-out, by land use category. 2. Estimate based on land use categories where principal residences most likely to occur.							

Avila Beach has, for several years, been a community where low-cost housing has been available for college-age/young adult residents. This is reflected in the 1976 Special Census data which indicates 39.1% of the town's population is in the 20-29 age bracket, and the population per household is 1.8 persons as compared to a countywide average of 2.7 persons. This situation is further reflected in the median household income being \$6,825, as compared to the countywide average of \$11,203. The percentage of multiple residential units is also much higher than the countywide average, 28.8% for Avila Beach vs. 6.8% countywide. While mobilehomes comprise 8.2% of the total number of housing units, they have a vacancy factor of 47.1%, further amplifying the resort or second home nature of the community. As future development occurs in the community, it is expected that cost aspect of the housing will begin to increase, but overall community character should continue to be that of a beachside resort town.

Pismo Beach Urban Area

The economy of the city of Pismo Beach is oriented to both the strong attraction of tourism/recreation activities and the desirability of the area as a place of retirement, and a residential community for people who commute to San Luis Obispo. It is anticipated that tourism will continue to be reinforced through long-range plans for development of coastal facilities, and that economic dependency on tourism will remain. The attraction of the community for retirement could be heavily affected by rising housing and property values.

The present population of Pismo Beach is approximately 5,116. Growth rate has been somewhat slower than the neighboring cities of Arroyo Grande and Grover City, but slightly higher than countywide growth rate. This trend is expected to continue for a while and then taper off as the countywide growth rate declines. Projected population, based on an analysis of past trends, is expected to reach 7,782 persons by the year 2000. This growth is expected to occur almost entirely within the existing city limits where urban services will be provided.

The attractiveness of Pismo Beach as a place for retirement is born out by the 1976 special census data indicating the median age of city residents to be 45 years, as compared to 30 years of age for the unincorporated portions of the county. The special census also indicated that the average household size has been declining from 2.3 persons in 1970 to 2.08 persons in 1974, again substantially less than for the unincorporated county at 2.7 persons per household. The age structure of Pismo Beach is similar to other retirement-oriented coastal communities, in that slightly more than 20% of the population is age 65 or over, while a smaller than average proportion of the population, approximately 18% is under the age of 19. The median household income for city residents, according to the 1970 census, was \$8,443, as compared to \$8,738 for the county, and 18.8% of the city resident's had an income below the poverty level, compared to 15.5% countywide. These socio-economic characteristics are important in identifying the need and type of urban services to be provided in the future.

Arroyo Grande Urban Area

NOTE: PORTIONS OF THE TEXT HAVE BEEN DELETED BECAUSE IT ADDRESSES AREAS OUTSIDE OF THE COASTAL ZONE. (LCP)

Grover City Urban Area

The economy of Grover City is directly affected by the recreation/tourism industry in the planning area since many of the visitors to Pismo State Beach come through Grover City. However, Grover City does not have many of the tourist-serving businesses (i.e., motels, RV parks, etc.) that are found in neighboring Pismo Beach. Grover City has been experiencing an increase in service commercial uses and small manufacturing firms.

The population of Grover City is relatively young, with the median age being 28 years according to the 1976 Special Census. The percentage of persons over 65 years of age, 14.5%, is also lower than the neighboring communities and lower than the countywide average. Approximately 33% of the resident population was under age 19 according to the 1974 special census, while the largest percentage of the population, 22%, was between the ages of 45 and 64. The family incomes were revealed to be quite low by the special census data; approximately 26% of the residents indicated earnings of \$2,000 to \$8,000 per year. Average household size was determined to be approximately 2.8 persons per household.

While the Land Use Element does not directly affect the residents of Grover City, the residents may affect land uses and facilities in the nearby unincorporated areas that are part of this plan. Many Grover City residents work and shop in areas outside of the city and these population and economic characteristics are important in identifying the need and type of services to be provided in the future.

Oceano Urban Area

The 1976 special census indicates population growth in Oceano from 2,564 people in 1970 to 3,434 people in 1976, is an increase of 33.9%. This growth is expected to continue as already subdivided lots are built on and some new subdivisions are created. Based on an analysis of past trends, the projected population is 6,146 persons by the year 2000.

An analysis of the special census data indicates that Oceano is attracting both the younger and older segments of the population. The data shows 31% of the population to be under 17 years of age and 13.0% of the residents are 65 or over, compared to 24.7% and 9.7% respectively for the unincorporated county. The young family orientation of the community is further reflected in the median age being 29 years. The average number of persons per household is 2.7% and has not been declining as rapidly as some other areas of the county.

The local economy is directly reflected in the median family income. It is \$7,166, as compared to \$11,262 for the unincorporated county.

Over 57% of the households have incomes less than \$8,000 per year, as compared to approximately 35% for the unincorporated county. The opportunities for employment in Oceano are confined to the few retail establishments in the downtown area, the produce packing sheds and related industries, and the beach resort commercial area. The majority of residents, approximately 40%, are employed in agriculture, a direct reflection of the local orientation to the intensive farming occurring throughout the Arroyo Grande Valley. These socio-economic characteristics are important in identifying the need and type of urban services to be provided in the future.

CHAPTER 3: PUBLIC FACILITIES AND SERVICES

Appropriate level of service for urban, suburban and rural areas are discussed in Chapter 5 of Framework for Planning. This chapter discusses service concerns that directly affect the San Luis Bay Planning Area, particularly their impact on unincorporated areas outside of city limits.

The incorporated cities of Pismo Beach, Grover City and Arroyo Grande are responsible for the administration and planning for all areas within their boundaries. The Land Use Element has been prepared to coincide with the policies of their general plans and the adopted city general plans have been generally reflected on the Land Use Element maps to ensure coordinated land use planning for both the surrounding urban/ suburban fringe and the adjacent areas beyond the urban reserve lines.

A. SPECIAL DISTRICTS

In addition to the three incorporated cities that provide services to city residents, there are eight special districts in the San Luis Bay Planning Area providing various services to both the cities and the unincorporated areas (see Table C).

In order to provide services in a more efficient manner, some district consolidations should be considered. Sanitation services for Arroyo Grande, Grover City and Oceano might be consolidated into one areawide sanitation district. Pismo Beach could also be considered for inclusion, since it is utilizing a portion of the regional treatment plant facilities.

As Avila Beach grows and its services become more clearly defined, a locally-governed community services district may be appropriate. This district could possibly include areas of the community now served by CSA No. 12, Avila Beach County Water District and the Avila Lighting District; as well as possibly including the private service providers such as Port San Luis Harbor District and Union Oil Company.

B. UTILITY SERVICES

Water Supply

Ensuring an adequate water supply is an important issue confronting the future development of the San Luis Bay Planning Area. Decisions involving the need and timing of supplemental water will have far-reaching implications for the entire planning area.

TABLE C
SPECIAL DISTRICTS
SAN LUIS BAY PLANNING AREA

SPECIAL DISTRICT	SERVICE AREA	SERVICES PRESENTLY PROVIDED
County Service Area No. 12	Port San Luis Harbor west of Avila Beach area east Avila townsite including Ontario Ridge, Avila Valley, and Squire Canyon area	Acquisition and distribution of Lopez Reservoir water
Oceano Community Services District	Oceano	Acquisition and distribution of groundwater and Lopez water, street lighting, collection and transporting of sewage, fire protection
Avila Lighting District	Avila Beach	Street lighting
South SLO County Sanitation District	Arroyo Grande, Oceano Halcyon, Grover City	Sewage treatment and disposal
Avila Beach County Water District	Avila Beach	Fire protection, water and sewer service
Port San Luis Harbor	Entire South County from Cuesta Grade to Santa Maria River	Development, maintenance and operations of harbor piers and facilities
Arroyo Grande Public Cemetery District	Arroyo Grande and outlying areas	Full cemetery services
Coastal San Luis Resource Conservation District	Extends from southern Arroyo Grande through Pismo Beach, San Luis Obispo, Morro Bay and Cayucos to join the Las Tablas Resource Conservation District	Prevention of soil erosion, agriculture education and water conservation

Groundwater

The northerly portion of the planning area contains a portion of the San Luis Obispo Creek groundwater basin, which has an estimated total annual recharge of 2,550 acre-feet per year. Most of the groundwater basin lies within the San Luis Obispo Planning Area and agricultural uses consume the majority of the available water. The basin appears to be overdrafted and the urban users that rely on the basin will be facing a potential water shortage in the near future. In order for agriculture to remain viable in the two planning areas that draw on the basin, and in order for urban development to proceed in an orderly fashion, a groundwater basin study should be initiated to determine the basin characteristics and limitations. A supplemental water supply should be sought for the urban uses.

The planning area also contains two other groundwater basins, Pismo and Arroyo Grande. The Pismo Basin is relatively small with a total storage capacity of 30,000 acre-feet. The estimated annual recharge is 2,000 acre-feet per year, but annual consumptive use has been over 2,100 acre-feet, indicating basin is slightly overdrafted.

The Arroyo Grande groundwater basin is much larger and underlies portions of the San Luis Bay and South County Planning Areas. The basin is divided into three sub-units: the Tri-Cities Mesa; the Arroyo Grande Plain; and the Nipomo Mesa. There is also an off-shore aquifer extending westerly from the basin.

The Tri-Cities Mesa and Arroyo Grande Plain sub-units most directly relate to the San Luis Bay Planning Area. These sub-units are generally westerly of Highway 101 and extend from Pismo Beach to the Nipomo Mesa. Groundwater levels in this area have risen over the past several years since the urban areas began using Lopez water to meet their needs. At present, agriculture is the primary user of the groundwater. However, the State Department of Water Resources (DWR) in their July 1979 report on the Arroyo Grande Basin, notes that groundwater levels can be expected to decline as the urban areas begin using the groundwater to meet their needs. This will be necessary since the Lopez water allotments will not be sufficient to meet the expanding urban needs, which DWR projects to almost double by the year 2000. The cities of Arroyo Grande, Pismo Beach and Grover City and Oceano Community Services District all have wells which are drawing water from the groundwater basin, or have drawn from it in the past.

The mineral content of the Arroyo Grande Plain - Tri-Cities Mesa area is generally suitable for domestic and agricultural uses. However, nitrate concentrations in this area occasionally exceed acceptable limits, so the groundwater meets the standards of the State Department of Health Services only part of the time. The water quality in the area could also be effected by sea water intrusion if the on-shore groundwater is consumed at a rate sufficient to allow the off-shore water to move inland. Detecting and correcting problems of sea water intrusion could prove very costly.

Lopez Water

Water from Lopez Reservoir provides most of the domestic water consumed in the planning area. Total water allotment available for urban uses is 4,530 acre-feet per year. Table D summarizes the entitlements and the amount of water consumed during the fiscal year 1978-79. In addition to these entitlements, up to 4,200 acre-feet is released to Arroyo Grande Creek for downstream agricultural uses.

TABLE D		
LOPEZ WATER ENTITLEMENT AND CONSUMPTION		
AGENCY	1978-79	
	ENTITLEMENT (acre ft/yr)	CONSUMPTION (acre-feet)
City of Arroyo Grande	2,290	1,866
City of Grover City	800	912 ¹
City of Pismo Beach	86	1,055 ²
County Service Area No. 12 (Avila Valley)	186	52
Community Service District	303	368 ³
Avila Beach County Water District	65	55
TOTAL	4,530	4,308
NOTES: 1. Grover City consumes additional water from the groundwater basin via city wells. 2. Pismo Beach purchased additional Lopez Water from CSA No. 12. 3. Oceano Community Service District consumed additional water from the groundwater basin from district wells. <u>Source:</u> San Luis Obispo County Engineering Department		

Sewage Disposal

Each incorporated city has sewage collection and treatment facilities available, as do Avila Beach and Oceano. The remaining portions of the planning area are serviced by septic tank systems. These suburban and rural areas should remain at densities that will permit the continued safe use of septic tank systems. This will be particularly important in the Arroyo Grande fringe area where soil types and/or slopes can be marginal for septic use. The South San Luis Obispo County Sanitation District treatment plant treats wastewater from Grover City, Arroyo Grande and Oceano. The two incorporated cities (Grover City and Arroyo Grande) and Oceano own their own sewage collection systems that transport the wastewater to the district plant for treatment and disposal via an ocean outfall. The plant capacity will need to be expanded to handle the increased development in the service area. The plant capacity will need to be handle the increased development in the service area. Plant modifications are currently underway to improve the quality of the treatment process. Work is also underway to repair previous storm damage to the ocean outfall and to extend the outfall further off the shoreline. Pismo Beach has recently decided to utilize the district's outfall line for disposal of treated effluent from the Pismo Beach sewage treatment plant, rather than build a new ocean outfall from the city plant. With this increased quantity of effluent, the capacity of the outfall line will need to be expanded to handle future increased flows.

Pismo Beach sewage treatment plant has a present capacity of 1.2 million gallons per day. The city is also evaluating future improvements to the plant to increase its capacity to accommodate anticipated growth. The city will also be using the South San Luis Obispo County Sanitation District treatment plant for wastewater disposal through the district's outfall line.

The Avila Beach County Water District provides sewer service to developed portions of Avila Beach as a zone of benefit. The district acquired the sewage treatment plant and outfall line in the 1974 reorganization of local special districts. The zone of benefit excludes Union Oil Company facilities since the company maintains and operates its own facilities. The Avila Beach Treatment Plant has a capacity of 200,000 gpd and should be adequate until about the year 2010.

The San Luis Obispo City Sewage Treatment Plant discharges treated effluent into San Luis Obispo Creek. These waters are used downstream in Avila Valley for irrigation. Proposed improvements to the treatment plant will ensure that the effluent will meet water quality standards established by the Regional Water Quality Control Board.

Solid Waste Disposal

Solid waste collection is provided by private companies, with mandatory garbage pick-up in Pismo Beach, Grover City and Arroyo Grande. Oceano and Avila Beach have garbage pick-up available on a voluntary basis. The rural portions of the planning area rely on individual disposal. The Cold Canyon landfill site, located to the northeast of this planning area adjacent to Highway 277, is projected to have adequate capacity until approximately the year 1985, and alternative estimates indicate it may not reach capacity until as late as the year 2007. The Los Osos/Turri Road landfill serves as a secondary site.

Drainage

Floodplains in the planning area have been influenced by land use changes. Development has increased run-off, and flow obstructions such as bridges and culverts cross the streams in areas not designed to take increased flows.

In the event of a 100-year flood, major flooding would occur throughout the length of San Luis Obispo Creek, as evidenced by flood damage in 1969 and 1973. The creek passes through primarily rural land uses in this planning area, however, there has been damage to low-lying areas east of Highway 101 and in Avila Valley.

The Flood Control Master Plan for Zone 9 of the Flood Control and Water Conservation District recommends a mixture of structural and non-structural solutions in the San Luis Obispo Creek watershed to reduce or prevent property damage from potential flooding. Containment channels, dams and creek diversions or realignments are proposed for construction to achieve protection from a 100-year flood. The structural solutions are almost entirely located in San Luis Obispo, however, those improvements could also have beneficial effects downstream in the San Luis Bay Planning Area.

Non-structural measures that are compatible with the National Flood Insurance Program provide interim floodplain management techniques until structural solutions are implemented. Non-structural solutions proposed in the master plan include the availability of subsidized flood insurance for existing structures in the floodplain, as well as the enforcement of land use controls for new construction. The Flood Hazard combining designation indicates the areas within the 100-year floodplain for which the Land Use Ordinance has applicable standards to provide non-structural controls. The Land Use Element designation of low density rural uses in those areas provides opportunities to locate permitted development away from areas of heavy flooding. An integral part of flood control also includes the continuation of the stream bed maintenance programs in Zone 9.

The Arroyo Grande "fringe" area is very susceptible to erosion problems. The resulting sedimentation has led to down-stream problems, particularly in the area of Pismo Marsh. The entire watershed area should be the subject of a detailed drainage/erosion control study to develop appropriate measures that can be applied to both existing and proposed development to alleviate the problems.

C. EMERGENCY AND SOCIAL SERVICES

Each of the incorporated cities provide police and fire protection, library facilities and various human services to their city residents. In addition, the proposed South County Citizens Center, to be located in Arroyo Grande, will provide a variety of county and public services and activities at a single regional center for the "South County Area".

Police Service

Pismo Beach, Arroyo Grande and Grover City provide police services within each of their corporate limits. Avila Beach, Oceano and the rural portions of the planning area are serviced by the San Luis Obispo County Sheriff and the California Highway Patrol. The South County Sheriff's Substation, located in Oceano, services the entire planning area and all the rest of the South County. Since the area is large, the response time in outlying areas can be quite long. Regional police service should eventually be headquartered in the South County Citizens Center in Arroyo Grande.

Fire Protection

Pismo Beach, Arroyo Grande and Grover City provide fire protection services within their respective corporate limits. The rural portions of the planning area rely on fire protection from the California Division of Forestry (CDF) stations located in either San Luis Obispo or Nipomo. Response times from the CDF station at the San Luis Obispo County Airport are from 0 to 7-1/2 minutes for an area along the northerly half of Price Canyon Road, a small area around the intersection of Noyes Road and Highway 227, and a corridor along Highway 101 south to about Castro Canyon.

Fire protection services are provided in a portion of Avila Beach by the Avila Beach County Water District, through a volunteer force. The service area covers the Avila Beach townsite and properties extending east to Cave Landing Road. A recently established volunteer fire company in Avila Valley provides fire protection service to Avila Valley, See, Squire, Price and Sycamore Canyons, north to the San Luis Obispo city limits, and the Diablo Canyon power plant, also utilizing an all volunteer force. The Oceano Community Services District has a volunteer force and provides services to the Oceano community, including Halcyon, from a station located at Paso Robles and 13th Street.

The Arroyo Grande fringe area is within a 7-1/2 to 15 minute response time from either San Luis Obispo or Nipomo stations. The remaining portions of the planning area have response times of 15 minutes or greater. Some of the more remote portions of the Irish Hills and Indian Knob area have response times in excess of 15 minutes.

In the case of structure fires, a response time greater than 15 minutes leaves little possibility of saving the structure. Response times of 60 minutes or greater could mean fires approaching disaster levels in the steep, chaparral covered remote areas. The U.S. Forest Service is available to back-up CDF capabilities with air tanks and a helicopter with fire crew. For structure fires CDF has mutual aid agreements with all fire protection agencies in the county.

Emergency Medical Services

Hospital services are available at the Arroyo Grande Community Hospital. The hospital does not presently have capabilities for dealing with nuclear accidents. Ambulance service for area residents is provided by several companies operating in the Arroyo Grande area. In addition, the northerly portions of the planning area are served by ambulance companies located in San Luis Obispo.

Human Services

Offices providing human services (i.e., counseling, mental health, welfare, family planning) are found at various locations in the planning area, as well as in San Luis Obispo. Offices may also be provided in future phases of the South County Citizens Center in Arroyo Grande.

Library Services

The South County Citizens Center provides library facilities for the planning area. There is also a branch county library in Shell Beach and bookmobile service is provided to each community in the planning area.

Schools

The northerly portion of the planning area is within the San Luis Coastal Unified School District, while the remainder of the area is in the Lucia Mar Unified School District. All of the existing schools are located in the urban areas and there are no new schools proposed for the rural portions of the planning area. The Lucia Mar District has been experiencing over-crowding in some facilities and this is discussed further in Chapter 5, Resource Management.

Government Services

The South County Center (a regional facility) is located along the extension of Branch Street parallel to Highway 101 in Arroyo Grande. The facility is intended to be constructed in phases. Phase I as completed includes a regional library, a community center and a county road maintenance yard. Future phases could include such facilities as a sheriff's substation, municipal courts, social services department, probation department, county offices and a clinic. The decision about which services and facilities will be built in future phases will be reviewed and coordinated through the on-going county capital improvement program.

D. PLANNING AREA SERVICE PROGRAMS

"Programs" are non-mandatory actions or policies recommended by the Land Use Element to achieve community or areawide objectives identified in this area plan. The implementation of each LUE program is the responsibility of the community, through the county or other public agency identified in the program itself. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program should be based on consideration of community needs and substantial community support for the program and its related cost.

The following public service programs are grouped under headings that identify the service they each address.

Drainage

1. **Erosion/Sedimentation Control.** The county Engineering Department should work with monitoring agencies (the Regional Water Quality Control Board, Department of Fish and Game, Soil Conservation Service, and Resource Conservation Districts) and the cities of Pismo Beach, Grover City and Arroyo Grande to prepare an erosion/sedimentation study of the Arroyo Grande fringe area. The study should explore possible standards for existing and proposed development. The study should also include recommendations for changes in the LUE to support program implementation.

2. **Public Information.** The county Engineering and Planning Departments, Soil Conservation Service, resource conservation district, and the cities of Arroyo Grande, Pismo Beach and Grover City should work together to develop a public information program to inform residents of the Arroyo Grande fringe area of techniques to minimize site disruption associated with keeping hoofed animals, and methods for reducing erosion and siltation resulting from keeping animals.
3. **Runoff Monitoring.** The county Engineering Department should work with the cities of Arroyo Grande and Pismo Beach to monitor the effects of land development on downstream runoff within the Pismo Creek drainage.
4. **Zone 9 Master Plan.** The San Luis Obispo County Flood Control and Water Conservation District should implement the master plan for Zone 9 of the district.

Sewage Disposal

5. **Effluent Recycling.** Agencies planning expansion of treatment facilities should pursue re-use of treated effluent rather than continuing use of ocean outfalls.
6. **Sewage Disposal - Avila Beach.** The Avila Beach sewage treatment district should provide sewer service to all areas within the urban service line as the need arises.

Special Districts

7. **Community Services District - Avila Beach.** As Avila Beach grows, the community and LAFCO should consider consolidating services into a community services district, including services now provided by CSA No. 12, Avila Beach County Water District and the Avila Beach Lighting District. The CSD should include all lands within the urban reserve line, with provision of services based on "zones of benefit" so that service costs are borne by users.
8. **Sewage Disposal Agency Consolidation.** The county, the South San Luis Obispo County Sanitation District, and the cities of Pismo Beach, Arroyo Grande, and Grover City should jointly evaluate the feasibility of consolidating their sewage services into a single district using the existing South San Luis Obispo County Sanitation District treatment facilities.

CHAPTER 4: CIRCULATION

The circulation system is planned to accommodate anticipated traffic along existing roads and new routes as future development warrants construction. The level of service of several roadways will be affected by expected residential expansion in Pismo Beach and Arroyo Grande, which will create needs for road improvements and alternative transportation. Increased tourist traffic further burdens the circulation system. This text recommends the construction of sufficient access to new development projects, as well as provisions for upgrading existing routes. Transportation in the planning area will likely continue to be automobile-based, but alternative components of the circulation system such as transit, bikeways and air traffic will be important components of the areawide circulation system.

A. ROADS

U.S. 101, State Highways 1 and 227 are major regional arteries providing access to and through the planning area. As residential growth and development occurs in the urban areas these roads are expected to be impacted with additional traffic. Much of the development proposed in the cities of Pismo Beach and Arroyo Grande will have direct and substantial impacts on U.S. 101 since this highway is the main link to the employment centers.

Highway 1 experiences heavy tourist/recreation traffic and this is expected to increase as tourist facilities are expanded in the coastal area. Improvements to Highway 1 will be necessary to accommodate the increased traffic.

The Land Use Element maps show functional classifications of major existing and proposed roads. Improvements will be required with proposed land divisions by the county Real Property Division Ordinance and planning area standards.

The following is a listing of the major proposals for the road system. These and other improvements are shown on the plan map; the listed order does not imply any priority.

Principal Arterial

U.S. Highway 101 - This route should be maintained as a principal arterial and be the subject of a corridor study for designation as a scenic highway. A deficiency analysis has shown that the level of service for the highway will be in the marginal category by 1995, from Santa Margarita to Arroyo Grande. One critical area is in the vicinity of the Five Cities area. It is also recommended that a separate frontage road be constructed linking central Pismo Beach to the Five Cities Shopping Center by extending Price Street south to Five Cities Drive, thus keeping local traffic off the freeway entirely. Caltrans is preparing special studies to develop an improvement plan for the highway.

Arterials

NOTE: PORTIONS OF THE TEXT ADDRESSING AREAS OUTSIDE THE COASTAL ZONE HAVE BEEN DELETED.

Collectors

Several roads shown as existing collectors are being used for this purpose but, in fact, are not adequately improved to county standards for a collector road. These conditions need to be corrected in addition to the proposed realignments and extensions shown on the plan map. The collector roads that occur within urban areas are discussed elsewhere within the appropriate portion of this text.

Front Street - Improve to urban collector standards from Highway 1 to the Grover City limits.

Railroad Avenue/Beach Street - Improve to urban collector standards from the Beach Street/Highway 1 intersection to Perishing Drive.

Pier Avenue, Roosevelt Drive - Improve to urban collector standards. Initiate a street tree program and provide bikeways along the Pier Avenue/Roosevelt Drive alignment from the beachfront to Highway 1.

Local Streets

Oceano - The poor condition of streets in Oceano is one of the main community problems. Broken pavement, lack of paving in some areas, and a lack of curbs, gutters and sidewalks inconveniences residents and contribute to an overall poor appearance. Future off-street parking needs to be provided in the CBD. Traffic and pedestrian safety problems needing attention include correction of poor sight distances at some intersections, inadequate traffic regulation devices, lack of marked crosswalks and inadequate traffic enforcement.

B. OTHER TRANSPORTATION MODES

Transit

The cities of Pismo Beach, Arroyo Grande and Grover City have entered into a joint powers agreement with the county to form the South County Areas Transit (SCAT). The operable system is a fixed-route bus system that provides intracommunity transit service.

The Greyhound Bus Company presently provides several trips each day to San Luis Obispo and the South County Area Transit system is scheduled to provide connection to the Greyhound system. For now this provides the intercommunity transit system for the entire South County area. As transit needs are further defined and funding sources can be made available to meet transit needs, consideration should be given to expansion.

Bikeways

Several roadways in the county should be improved to include Class II bike lanes as part of future improvement projects. A Class II bike lane is located within the right-of-way of the road at the edge of the vehicle lanes and the recommended width is 5 to 6 feet. On arterial highways bicycles should be separated as far as possible from motor vehicle traffic. Bike lanes as wide as 8 feet, or separated Class I bikeways, are needed on such roadways as: San Luis Bay Drive; Cave Landing Road from San Luis Bay Drive to Shell Beach Road at the Pismo Beach city limits; Shell Beach Road to Highway 1; and along Highway 1 from Pismo Beach through Oceano. Class II or III bikeways are recommended on: Price Canyon Road; Lopez Drive; Highway 227; Los Berros Road; and on Highway 1 from Oceano onto the Nipomo Mesa.

Airport

The Oceano airport is a general aviation airport and there are no commercial carriers using the facility. The Oceano Airport Land Use Plan envisions that the airport will continue being used by single and double engine planes for recreational purposes and future improvements at the facility should be beneficial to this type of use. Commercial passenger service will continue to be available at the San Luis Obispo County Airport.

Rail

Passenger service is provided in San Luis Obispo by Southern Pacific Railroad under contract to AMTRAK. Southern Pacific does not maintain a freight depot within the planning area; however, arrangements can be made for carload operations at a privately-owned spur in Pismo Beach and other locations in the central and north county. It is expected that further use of the railroad will be for industrial uses that may develop along the railroad right-of-way, or possible spur track service for future development.

Harbor

Port San Luis is under the jurisdiction of the Port San Luis Harbor District, which has the responsibility for the various improvements (marinas, docks, piers and other on-shore facilities). Facilities presently located in the harbor are extensively used, with demands exceeding capacity. Boat slips and additional commercial uses are needed to meet present demand; however, until additional protective devices are built (particularly the breakwater) needed facilities must wait. Previous harbor plans, calling for the construction of breakwaters, small craft harbor facilities and extensive landfill, were submitted for voter approval in a bond election, but the bond was rejected.

A subsequent proposed harbor development plan called for a multi-year construction program to create a 169 acre harbor of refuge. At full development, the harbor would have 410 slip spaces and 500 moorings, with provisions for recreational, commercial and sport fishing craft, a boat hoist, and 700 vehicle parking spaces. Two breakwaters would have been constructed to protect improvements; the south breakwater would be attached to Smith Island and a longer detached breakwater was to be built across the mouth of the inlet. Two harbor entrances were proposed. The district received the necessary congressional approval for funding and participation in the harbor expansion. The permit was denied by the Coastal Commission (for a variety of reasons) resulting in the loss of project funding; however, congressional approval remains.

The current interim development plan for the harbor has been significantly reduced to reflect the amount of development that could be accommodated without completion of a breakwater. The development plan includes grading and terracing of a previously disturbed hillside for boat storage, gear storage, RV park, camping, and visitor-serving lodging and associated commercial development, public parking areas, and other harbor uses as detailed in Chapters 6 and 8 of the San Luis Bay Area Plan. Any interim development (in addition to moorage) should make full use of the land area currently owned by the district. This is the maximum project which is currently considered for inclusion in the LCP to establish the type and intensity of use permitted. [Amended 2007, Ord. 3069]

C. PLANNING AREA CIRCULATION PROGRAMS

"Programs" are non-mandatory actions or policies recommended by the Land Use Element to achieve community or areawide objectives identified in this area plan. The implementation of each LUE program is the responsibility of the community, through the county or other public agency identified in the program itself. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program should be based on consideration of community needs and substantial community support for the program and its related cost.

The following circulation programs are grouped under headings to indicate where in the planning area they each apply.

Areawide

1. **Bikeways.** The county Engineering Department should work with the State Department of Transportation where necessary to develop Class I bikeways on San Luis Bay Drive, Cave Landing Road and along Highway 1 in Oceano, and Class II bikeways on Price Canyon Road, Lopez Drive, Highway 227, Los Berros Road, and Highway 1 from Oceano to the Nipomo Mesa.
2. **Trails.** In areas where there is interest in establishing equestrian trails, the county should work with equestrian groups, property owners, and agriculturalists to determine if rights-of-way may be secured to serve this need while respecting adjacent uses and ownership.

Arroyo Grande Fringe

Avila Beach

3. **Avila Valley Transportation System Management (TSM) and Demand Management (TDM) Programs.** The county should pursue TSM and TDM programs to increase capacity and reduce traffic volume on Avila Beach Drive, including:
 - a) Public transit system improvements;
 - b) Parking management;
 - c) Intercept parking and shuttle service; and
 - d) Establishment of bicycle routes.

[Added 1995, Ord. 2702]

4. **Resource Capacity - Avila Beach Drive.** When annual traffic counts indicate that remaining excess capacity has declined to 25 percent of the LOS "C" ranges, the Board of Supervisors should be notified according to the procedures of the Resource Management System, and be asked to consider the allocation of the remaining capacity among coastal-dependent, coastal-related and other development. (Coastal-dependent and coastal-related uses are defined in Chapter 8 of the San Luis Bay Area Plan (Coastal), Avila Beach Urban Area Standards, Public Facilities land use category.)

[Added 1995, Ord. 2702]

5. **Harbor Improvements.** The county should work with the Port San Luis Harbor District to conduct further studies establishing the appropriate scale for improvements at the port and the appropriateness, extent, scale, and mitigating measures for the construction of facilities to service offshore oil development.
6. **Pedestrian and Bicycle Paths.** The county should work with the Port San Luis Harbor District and other property owners to provide pedestrian and bicycle paths connecting harbor recreation facilities with Avila Beach, the San Luis Bay Club and Avila Valley.

7. **Street Improvement Assessment Districts.** The county Engineering Department should work with residents and property owners in the formation of assessment districts to improve local streets to acceptable county standards.

Oceano

8. **Road Plan Lines.** The county Engineering Department should establish plan lines for all streets proposed for widening and extension.

Squire Canyon

NOTE: PORTIONS OF THE TEXT ADDRESSING AREAS OUTSIDE THE COASTAL ZONE HAVE BEEN DELETED. (LCP)

CHAPTER 5: RESOURCE MANAGEMENT

The primary purpose of the Resource Management System is to provide an alert process for timely identification of potential resource deficiencies. Sufficient lead time can then be provided to allow for correcting or avoiding a problem without the necessity of resorting to development moratoria or other severe growth restrictions. This chapter initiates the RMS by summarizing assessments of the major resources of water supply, sewage disposal, schools, and road capacity. In conjunction with those assessment, population thresholds have been estimated for three levels of severity for each resources. Since population thresholds are estimates, however, changes in population growth, resource consumption or other factors may change the estimated thresholds. Data developed for this report will be reviewed and up-dated annually as part of the general plan review process.

The resources that appear to be experiencing deficiencies are summarized in Table E below. Verification of the level of severity will occur after public hearings and Board of Supervisors action to certify the documentation on which these assessments are based. Resource capacity information is included in this area plan to support ongoing review of needs for capital programs and providing information to the public on the status of county resources. This information is not to be used for reviewing individual development proposals or their consistency with the general plan. The use of Land Use Element resource capacity information by the county to evaluate development proposals can only occur through separate hearings and enactment of ordinances outside of the general plan. (An explanation of this procedure is in Part I of the Land Use Element (Framework for Planning), Chapter 4.

TABLE E			
RESOURCE SEVERITY LEVELS AND POPULATION THRESHOLDS			
SAN LUIS BAY PLANNING AREA			
AVILA BEACH URBAN AREA			
Resources	Levels of Severity		
	I	II	III
Water Resources	410	420	445
Sewage Treatment Plant ¹	-	-	-
Schools ²	-	-	-
Roads/Circulation Avila Road	-	380 ³	420
PISMO BEACH URBAN AREA			
Resources	Levels of Severity		
	I	II	III
Water Resources ⁵	-	5,250	-
Sewage Treatment Plant ⁴	-	-	5,250
Schools - Elementary	5,883	6,170	6,904
Intermediate ⁴	-	-	5,480

High School ⁶	-	-	30,560
Roads/Circulation U.S. 101 ⁸	27,275	27,890	33,760
State Highway 1 ⁹	19,890	20,340	24,320
ARROYO GRANDE URBAN AREA			
Levels of Severity			
Resources	I	II	III
Water Resources	-	10,930	12,600
Sewage Treatment Plant ⁷	-	19,662	28,089
Schools - Elementary ⁴	-	-	10,590
Intermediate ⁴	-	-	10,590
High School ⁶	-	-	30,560
Roads/Circulation U.S. 101 ⁸	27,275	27,890	33,760
GROVER CITY URBAN AREA			
Levels of Severity			
Resources	I	II	III
Water Resources ⁵	-	8,460	-
Sewage Treatment Plant ⁷	-	19,662	28,089
Schools - Elementary ⁴	-	-	8,460
Intermediate	-	-	8,650
High School ⁶	-	-	30,560
Roads/Circulation U.S. 101 ⁹	19,890	20,340	24,320
OCEANO URBAN AREA			
Levels of Severity			
Resources	I	II	III
Water Resources ⁵	-	3,900	-
Sewage Treatment Plant ⁷	-	19,662	25,089
Schools - Elementary	-	3,900	4,160
Intermediate ⁴	-	-	3,900
High School ⁶	-	-	30,560
Roads/Circulation State Highway 1 ⁹	19,890	20,340	24,320

NOTES:

1. No level of severity is indicated before the year 2000.
2. Population thresholds are listed in the Resource Management chapter of San Luis Obispo Area Plan.
3. Roadway operating at Level of Service (LOS) "C" at existing population and area development levels.
4. Population threshold is the approximate existing population.
5. Population threshold is the approximate existing population since the water usage presently exceeds available Lopez allotments and is supplemented by pumping groundwater. Determination of Level III is dependent on adjudication of the groundwater basin.
6. Population threshold is the approximate existing population of entire planning areas, minus estimated population within San Luis Coastal Unified School District.
7. Population threshold is the projected combined population for Arroyo Grande, Grover City and Oceano.
8. Population threshold is the projected combined population of Pismo Beach, Grover City and Arroyo Grande.
9. Population threshold is the projected combined population of Pismo Beach, Grover City and Oceano.

A. WATER SUPPLY

An adequate water supply is an important prerequisite for future development in the San Luis Bay Planning Area. Decisions on water resource use in any specific area will have far-reaching implications for the entire planning area.

Water Resources

The urban portions of San Luis Bay Planning Area rely heavily on water allotments from Lopez Reservoir. The total allotment available for urban uses is 4,530 acre-feet per year. This water supply is augmented by pumping groundwater, primarily from the Arroyo Grande groundwater basin. The 1979 State Department of Water Resources (DWR) study of the Arroyo Grande basin notes that the water quality in some portions of the basin is not adequate to meet requirements for domestic consumption. DWR estimates there is ample water stored above sea level in the basin to meet the demands until about 1990. However, in order to ensure an adequate long-range water supply, DWR recommends the development of a comprehensive plan to manage the groundwater resources and to provide for the future delivery of a supplemental water supply. This will be particularly important as urban and agricultural users are forced to compete for the groundwater, competition brought about by a population increase and growth in agricultural activities in the planning area.

The 1979 DWR study also indicates that a potential water supply lies off-shore from the coastline, where approximately three million acre-feet are stored. While the study substantiates the existence of this resource, it also notes that it is a "one-time" resource; once mined it is gone. If the policy decision is to use the off-shore aquifer, plans must be developed to prevent or alleviate sea water intrusion that might occur as the water moves inland. Utilization of this resource appears to be many years distant.

Water Systems

Each of the urban areas have water systems. Rural areas rely on wells drawing from groundwater basins. The urban areas rely on Lopez water and additional supplies from the groundwater basins, if needed.

Avila Beach

Water service for Avila Beach is provided by the Avila Beach County Water District which was formed in 1974 to consolidate several special services. Lopez Reservoir is the only water source for the district as their wells, which were located in the San Luis Obispo Creek groundwater basin and Gregg Canyon, were abandoned in 1974. Previous to this, Lopez water was distributed by County Service Area (CSA) No. 12 and they remain as the contracting agency from whom other agencies purchase their Lopez allotments. The large private development lying north of San Luis Obispo Creek is served by on-site wells and a private distribution system and it is expected to continue in this manner as a private recreation/residential development.

Avila Beach County Water District has 65 acre-feet per year allocated from Lopez water to serve the district residents (primarily within the Urban Services Line). The present population of Avila Beach is approximately 380 persons, and the permanent population is expected to increase to only about 470 people by the year 2000.

Based on the projected growth rate and the present consumption rates, Avila Beach is expected to reach a Severity Level I when the population level reaches approximately 410 persons.

Five Cities Area

"Five Cities" is the common name used to describe the urbanized area of Pismo Beach (including the former community of Shell Beach), Arroyo Grande, Grover City and Oceano. Water is supplied to this total urban area from Lopez Reservoir. Community wells provide additional water to be added to water to increase the total available resource.

All of these communities, except for Arroyo Grande, are presently using more water than their Lopez entitlements and supplementing their needs by pumping from the groundwater basin. For this reason, the communities of Pismo Beach, Grover City and Oceano are all at a Level of Severity II for water resources for their existing population levels. It may be necessary to adjudicate the groundwater basin to establish its capacity and from this the population thresholds for each community may be adjusted accordingly.

Pismo Beach

The city of Pismo Beach has an allotment of 800 acre-feet per year of Lopez water. The city also has an 86 acre-feet per year allotment from County Service Area No. 12. It has also purchased surplus Lopez water as well as pumping groundwater out of the Arroyo Grande groundwater basin from city wells located in Grover City. The city has also been buying purchased "surplus" allotments from County Service Area No. 12 Lopez Water as pumping groundwater out of the Arroyo Grande groundwater from city wells located in Grover City. As areawide growth occurs there will be less "surplus" Lopez water available for purchase. The groundwater basin will then be expected to provide a larger amount of the water deficit needed to supply the city.

Pismo Beach General Plan has an estimated population holding capacity of 11,400 people, which would require approximately 2,175 acre-feet of water annually. The city thus appears headed for a substantial long-term deficiency.

Arroyo Grande

The city of Arroyo Grande holds the largest entitlement to Lopez water, 2,290 acre-feet per year. Arroyo Grande's population is presently estimated to be 10,590 and projected to increase to 16,020 by the year 2000.

In addition to Lopez water, the city has wells in the Arroyo Grande groundwater basin that are presently idle. The city maintains that these wells could be used to supplement the Lopez allotments if the need warrants. However, this could be a false sense of security if the water quality does not meet health standards, which the recent groundwater basin study indicates to be a possibility.

The city of Arroyo Grande is not presently using its entire Lopez entitlement and is not utilizing any groundwater. Based solely on Lopez water, the city is presently experiencing a Level of Severity II for water resources and will need to rely on groundwater adjudication to determine future thresholds beyond the maximum available Lopez entitlements.

Grover City

Grover City has an allotment of 800 acre-feet per year from Lopez Reservoir and they also pump additional groundwater from city-owned wells. The present population of Grover City is estimated at approximately 8,460 people, projected to reach 12,620 by the year 2000. The city's entitlement to the groundwater should be adjudicated with all the other basin users and population thresholds determined. Until that occurs, Grover City is experiencing a Level of Severity II for water resources at the existing population levels. Within the life of this plan, however, any adverse change in groundwater quality could adversely affect the city.

Oceano

The Oceano Community Services District provides water to the Oceano community. The Lopez district allotment is 303 acre-feet per year and they supplement this with groundwater from wells. The CSA (the water purveyor prior to the formation of Oceano Community Services District) recently installed new, deeper wells that pump better quality water from deeper aquifers. If the water quality should deteriorate, the CSD could experience a resource deficiency. The present population is approximately 3,900 people and projected to reach about 5,700 by the year 2000. Like the neighboring communities, Oceano's portion of the groundwater supplies needs to be adjudicated to determine population threshold levels, however, based on presently available data, Oceano is experiencing a Level of Severity II for water resources.

B. SEWAGE DISPOSAL

Avila Beach

Sewer service is provided by the Avila Beach County Water District to the area of Avila Townsite. The sewage treatment plant has a capacity of 200,000 gallons per day and discharges treated effluent into San Luis Bay via an ocean outfall. The present estimated wastewater flow at the plant is 50,000 gpd. At present wastewater flows, the plant is estimated to have a capacity in excess of the population absorption capacity that could occur under this Land Use Element. It thus appears that Avila should not experience any sewer service deficiencies in the life-span of this plan. This situation could be altered, however, if the private development of the San Luis Bay Club was ever to receive sewage treatment services from the district. Before service is extended, analysis is needed to determine possible effects of expanding service and what improvements would be made to accommodate the additional effluent.

Pismo Beach

The city of Pismo Beach sewage treatment plant has a capacity of 1.2 million gallons per day (mgd). The plant is experiencing average daily flows of approximately 0.9 mgd, with periodic peak flows as high as 1.8 mgd. The city experiences substantial sewage flows due to the high level of tourists in the area. Approximately 32% of the projected wastewater flows is attributable to the tourist population of Pismo Beach. In order to handle peak flows and to accommodate future growth and development of lands in the city limits, the city will be improving the plant and other components of the system. Improvements are scheduled to be completed by 1987 with the treatment plant then having a capacity of 2.5 mgd.

The city will be constructing a new force main to carry treated effluent from the Pismo Beach treatment plant to the South County Sanitation District Plant for disposal through the district's outfall line. The city chose this option rather than construct a new city outfall to replace the existing one that has been heavily damaged in winter storms. The city expects to be connecting into the South County District's outfall line in 1980.

Utilizing the resource deficiency criteria set forth in Chapter 4 of Framework for Planning (treatment plant capacity based on average daily flows), the city of Pismo Beach is not experiencing any level of severity for sewage treatment. However, the city's outfall line does not meet acceptable standards and will not until the city connects into the South County District outfall line in Oceano. The plant also is experiencing peak flows in excess of plant capacity.

The city of Pismo Beach appears to be experiencing a Level of Severity II for sewage treatment facilities. As the programmed treatment plant/system improvements are made, the severity level should decrease. The annual updating of the Resource Management System can monitor and reflect changes in this situation.

South San Luis Obispo County Sanitation District

The district treatment plant in Oceano provides secondary treatment for wastewater from Grover City, Arroyo Grande and Oceano, for disposal via an ocean outfall line. The city of Pismo Beach will also be utilizing the outfall for disposal of their treated effluent in approximately 1981. Grover City and Arroyo Grande have their own sewage collection systems, while Oceano Community Services District collects sewage for the unincorporated Oceano area. Wastewater is transported to the district treatment plant for treatment and disposal through these agencies' sewage collection systems. The sewer lines are all of recent construction and no significant system problems are expected. The outfall line has previously been damaged by storms and is being replaced and extended and should have adequate capacity until about 2000. However, attention should be paid to the effects of adding Pismo Beach effluent to the ocean outfall line. Modifications to the treatment plant are also being made to improve the quality of the treated effluent.

The treatment plant has a capacity of 2.5 million gallons per day (mgd), with current use at about 1.9 mgd or 76% of capacity. There are no current plans for plant expansion however, the plant capacity can be doubled by installing parallel treatment units.

Flow rates exceeding 70% of system capacity thus require preliminary facility planning for possible plant expansion. This indicates that the treatment plant is experiencing a Level of Severity II for sewage treatment capacity. The following table summarizes the projected flow rates for the treatment plant, based on the projected population of the communities served.

<p align="center">TABLE F PROJECTED WASTEWATER FLOWS SOUTH SAN LUIS OBISPO COUNTY SANITATION DISTRICT (mgd - million gallons per day)</p>					
YEAR	1980	1985	1990	1995	2000
WASTEWATER FLOW (mgd)	2.13	2.37	2.59	2.83	3.09

Source: South San Luis Obispo County Sanitation District.

C. SCHOOLS

The San Luis Bay Planning Area is served by two school districts, the San Luis Coastal Unified School District and the Lucia Mar Unified School District. Students from Avila Beach and portions of Pismo Beach attend school in the San Luis Coastal District, while the remaining students attend Lucia Mar schools.

San Luis Coastal Unified School District

The Bellevue-Santa Fe School, located in Avila Valley provides elementary school facilities, while the junior high and high school aged students attend San Luis Obispo junior and senior high schools. A review of district facilities indicates there will be ample capacity in the elementary school beyond the year 2000. A similar situation exists for the junior high school facilities.

The capacity of the high school is presently being exceeded, however, the enrollment is declining and projected to continue downward until about 1985. The declining enrollment in the near future will then provide some capacity for the upward enrollment trend that is expected to follow. Based on these factors the high school facilities are now experiencing a Level II deficiency but the situation can be expected to improve in the near future.

Lucia Mar Unified School District

The Lucia Mar District provides school services to all portions of the planning area except for the northerly portion within the San Luis Coastal District. Lucia Mar also covers the rest of the South County and extends many miles east of the San Luis Bay planning area.

The Lucia Mar District has been experiencing deficiencies for a number of years. The expanding population has led to over-crowding in some schools, while other facilities are

deficient in meeting program needs. The district recently prepared a detailed evaluation of its facilities ("Lucia Mar Unified School District Long Range Development Plan 1977-90," Stuhr, Dodson, Foster & McClave, 1978) that indicates the problem is a serious one. The proposed major developments in the Five-Cities area, especially in the city of Arroyo Grande, could further impact the situation.

TABLE G
ENROLLMENT PROJECTIONS AND FACILITY CAPACITIES
LUCIA MAR UNIFIED SCHOOL DISTRICT

SCHOOL	ENROLLMENT ¹		PROJECTED ENROLLMENT ²			FACILITY CAPACITY ³
	78-79	79-80	1980	1985	1990	
Branch Elem.	195	208	210	246	247	210
Grover City Elem.	383	368	456	509	560	390
Grover Hts. Elem.	286	275	457	508	570	330
Harloe Elem.	434	412	447	600	690	480
N. Oceano Elem.	430	435	266	306	338	480
Oceano Elem.	403	381	266	306	338	480
Ocean View Elem.	384	417	434	487	510	450
Shell Beach Elem.	224	190	382	422	485	330
Judkins Intermed.	476	426	510	600	684	510
Paulding Intermed.	585	520	719	825	900	600
A.G. High School	2,217	2,026	2,217	2,565	2,843	2,250

NOTES:

1. Enrollment figures per Lucia Mar Business Office, based on average daily attendance for the last day of the school year.
2. Project enrollments per "Long Range Development Plan, 1977-1990," Stuhr, Dodson, Foster, McClave, 1978.
3. Capacity based on criteria in Long Range Development Plan (1978).

A review of enrollment figures, enrollment projections and facility capacities indicates many of the schools serving the San Luis Bay Planning Area are already experiencing a Level II deficiency. Table G summarizes the enrollment and capacity figures for the various schools.

It should be noted that both North Oceano School and Oceano School have in recent years enrollment levels that exceed the district's projections for 1990 enrollment at these two schools. Both schools experienced substantial enrollment increases in recent years that have greatly reduced their capacity. Both schools are now experiencing a Severity Level II.

The critical population thresholds for each school vary, based on the service area of the particular school. For this reason the assessment of severity levels is based on the capacity of the individual school, rather than the total population of a community or of the larger Five-Cities complex. All of the schools, except for Oceano and North Oceano Elementary Schools, are expected to be experiencing a Severity Level III within the next year or two.

Some of the cities in the planning area have enacted development fees to be used for supplying the needed school facilities. The county should also work with the school district to accurately determine the level of over-crowding and the county should concur with the school board's finding of over-crowding. Fees could then be collected from development proposals in the unincorporated portions of the planning area to further assist in meeting the school needs.

TABLE H
LEVELS OF SEVERITY
LUCIA MAR UNIFIED SCHOOL DISTRICT FACILITIES
SAN LUIS BAY PLANNING AREA

SCHOOL	ESTIMATED YEAR OF ATTAINMENT		
	Level I	Level II	Level III
Branch Elementary	-	1975	1980
Grover City Elementary	-	1975	1980
Grover Heights Elementary	-	1975	1980
Harloe Elementary	-	1977	1982
N. Oceano Elementary	-	1979	1981
Oceano Elementary	-	1979	1981
Ocean View Elementary	-	1977	1982
Shell Beach Elementary	-	1975	1980
Judkins Intermediate	-	1975	1980
Paulding Intermediate	-	1975	1980
Arroyo Grande High School	-	1976	1981

D. ROADS / CIRCULATION

U. S. 101 and State Highways 1 and 227 are the main corridors providing access to and through the San Luis Bay Planning Area. These roadways are experiencing increased traffic volumes due to local growth and development, as well as increases due to recreational uses in the coastal zone. A 1978 study by the Regional Transportation Planning Agency (RTPA) entitled "Regional Study of the Access to the Coast of San Luis Obispo County" estimates that the portion of Highway 1 between Pismo Beach and Grover City may be approaching maximum peak hour capacity by 1995. A 1979 study by the RTPA entitled "Coastal Access of Pismo Beach," evaluated U.S. 101. The study projects that the roadway will be very near Level of Service (LOS) "E" by 1995 if adequate surface street improvements are not made in the cities of Pismo Beach, Grover City and Arroyo Grande. These improvements would consist of an adequate system of collector and local streets to divert local traffic off of the highway. This is particularly important in the largely undeveloped areas of Pismo Beach and Arroyo Grande in the vicinity of Oak Park Boulevard.

The RTPA study also identifies several local and county roadways that may experience traffic deficiencies. Grand Avenue from U.S. 101 to the beach is expected to near its capacity by 1995 but the conflict could be resolved with such measures as eliminating parking during peak hours and sequential signaling, rather than additional improvements. Avila Beach Drive from San Luis Bay Drive to the Avila Beach townsite is the only roadway in the planning area experiencing a definite capacity problem. County policy acknowledges that there will be significantly higher peak hour traffic volumes on Avila Beach Drive during summer weekends than at other times of the year. In recognition of this condition, level of service calculations for Avila Beach Drive are based on non-summer weekday traffic volumes. The present capacity of Avila Beach Drive is 1280 vehicles per hour, based on Level of Service (LOS) "C" operation. Traffic counts in 1994 have indicated a peak hour traffic volume of 711 vehicles or 56% of LOS "C" capacity. (Updated traffic volume information for Avila Beach Drive may be found in the Annual Resource Summary Report.) In addition to increased vehicle traffic, bicycle traffic on Avila Road has increased to the point of creating an obstacle for motorists and a safety hazard for cyclists. A proposal to construct a separate

bikeway along San Luis Obispo Creek would alleviate some of the problems but the project has been stalled indefinitely. [Amended 1995, Ord. 2702]

In order to increase the traffic carrying capacity of the roadway, consideration should be given to installing left turn-lanes at the intersection of Avila Road and San Luis Bay Drive, and also at Avila Road and Cave Landing Road. Construction of a separate bikeway should also be undertaken as soon as possible. Implementation of a transit system from San Luis Obispo and Five-Cities areas could also help reduce peak hour congestion.

[Amended 1995, Ord. 2702]

CHAPTER 6: LAND USE

The LUE's official maps separate the planning area into land use categories, which define regulations for land uses, density and intensity of use. Land use "programs" at the end of this chapter recommend actions by the county or other public agencies. Chapter 8 contains development standards related to the land use categories to assist in guiding planning area development. Standards define actions required for new development to achieve consistency with the general plan.

A. RURAL AREA LAND USE

The rural area includes all lands outside of the urban reserve lines for Avila Beach, Pismo Beach, Arroyo Grande, Grover City and Oceano. The primary land use is agriculture, with the steeper hillsides providing some grazing capabilities and serving as watershed lands.

Rural Lands

Areas identified as Rural Lands are primarily those of steeper terrain and dense vegetation. Uses are generally grazing or other non-intensive agriculture. These areas include Irish Hills, Indian Knob, the Price Canyon/Ormonde Road area, and the hillsides that form the coastal backdrop above Highway 101.

In the Irish Hills there are many areas of U.S. government ownership (BLM) and the remaining private holdings occur primarily in large ownership patterns. Access to most of these lands is extremely limited. There are no public roads and none are being proposed. These lands should be developed to retain their natural quality to the maximum extent possible.

The Rural Lands adjacent to Highway 101, north of the San Luis Bay Drive interchange, provide a scenic backdrop that divides the adjacent San Luis Obispo area to the north from the urbanized coastal area of Pismo Beach to the south. These rural lands also provide a backdrop for the Squire Canyon rural residential area and extend further south to form the steeply rising backdrop for the city of Pismo Beach. Ownership patterns are primarily in large acreage parcels and should remain so, to retain their natural character. Development proposals in the Irish Hills should also comply with state and federal regulations to maintain the required low population standards around the Diablo Canyon Nuclear Power Plant.

Rural Lands in the Price Canyon/Ormonde Road area are also primarily steep brush-covered hills, but they are also the site of extensive oil field development. The terrain, vegetation and existing development do not make this area appropriate for intensive residential uses for the short-term. During the short-term, interim agriculture uses would be appropriate, but should not preclude the proposed extraction of Table I resources. Long-term use would be rural residential. Extraction operations must be performed in a manner that will stress re-use of the land, and protect the visual quality to the maximum extent possible. Development proposals for open pit mining to extract oil from the surface geology would not be appropriate.

Agriculture

Agriculture has historically been, and still is, the most widespread use of land in the county. Agricultural practices of varying degrees of intensity involve substantial portions of this planning area and any appreciable loss in farm acreage should be avoided. A substantial portion of lands in the Agriculture category are under Agricultural Preserve Contract and the uses are predominantly rangeland in the Irish Hills and Indian Knob areas.

The rich farmlands of the Cienega and Arroyo Grande Valleys should be protected exclusively for agricultural uses. Other uses are not appropriate, with the exception of roadside stands for sale of products grown on-site. The parcel sizes are generally large and lands are intensively used for raising truck crops. There are very few residences in the Cienega Valley and breakdown of these properties for residential uses should not be allowed. These farmlands depend on the locally available groundwater for irrigation and should be assured a continued adequate water supply.

TABLE I							
LAND USE CATEGORY ACREAGES SAN LUIS BAY PLANNING AREA							
LAND USE CATEGORY	Rural	Arroyo Grande	Arroyo Grande Fringe	Avila Beach	Oceano	Pismo Beach	TOTAL
Agriculture	19,048	-	-	-	50	136	19,594
Rural Lands	23,654	-	-	175	-	-	22,829
Recreation	358	-	-	359	15	-	732
Open Space	2,688	-	-	1,206	-	-	3,894
Residential Rural	1,382	-	3,585	-	-	-	4,967
Residential Suburban	782	-	2,865	342	-	-	3,964
Residential Single Family	-	25	-	21	338	-	384
Residential Multi-Family	-	13	-	29	280	-	322
Office & Professional	-	-	-	-	-	-	-
Commercial Retail	-	-	-	48	26	-	79
Commercial Service	-	21	-	-	32	-	53
Industrial	-	-	-	110	78	-	188
Public Facilities	1,286	-	-	94	83	-	1,463
TOTAL ACRES	49,533	64	6,450	2,384	902	136	59,469

Residential Rural

NOTE: PORTIONS OF THE TEXT ADDRESSING AREAS OUTSIDE THE COASTAL ZONE HAVE BEEN DELETED. (LCP)

Recreation

With two exceptions, all of the areas recommended for recreational uses are located within Urban Reserve Lines and are discussed within those portions of this text. The first exception is an area located in Castro Canyon, adjacent to Highway 101 north of San Luis Bay Drive. It offers good potential for development of overnight campground accommodations, rather than a destination-type facility. The various other campgrounds located in the planning area also experience overcrowding during peak use periods and a development of the type proposed could provide some additional spaces. The facility should be adequately screened from view from the adjacent highway and the design should be rustic in nature to be in keeping with the adjacent Rural Lands. Provisions would also have to be made for development of on-site water supply and sewage disposal facilities. Incidental commercial facilities should be held to a minimum and be located entirely within the proposed development.

The second area designated Recreation is located at the southwest corner of the planning area, in the Cienega Valley, at the westerly end of Garden Street. The site lies west of Los Berros Creek and south of Arroyo Grande Creek at the edge of the sand dunes. The site has been approved for a recreation trailer park, subject to Development Plan approval.

It is possible that the State may acquire additional land adjacent to Montana de Oro State Park at the northwest corner of this planning area. If park expansion does occur, the Land Use Element should be amended to designate the expansion area in the Recreation Land use category.

Public Facilities

There are two areas designated Public Facilities. Diablo Canyon, the site of the Diablo Canyon Nuclear Power Plant, includes the plant site property and the leasehold area controlled by Pacific Gas and Electric Company. Point San Luis Lightstation which includes the sandy beach area on the east side of the breakwater and the rocky intertidal areas between Point San Luis Lighthouse and Harford Pier. This land use category should not be expanded beyond its present property.

[Amended 2007, Ord. 3069]

B. AVILA BEACH LAND USE

For ease of discussion the land uses in the Avila Beach Urban Area are divided into four Sections: Avila Beach, including the Port San Luis Harbor District; San Luis Bay Estates; Pirates Cove; and Avila Valley.

AVILA BEACH

This area includes the townsite of Avila Beach, the Union Oil Company property and the Port San Luis Harbor District lands. This total area is contained within the Urban Services Line.

Residential Multi-Family

Existing development is primarily residential, with the majority of structures being single-family residences or duplexes. There are also a few motel units that are rented as apartments fall through spring. Some of the older residences are run-down and detract from the visual quality of the community.

The character of Avila Beach will continue to be that of a recreation community. It is also expected that the residential type will continue to be single-family and duplexes on small lots, with the net resultant density being that of multiple residential. New development proposals for multiple family dwellings must be consistent with the total community character and also be responsive to the varied terrain and viewsheds of existing development.

The Avila Beach Specific Plan adopted for the Avila townsite specifies the type and density of new Residential Multi-Family projects. Mixed use projects, where appropriate, are encouraged, including the combination of visitor lodging and traditional multi-family dwellings.

[Amended 2000, Ord 2919]

Residential Single Family

The only area designated as Residential Single Family is bordered on the north by San Luis Street, on the west by San Antonio Street, on the south by First Street, and on the east by the Union Oil Company industrial lands.

Commercial Retail

The Central Business District (CBD) is concentrated within the blocks between Front and First Streets, extending from San Juan Street to a point east of San Antonia Street. In 1999, a majority of this area was demolished as part of a clean-up operation by the Unocal Corporation. The uses prior to the demolition were varied and included bars, restaurants, a mobilehome park, motels, auto repair, grocery and several residences.

The commercial establishments provide for residents daily needs, but are most heavily dependent on the recreation/tourist trade for their continued economic survival. Residents must travel to other communities for major retail purchases.

Future commercial development should continue to emphasize visitor-serving commercial uses. The Specific Plan sets forth standards that allow the proper delineation of roadway, parking and pedestrian areas to lessen some of the past adverse conditions. The Specific Plan also recommends a redistribution of public parking adjacent to the commercial areas, coupled with a pedestrian plaza and pedestrian walkways to the beachfront, to benefit the commercial establishments. Traffic congestion might even be further lessened if, in the future, the proposed Pacific Coast Light Railway (a tourist concession) or some other system could be extended from Avila Valley to the Avila townsite and provide a shuttle-type service that would permit parking of cars in the outlying areas rather than in town.

[Amended 2000, Ord. 2919]

Recreation

Avila Beach, considered one of the best swimming beaches in the county, extends the full length of Front Street. The beach has restrooms, picnic facilities and some playground equipment, and the Avila Pier is a public pier used for fishing. Both the beach and pier are operated and maintained by the Port San Luis Harbor District.

In the future, better pedestrian access should be provided between the beach and parking facilities located on the perimeter of the CBD. The old Pacific Coast Railroad right-of-way could be utilized by the proposed Pacific Coast Light Railway to connect Avila Valley to Avila Beach recreation resources. The railway is also proposed for ultimate extension out to Port San Luis and could serve not only as a tourist attraction, but could become an important aspect of the area's circulation system.

[Amended 2000, Ord. 2919]

Public Facilities

This land use category is applied to lands along Harford Drive owned by or under a long-term lease with the Port San Luis Harbor District. The lands owned by the harbor district are proposed for a wide variety of recreational uses, to be constructed in phases over a period of several years.

Uses contemplated are berthing for commercial and pleasure craft, boat repair, auto and boat trailer parking, and visitor-serving and coastal dependent uses, all of which would be compatible with the harbor character.

Due to the unknown nature of crew base requirements at this time, any such improvements will require amendment to the harbor plan and county development plan approval based upon the criteria identified in the Avila Beach Urban Area Programs and Standards.

[Amended 2007, Ord. 3069]

The district has also acquired additional property at the northeast corner of Harford Drive and the PG&E access road, which they intend to develop as a supplemental boat storage and parking area to serve future harbor development. A little further east of this site is an existing 41 space trailer park. This use of these properties is being phased out.

The Public Facilities category also applies to the parking lot north of First Street. This should be up-graded and integrated into the uses adjoining the parking lot.

[Amended 2000, Ord. 2919]

Industrial

This land use designation is applied to the Union Oil Company property adjacent to the easterly edge of the townsite. The site of approximately 120 acres is located on a large hill overlooking the town and has been used for many years as a site for Union Oil's tank farm for petroleum storage. The tank farm site is a major visual feature as it overlooks and can be seen from all points of the community.

The storage site is relatively flat, with slopes of 0-15%, but this turns to rather steep cliffs on all sides of the site with over 30% slopes. At one time, there were approximately 12 major storage tanks on the flat section of the site with small tanks and accessory buildings (i.e., water tanks, truck loading facilities) scattered throughout. In conjunction with the clean-up of petroleum contamination in the community, Union Oil Company has removed the tanks and other facilities, except for small water tanks. The property is fenced and access is restricted to Union Oil Company officials. Future utilization of the site should not infringe on the steep wooded slopes along the northern perimeter above Avila Road or damage the bluffs along the waterfront. Union Oil maintains their own sewage disposal system and fire protection facilities, but receives water from the Avila Beach Community Services District.

[Amended 2000, Ord. 291; 2007, Ord. 3069]

SAN LUIS BAY ESTATES

This private development lies north of Avila Road between San Luis Bay Drive on the east and an area west of the mouth of San Luis Obispo Creek, covering approximately 1,050 acres. Only a portion of the development is located within the coastal zone. A conditional use permit was granted in 1967 for development of the property with a recreational/residential community with approximately 1,000 dwelling units grouped in clusters with neighborhood recreation areas. In addition, the plan called for a "hotel, retail sales and office, golf courses and playgrounds, trailer courts and accessory uses." The ownership also includes a large parcel on the south side of Avila Road not included in the original proposal. This parcel is extremely steep and does not appear to be accessible from any of its frontage along the roadway. The concept proposed and initiated by the developer was to have a private, exclusive residential development. Lots were not to be sold, but were to be developed under long-term leases. The intended lifestyle justified narrow private roads and other deviations from county standards. Facilities constructed by 1980 include the hotel, 18-hole golf course, tennis facilities, private water supply and sewage disposal systems, fire station, private roads, the first unit of a mobilehome park and an office area adjacent to the entrance gate on San Luis Bay Drive.

It is expected that this development will remain a recreation/residential community. Each phase of the project will require development plan approval. With continuation as a private community, none of the facilities would be maintained or operated by the county. However, the project may proceed under a different concept with a variety of housing types--modular units, "stickbuilt" single-family homes, or condominiums. An expansion of the existing hotel may be pursued.

When an application is submitted for the next portion of development, the proposal should include an overall master development plan for the entire property. The master development plan should establish the development framework for the entire project including the number of units to be allowed, unit locations, the circulation system, how services and utilities would be supplied, etc., as well as assess the project impacts on Avila Valley and Avila Beach. After approval of the master development plan, each phase of the project should be implemented through a development plan application in accordance with the Coastal Zone Land Use Ordinance.

Residential Suburban

Development should occur at a net density within the range of the Residential Suburban land use category using the cluster division provisions of the Coastal Zone Land Use Ordinance. This will allow smaller individual lot sizes while providing open space to preserve the highly scenic quality of the property. The area plan maps show schematic location of the clusters. Specific site selection will be determined by the master development plan and individual clusters will then be designed in detail through a development plan application.

Commercial Retail

Commercial Retail uses are to occur in a "village" adjacent to the entrance road, west of San Luis Bay Drive. These facilities should be aimed at meeting the neighborhood needs of the project residents and nearby residents of Avila Valley and should not be developed as a major commercial center. The high visibility of the site requires careful attention to building design, siting, landscaping and signing.

Recreation

The Recreation category is applied to San Luis Obispo Creek and to areas containing existing recreational development, including the golf course, tennis courts and hotel facilities. Neighborhood recreation centers could also occur as part of each residential cluster and are not designated in the Recreation category. Even though the property is a private development, the creek bed offers the only area suitable for installing public trails that could connect to both Avila Valley to the east and Avila Beach to the west. The old Pacific Coast Railroad right-of-way also passes through the property and agreements should be worked out that could allow public access to a trail system and also the possible extension of the proposed Pacific Coast Light Railway from Avila Valley to Avila Beach.

Open Space

This category is applied to the parcel lying south of Avila Road. The parcel is extremely steep, heavily brush covered and does not appear to have any reasonable access from either Avila Road or Cave Landing Road. The acreage of this parcel should be considered toward meeting the required amount of open space for development of the total project. After a project master development plan is approved, the areas to be preserved in open space should be added into this land use category and the Land Use Element map amended to show those areas. The open space areas should be covered by open space easements or deed restrictions to preserve them in an undeveloped state.

PIRATES COVE (Cave Landing)

This area of approximately 221 acres consists of property encompassing the southerly slopes of Ontario Ridge and the bluffs and beaches surrounding Pirates Cove. It is bordered on the west by the Union Oil Company tank farm (within the Avila Beach urban services line) and on the east by the Sunset Palisades residential area of Pismo Beach (within the Pismo Beach urban reserve line).

Cave Landing Road extends into the site from Avila Road, but does not provide through access as it is barricaded at the easterly end where it abuts the Pismo Beach city limits. The road is in the county road system, but is maintained at minimum standards with a narrow pavement width. A narrow strip of land on the uphill side of the road with fairly gentle slopes has been used for cattle grazing in the past, beyond which the steep grassy slopes (30% or greater) extend upward to Ontario Ridge. Below the road, steep, weathered bluffs drop to the beach of Pirates Cove. That beach is a heavily used recreational resource, partially because its relative seclusion and difficulty of pedestrian access supports its use as the only clothing-optional beach in the county. However, the lack of improved access and parking has resulted in considerable elimination of natural vegetation, and resultant erosion along footpaths to the beach and in cliff-top parking areas. The portions of the beach lying below mean high tide line are owned by the Port San Luis Harbor District.

The county had previously approved a 1974 program allowing development of 250 condominium units on a 25-acre site at the westerly end of the property near the ridge line. Many conditions were attached to the approval of the projects to mitigate the identified adverse effects. The plan called for a residential village with primary access by cable railway from a private parking structure at the base of the hill along Cave Landing Road; secondary or emergency access would be by a road extending easterly from the village to existing streets in Pismo Beach. The project's environmental impact report noted that the property has severe limitations for building as the soils are extremely subject to slip or slide behavior, especially on steep slopes (above 15-20%) and where drainage allows soil to become saturated. The environmental impact report further delineated approximately 90% of the property as having slopes in excess of 20% and recommends only two areas on the property where the potential for land slips is not high: Ontario Ridge itself, and the southerly end of Mallagh Point at the blufftop overlooking the water.

Based on Coastal Act policies, these plans would require substantial modifications to meet Local Coastal Plan concerns including review of service extensions outside existing subdivided areas; geological and archaeological resource protection; recreation and shoreline access opportunities; visual and scenic impacts. Based on those concerns, the property has been designated for Residential Rural land use. A further requirement would be that residential uses should be clustered on the most level portions of the property adjacent to Avila Beach or Pismo Beach. At such time that the county adopts a Planned Development (PD) ordinance, new development should meet this criteria.

Future development should be clustered and remain above Cave Landing Road. In the previous development plan, access to Mallagh Point and Pirates Cove was proposed to be restricted to public and private pedestrian use from a public parking area. To preserve the residential character of the Sunset Palisades area in Pismo Beach, no provision should be made for through traffic between Avila Beach and Pismo Beach. In the revised plan, future development of Mallagh Landing shall be required to ensure that public access will be allowed. Based on the ultimate density of residential development, the plan should provide some improvements for public access. A detailed discussion of these standards is under the Local Coastal Plan (LCP) combining designation (Chapter 7).

Recreational use of the area should be retained and a trail system provided rather than allowing continued uncontrolled access and further environmental degradation of the area. Such protection is especially needed in order to protect significant archaeological resources on Mallagh Point. The project environmental impact report previously referenced, made note of these resources and recommended that development not occur on the lower slopes, (particularly along the shoreline) and Mallagh Point. The undeveloped portion of the site (as determined through the Planned Development process) shall remain in Open Space that should be covered by protective easements. Hillside protection is important because they form a major scenic backdrop.

AVILA VALLEY

Avila Valley is at the easterly edge of the Avila Beach urban reserve area, about two miles east of Avila Beach. It is bounded on the east by Highway 101, on the south by Ontario Ridge and on the north and west by San Luis Bay Drive. This area was included within the 1972 Avila Valley Specific Plan. However, that specific plan has been repealed in the resolution for adoption of the Land Use Element.

The valley has many areas with high open space values and also several areas of hazard lands, primarily flood plains along San Miguelito and San Luis Obispo Creeks and geologic hazard areas on steep slopes. Areas which present a natural hazard should be left in open space or designated for very low intensity uses and development should be located where construction will not destroy natural or scenic values of the site. Areas with high soil erosion hazard, habitat value and scenic value should be retained for open space uses, while limited development is appropriate in areas of moderate environmental and scenic value. Most development should be concentrated in areas of low environmental or scenic impact.

Recreation

The Recreation land use category is applied between Ontario Road and the freeway and includes several existing facilities: the Avila Hot Springs pool and accompanying camper park, and the old Santa Fe School building. The Avila Hot Springs pool should continue as a commercial recreation facility. The adjoining camper park to the north along Ontario Road cannot expand beyond its present size since the adjacent land is within the floodplain of San Luis Obispo Creek. The developed area also needs to be screened from view from Highway 101 as it is highly visible. Dumping of fill material into the floodplain should also be discontinued. There is also a recreational vehicle and boat storage area southeast of the hot springs pool, along Avila Road, that is entirely visible from the roadway. This area needs to be properly maintained and effectively screened so as to provide a more desirable entrance to Avila Valley.

The old Santa Fe School is presently being used as a residence and is rapidly falling into disrepair. The building fronts on an old portion of Ontario Road right-of-way. The school building should become part of the proposed development of the Pacific Coast Light Railway.

Sycamore Hot Springs, a historic landmark in the valley, has been approved for substantial remodeling and expansion on about 14 acres at the present location. When completed, the complex will consist of some 50 cabin units, a pavilion, pool, bath house and spa facilities, and increased parking facilities. The remainder of the property is now covered by a scenic easement and there should be no further development of the property. The property to the north across Avila Road should not be used for any expansion of the facilities since most of the land is within the floodplain of San Luis Obispo Creek. However, use of this area for riding/hiking trails or picnics might be appropriate. (Note: This text has been moved to Rural portion).

Open Space

The Open Space designation is applied to lands along San Luis Obispo Creek where major emphasis should be on open space uses. These lands are subject to flooding and only low-intensity recreational uses should be permitted and structures should be incidental to major uses. The light railway proposed for Avila Valley would utilize the old Pacific Coast Railroad right-of-way. Development of riding and hiking trails and picnic areas would also be appropriate, but emphasis must be placed on retaining the natural features that are essential to the overall character. The Open Space land use category also includes portions of Tract 699 which calls for creation of a bicycle path along San Miguelito Creek and a bicycle park at the intersection of San Miguelito and San Luis Obispo Creeks.

Rural Lands

This designation covers lands lying southerly of Avila Road on the northerly slopes of Ontario Ridge. The area is extremely steep and heavily wooded and provides the southerly definition of Avila Valley. Any development of these lands should occur adjacent to Avila Road, not on the hillsides. The undeveloped portions of the properties should then be covered by open space easements.

C. PISMO BEACH URBAN AREA

As an incorporated city, Pismo Beach is responsible for the administration and planning for all areas within the city limits. The adopted general plan of Pismo Beach is generally reflected in this Land Use Element to ensure coordinated land use planning for areas lying within the Urban Reserve Line and adjacent agricultural lands; however, discussion of Pismo Beach is limited to areas between the city limits and the urban reserve line. Areas within the city limits are mapped only to support understanding of relationships to surrounding land uses.

(Because only a small portion of the Pismo Beach Urban Area Fringe lies within the coastal zone, a small location map has been prepared. This map identifies where agriculture and residential development would be appropriate. Recommendations for single-family development within the Pismo Beach urban area can be found in the General Plan for the city of Pismo Beach.)

The Pismo Beach urban reserve line is coterminous with existing city limits, except for an area above Mattie Road. There are large undeveloped areas within Pismo Beach that can handle substantial amounts of future growth and can be provided with necessary urban services. Therefore, it is not expected that the city will need to expand into adjacent rural lands in the foreseeable future.

Agriculture

The hillside area above Mattie Road within the urban reserve line is shown for the area which schematically represents the portion with slopes exceeding 30%. This shall be the portion of these holdings which are retained in large parcels to maintain the scenic backdrop and agricultural use. Development of the residential uses in the area of slopes less than 30% should occur when city services are available and properties are annexed to Pismo Beach.

As a condition of its approval of annexation of a portion of this area, LAFCo required that the 200-foot elevation would be the limit of the city boundaries. This should be the location of the city's urban services line. The remaining hillside portions of these properties should be included in the urban reserve line, but should not be used for determining the allowable density on land below the 250-foot elevation. The hillsides above the 250 foot contour should be kept in open space through deed restrictions or open space easements secured through the city's approval of development projects on the lower portions of the properties. All projects for this area should be reviewed by the city of Pismo Beach to determine conformity with the city's general plan.

Recreation

The upland terrace above Highway 101, near the southerly Mattie Road interchange, offers an exceptional view over the Dinosaur Caves. This portion of the coastline, between Shell Beach and the Shore Cliff Inn, is the only undeveloped portion immediately adjacent to the freeway as it passes through this urban corridor.

The freeway right-of-way extends above Mattie Road onto the lower slopes of the hills. The property is still under State ownership and is within the city limits. Pismo Beach recently adopted a Scenic Highway Element of their general plan that designates this area for development of a vista point or scenic overlook. This location offers the traveling public a panoramic view of San Luis Bay, extending from Port San Luis on the north to the Nipomo Mesa and Pismo dunes on the south. This is the only location along the coastline where such an opportunity exists, since the freeway turns inland a few miles to the north and south. The Land Use Element does not indicate a particular location for the proposed vista as this will have to be established by a more detailed analysis of the area and development of a coordinated program between San Luis Obispo County, Pismo Beach City and Caltrans. There may be some portion of the terrace that is outside the city limits and if it is appropriate for this type of public use the Land Use Element should be amended to change the land use category to a Recreation designation.

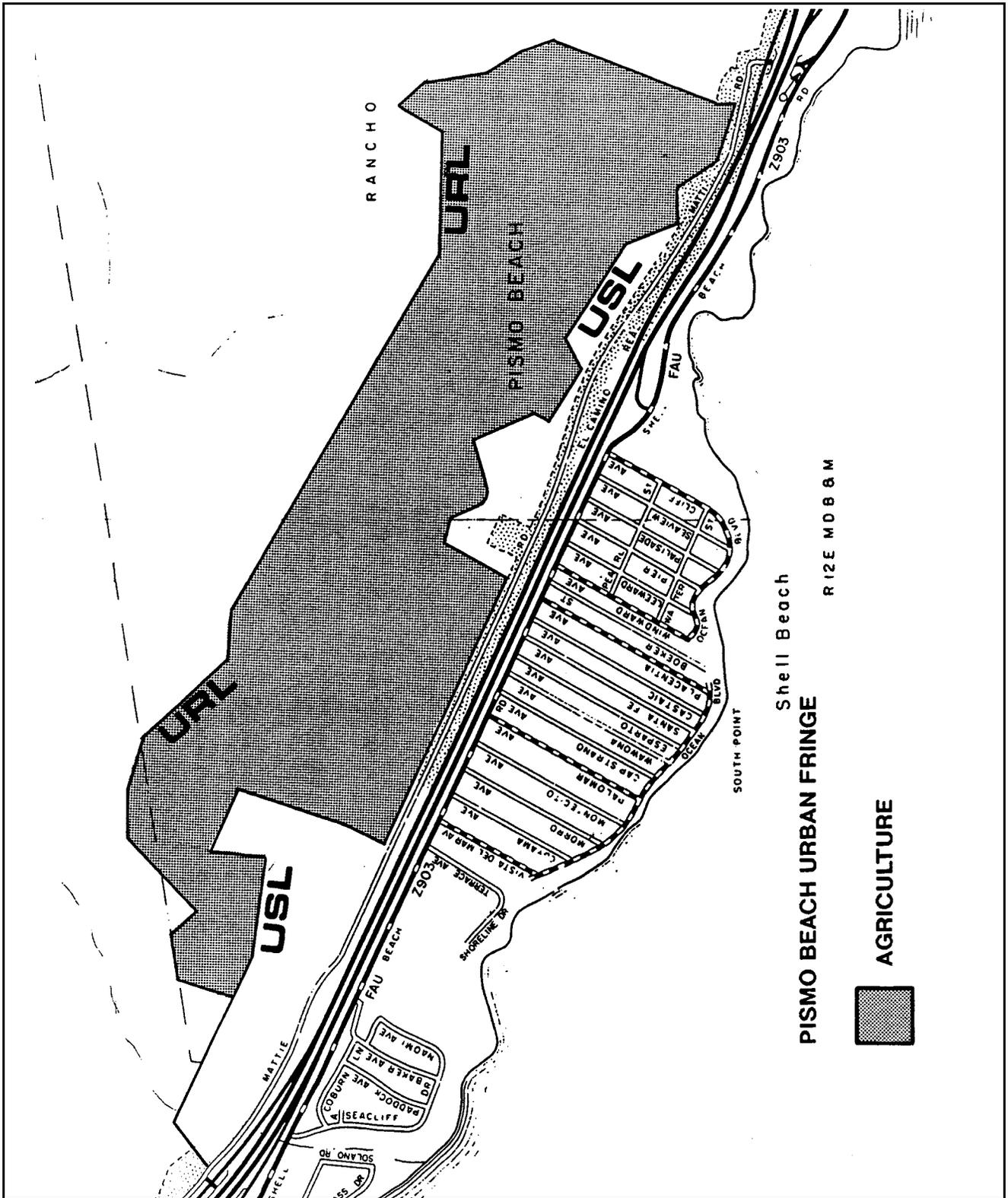


Figure 6-1: Pismo Beach Urban Fringe Location Map

D. ARROYO GRANDE

NOTE: PORTIONS OF THE TEXT ADDRESSING AREAS OUTSIDE THE COASTAL ZONE HAVE BEEN DELETED. (LCP)

E. GROVER CITY

The Grover City urban reserve line does not indicate any areas proposed for expansion of the city, with one exception. There is a small area of Residential Single Family adjacent to the city limits, between Farroll Avenue and the Pike. The urban reserve line also includes the North Oceano School. The 1973 Land Use Element of the Grover City General Plan covers a planning area of 2,694 acres that extends as far south as the Nipomo Mesa and makes land use recommendations for the unincorporated area of Oceano. The general plan notes that while Oceano is not in Grover City, it is critical to the future development of the community. The city plan also projects a population of 9,100 persons by 1990 and notes that an area of approximately 2,200 acres will be needed to accommodate that population. This would seem to imply that the city envisions annexing substantial areas, and the only direction to turn is towards Oceano; however, the latest revisions to the city plan still do not seem to adequately address this issue.

Recent residential development has occurred along the northerly side of The Pike within the city limits of Grover City, west of 22nd Street. There are several large undeveloped parcels in this southerly edge of the city where immediate development pressures are being felt. This has also spilled over to new residential construction south of The Pike in Oceano. It seems to indicate a trend toward development along the common edge of the two communities.

F. OCEANO URBAN AREA

The unincorporated community of Oceano occupies the lands bounded by Grover City and Arroyo Grande on the north, the Pacific Ocean on the west, Arroyo Grande Creek on the south and extends easterly to Halcyon Road including the religious community of Halcyon. It is the most southerly community in the Five-Cities area, and while it has many special facilities (i.e., Oceano Airport, Pismo State Beach, which draws over one million visitors annually), the community is heavily dependent on many commercial uses and employment uses located within the larger urban complex.

NOTE: ONLY THE AREA WEST OF HIGHWAY 1 IS WITHIN THE COASTAL ZONE. (LCP)

As was noted in the introduction to this planning area report, there was a 1974 proposal to incorporate Oceano as a city separate from its neighboring cities. The Local Agency Formation Commission (LAFCo) considered and ultimately denied the request. Since then, the situation does not appear to have become more favorable for Oceano incorporation. The ultimate proper solution appears to be a consolidation of the two neighboring cities with Oceano.

This Land Use Element concurs with the findings and recommendations of the 1974 Oceano Incorporation Study; it does not appear feasible for Oceano to incorporate.

An alternative to Oceano being annexed by either Grover City or Arroyo Grande was the recently created Oceano Community Services District. The community approved formation of the Oceano Community Services District in November 1980. This would allow Oceano residents a more direct voice in their community's affairs and allow Oceano to retain its own identity, at least until a decision can be reached on the future of the larger urban area. The community service district boundary includes all of the area within the urban reserve line and includes two additional low density recreational areas and the Halcyon Agricultural Preserve at the corner of Highway 1 and Halcyon Road. The urban services line is coterminous with the Oceano urban reserve line and full urban services should be provided as the community grows.

Residential Single Family

The residential areas of Oceano are a mixture of existing small lots and larger unsubdivided parcels. The main portion of town, east of Highway 1, was subdivided many years ago into lots of 3,500 square feet, but most have since been combined into multiple ownership patterns to create new housing areas in the community. The remaining unsubdivided properties around the community should be developed using full subdivision standards.

NOTE: PORTIONS OF THE TEXT ADDRESSING AREAS OUTSIDE THE COASTAL ZONE HAVE BEEN DELETED. (LCP)

Continued attention needs to be given to upgrading and improving the existing developed areas. There are still instances of junk accumulation and litter around many properties that detract from the overall community appearance. The appearance can also be improved by upgrading local streets with adequate paving and the installation of curbs, gutters and sidewalks.

NOTE: PORTIONS OF THE TEXT ADDRESSING AREAS OUTSIDE THE COASTAL ZONE HAVE BEEN DELETED.

Residential Multi-Family

Higher residential densities are proposed for three sections of the community. The first is the area lying east and north of Highway 1. It contains deteriorating housing and as these structures become obsolete they should be replaced with multiple family units. Multiple units should be held to a minimum so as to not hinder traffic movements. The multiple family proposed along the east side of 22nd Street and the north side of Highway 1 will provide a buffer to adjacent single family areas. However, future project approvals for multiple family units must include adequate screening, fencing, landscaping and lighting controls so as to not adversely effect the neighboring single family areas.

Since there is not an area in the community designated for office and professional uses, it is expected that these uses will be integrated into the multiple family area. These should be located close to the downtown retail commercial area, rather than at the periphery adjacent to single family residential areas.

The second area proposed for multiple family uses lies south of Highway 1, east of 22nd Street. In recent years this area has been committed to development of mobile home and recreational vehicle parks and it should continue to build-out in this manner. In no case, however, should these uses be allowed to expand beyond Arroyo Grande Creek. As future projects develop they should also not adversely effect the creek channel and dike area. Signing should be held to a minimum along the highway frontage and all projects should be thoroughly fenced, screened and landscaped.

The third area proposed for Residential Multi-Family is the Oceano Beach area west of Highway 1. The area west of Highway 1 is proposed for Residential Multiple-Family. The original subdivisions created lots averaging 3,000 square feet in size. Many of these lots are held in common ownership, but many are also in single ownership. West of 1st Street, single family homes are being built on these lots and the area should continue to develop this way. The end result will be a neighborhood with multiple family density, but comprised mainly of single family homes. Some of these lots are located within or adjacent to the sensitive wetland of the Oceano Lagoon. Development of these lots for residential use will require review by a qualified biologist to determine the extent of the wetland habitat and appropriate site location for new structures. The area west of Railroad Avenue contains many small lots and most of the duplex and multiple units are located here. There are also motel and beach cottage units in this area. This entire area is expected to continue to serve vacation homeowners and renters, however, as this area develops, the conflict with vehicles headed for the beach will increase. Roosevelt Drive is a major access route onto Pismo State Beach and on a busy weekend there are already serious traffic problems. As Oceano Beach develops careful attention must be given to upgrade and maintenance of the neighborhood appearance. This can be accomplished by removal of dilapidated beach cottages, paving of streets, and establishing some landscaping adapted to the near shore location.

Commercial Retail

Central Business District

The Central Business District (CBD) is located along the easterly side of Highway 1, from 13th Street south to 22st Street. The area is generally in poor physical condition and lacks any identity as a strong commercial core area. Physical problems confronting the CBD include: 1) angular street intersections with Highway 1; 2) small block size that could lead to circulation problems as the area grows; 3) the "strip" or linear configuration that tends to string uses out along Highway 1; 4) poor visual appearance of the CBD due to deteriorating and architecturally dissimilar buildings and inadequate street improvements and maintenance.

The Oceano CBD is expected to remain at a competitive disadvantage when compared to either Grover City or Arroyo Grande. However, its stature can be greatly improved by orienting goods and services to meeting the convenience needs of Oceano residents. The recent addition of a larger grocery store at the corner of Highway 1 and 21st Street will begin to meet such needs for nearby residents. As the CBD develops the businesses should be oriented towards Highway 1 with nearby off street parking provided. Emphasis should be on creating an informal shopping area that is accessible by both automobiles and pedestrians.

Oceano Beach

The beach oriented commercial area is divided into two sub-areas, one along Highway 1 and the other west of the county park along Roosevelt Drive. The area along Highway 1 presently contains a restaurant, as well as some residences and undeveloped land. As the major access to the beach, the area should develop with recreation oriented commercial uses that do not compete with everyday convenience commercial uses in the CBD. Commercial uses should also provide an attractive entrance to the beach area. Signing should not create a "neon strip" along the highway frontage. Uses should be designed so parking is contained on-site and effectively landscaped along the roadways and where commercial uses abut the residential uses.

The commercial area west of the county park includes such uses as restaurants, taverns, beach equipment sales and rentals, and rental cottages. This area suffers from some of the same problems as the CBD, namely inadequate street improvements, dilapidated beach cottages and commercial structures, and also traffic congestion during heavy use periods.

Commercial Service

Three areas are proposed for Commercial Service uses. The first lies south of Highway 1, east of the railroad. Existing uses include an automotive repair shop, some older housing, some small agricultural plots and vacant land. This should develop into heavier service uses but will need to be upgraded as it develops.

The second Commercial Service area lies west of The Pike/13th Street intersection. This area has recently began developing into a light industrial park type setting. The uses include light manufacturing firms. Adequate street improvements have been installed and the area is expected to further develop with similar uses.

The third area proposed for Commercial Service uses is on the west side of the railroad, along Railroad Avenue. A mini-warehouse complex has recently been built here, but other uses are vacant land and some scattered residences in deteriorating condition. Future development should provide for as few access points onto Railroad Avenue as possible and proposed uses should be those requiring access to railroad shipping, if possible. Proposed uses might also be oriented to the nearby beach recreation area. None of the areas proposed for service uses should be allowed to develop with hotel/motel uses that would compete with similar uses to be located near the beach.

Industrial

Present industrial uses are confined to the area adjacent to the railroad where there are produce packing companies and supporting ice manufacturing, crate assembly and storage and railroad shipping facilities.

Industrial expansion can occur southerly to Arroyo Grande Creek. The area is largely undeveloped, but it is served with water and sewer facilities and is effectively separated from the residential portions of the community. Future uses in this area must not be in conflict with nearby Oceano Airport. Commercial Retail or Commercial Service uses should not be developed within the Industrial designation, as there is no other area in the community that is appropriate for establishing industrial uses.

Recreation

Pismo State Beach is immediately adjacent to the Oceano urban area and provides trailer and campsites located between the protective beach dunes and Oceano lagoon. It is so popular that it is filled to capacity year-round. The beach front environment provides for many activities, including swimming, surfing, sun-bathing, clamming, fishing, hiking and camping. Oceano is also one of the major gateways for dune buggy and beach driving, with Pier Avenue the major access route. Vehicle use of the beach and dunes has led to many conflicts between recreation users of the area. There is a need to prohibit camping on the beach and also to provide adequate sanitary facilities, including refuse and litter control.

Oceano County Park has facilities for family picnics and outings on weekends. However, a neighborhood park site should be reserved in the easterly portion of the community to better meet resident needs.

Facilities might include a youth recreation center, a senior citizens center and a public swimming pool.

The Recreation category is also applied to the existing recreational vehicle park and storage area located between Highway 1 and the railroad. This use needs to be more effectively screened from the highway and the railroad right-of-way. This use should not be further expanded beyond its present limits.

Public Facilities

This land use category is applied to the cemetery located at the southeast corner of The Pike and South Elm Street; Oceano Elementary School; the fire station at the corner of 13th Street and Highway 1; the Oceano County Airport; the South County Sanitation District wastewater treatment plant, and other public facilities.

As noted previously, the Lucia Mar Unified School District is currently reevaluating its facilities and future district-wide needs. In the past the district has recommended expanding Oceano Elementary School to a full grammar school. This would allow North Oceano School to be converted to a junior high school. These still appear to be appropriate recommendations.

Oceano County Airport is expected to remain a recreational airport. The future level of improvements to the facility should be compatible with such use and should be in accordance with the adopted Oceano Airport Layout Plan.

G. PLANNING AREA LAND USE PROGRAMS

"Programs" are non-mandatory actions or policies recommended by the Land Use Element to achieve community or areawide objectives identified in this area plan. The implementation of each LUE program is the responsibility of the community, through the county or other public agency identified in the program itself. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program by the county should be based on consideration of community needs and substantial community support for the program and its related cost.

The following programs for the San Luis Bay Planning Area are grouped under the names of communities or rural areas, and then under land use categories or other location headings to identify specific areas where they each apply.

AREAWIDE PROGRAM

The following program applies to the San Luis Bay Planning Area:

1. **Comprehensive Watershed Management Program.** Water quality throughout the San Luis Bay Planning Area cannot be protected without managing inland development and land uses. Therefore, San Luis Obispo County should coordinate the development and implementation of a Comprehensive Watershed Management Program designed to protect the water quality of the entire watershed of all coastal creeks and streams throughout the Planning Area. Implementation of this program will enable San Luis Obispo County to achieve numerous water quality objectives including flood control, erosion control, sensitive habitat protection, and ocean water quality protection.

The Comprehensive Watershed Management Program for the San Luis Bay Planning Area should be designed to manage changes in land use and development, support riparian corridor restoration, and encourage the implementation of Best Management Practices throughout the planning area's watersheds. As part of this program, the County should identify and pursue whatever changes to the LCP and General Plan are needed to implement a coordinated set of programs and ordinances that protect and restore water quality throughout the watersheds

Specific issues that should be addressed by the Program include the impacts to water quality posed by development activities such as changing land use, grading and earth moving, and altering drainage patterns. The objective of the program shall be to avoid and minimize these impacts by, among other means:

- reducing non-point source pollution
- maintaining and restoring natural drainage patterns, native vegetation, wetlands, riparian areas and other habitats that improve water quality; and
- completing and implementing Comprehensive Watershed Management Plans for each watershed that will guide water quality protection and restoration efforts at a watershed scale.

To achieve these objectives, specific components of the Watershed Management Program and future Watershed Management Plans should include:

- A Development Standards component that identifies specific measures to minimize the cumulative impact of new development on the watershed and avoids the alteration of natural drainage patterns (e.g., increased impervious surface and runoff volumes).
- A Conservation, Restoration and Open Space component that identifies specific areas of the watershed which, if restored, could improve water quality. This component should also identify critical components of the natural drainage system such as wetlands, recharge areas, streams, and flood plains should be protected from adverse impacts of new development.

- A Public Participation component that identifies methods to encourage public participation in managing development and minimizing urban runoff impacts on the coast. This component should outline a public education and involvement program designed to: raise public awareness about the watershed and the potential impacts of water pollution; and, involve the public in the development and implementation of the Comprehensive Watershed Management Plan.
- A Monitoring component that provides a coordinated program to monitor, document, and report water quality problems and improvements. This component shall aim to coordinate various governmental and citizen water quality monitoring efforts; evaluate the effectiveness of installed BMP's; ensure the effective and routine maintenance of storm drain infrastructure (e.g., storm drain cleaning); and, provide rapid and accurate public notice of hazardous beach water quality conditions.

[Added 2000, Ord. 2919]

RURAL AREA PROGRAMS

The following programs apply to the portions of the San Luis Bay Planning Area outside of urban and village reserve lines in the land use categories listed.

Areawide

1. **Agricultural Preserves.** The county should continue to encourage owners of eligible lands to participate in the agricultural preserve program.
2. **Viewshed Protection - Pismo Beach Urban Fringe.** The city of Pismo Beach should ensure that new development does not obstruct the coastal views from Highway 1 near Ontario Ridge.

Rural Lands

3. **Viewshed Protection.** The county should work with property owners toward continuing preservation of natural ridgeline profiles and scenic backdrops through open space agreements, contracts, or other appropriate instruments along the Highway 101 corridor.

NOTE: PORTIONS OF THE TEXT ADDRESSING AREAS OUTSIDE THE COASTAL ZONE HAVE BEEN DELETED. (LCP)

AVILA BEACH URBAN AREA PROGRAMS

The following programs apply within the Avila Beach urban reserve line to locations in the land use categories listed.

Communitywide

1. **Priority Coastal-Dependent and Coastal-Related Uses.** Priorities and policies of the California Coastal Act and the San Luis Obispo County Local Coastal Plan shall be considered in reference to any development proposal in the Avila Beach Urban Area, which could impact traffic levels on Avila Beach Drive. [Added 1995, Ord. 2702]

Commercial Retail

1. **Parking.** The county should work with property owners toward development of adequate parking facilities needed to serve the downtown and beach areas.
2. **Facility Management.** The county should cooperate with the town of Avila, the Avila Beach Community Services District, the Avila Beach Community Foundation, the Port San Luis Harbor District, and Front Street property owners to facilitate management of facilities in the downtown area of Avila Beach, including the beach and pier, the park, and the parking lot. [Added 1996, Ord. 2776]

Industrial. The following programs apply to the Union Oil and tank farm.

3. **On-Shore Pipeline Alternative.** The county should encourage expansion or construction of onshore petroleum pipelines when and where feasible in lieu of any expansion of marine terminal facilities or operations.

Public Facilities. The following program applies only to the Port San Luis Harbor District.

4. Future revisions to the harbor master plan should be based upon the following priorities:

Priority I:

- a. Boating and fishing
 - b. Aquaculture and mariculture
 - c. Beach activities and other oceanfront recreational uses
 - d. Fish off-loading
5. Harbor Operations

Priority II:

- a. Boat trailer storage
- b. Equipment rental
- c. Seafood processing
- d. Other uses that provide for needs of waterfront visitors and workers such as overnight accommodations, restaurants, and parking

Priority III:

- a. Other uses including marine research and education, offices, or general retail

Priorities and policies of the California Coastal Act shall be considered in all harbor development. Prior to approval of any use which is not coastal-dependent the harbor district shall make a finding that adequate resources and services have been reserved for all coastal dependent uses proposed in the master plan.

5. Port San Luis Harbor District and operators shall explore opportunities for low-cost boating and fishing programs. This may include, but is not limited to, providing mooring space and/or use of harbor facilities to non-profit groups, educational groups, and community programs at reduced rates when possible.

6. **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.
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.

[Amended 2007, Ord. 3069]

Recreation

8. **Avila Beach.** Future recreation uses at Avila Beach should be compatible with the Avila Beach Specific Plan. [Amended 2000, Ord. 2919]
9. **Floodplains.** The county Engineering Department should work with owners of developing properties to acquire protective easements over floodplain areas.
10. **Pacific Coast Light Railway.** The county should assist the railroad operator in acquiring right-of-way to extend the proposed Pacific Coast Light Railway from Avila Valley through Avila Beach. The old Santa Fe School building east of Ontario Road should be incorporated into the proposed railroad facilities development.
11. **Screening.** The county should work with property owners and the State Department of Transportation to initiate a program to landscape and screen existing and proposed recreational uses from view of U.S. 101 and to remove unsightly fill from San Luis Obispo Creek.
12. **Avila Pier.** The county shall encourage discussions between the Port San Luis Harbor District and the Avila Beach Community Services District regarding management of the pier, beach and parking lot.

[Amended 2000, Ord. 2919]

GROVER BEACH URBAN AREA PROGRAMS

The following programs apply within the Grover Beach urban reserve line to locations in the land use categories listed.

Communitywide

1. **Annexation.** Properties north of the Pike should be annexed to Grover Beach prior to approval of development requiring urban services.

OCEANO URBAN AREA PROGRAMS

The following programs apply within the Oceano urban reserve line to locations in the land use categories listed.

Communitywide

1. **Street Improvements.** The county Engineering Department should work with property owners and LAFCo to establish assessment districts for the installation of urban street improvements, including curbs, gutters, sidewalks and street trees, in residential areas.
2. **Community Improvement.** The county should work with property owners and community groups to seek grants and other funding sources to assist property owners in making needed improvements to their residences or place of business.

Commercial Retail

3. **Central Business District Plan.** The Planning Department should work with the community and individual property owners to prepare a CBD plan to establish improvement and development standards for the CBD. The plan should include specific criteria and recommended implementation procedures (including any necessary LUE changes) for the following:
 - a. Siting of structures, building materials, signing, landscaping, parking and lighting.
 - b. Rehabilitation of existing commercial uses and facades.
 - c. Placement of utilities underground throughout the CBD.

Recreation

4. **Pismo State Park.** The county should encourage the State to provide the following facilities and services in Pismo State Park:
 - a. Expand and improve parking areas, establish restrooms and trash and litter disposal areas.
 - b. Develop a coordinated program between the State and county to effectively supervise beach activities and to maintain the beach areas in a safe and sanitary condition.
 - c. Establish an RV sewage disposal station at a location satisfactory to the South County Sanitation District and the county Health Department.

PISMO BEACH URBAN AREA PROGRAMS

The following programs apply within the Pismo Beach urban reserve line to locations in the land use categories listed.

Recreation

1. **Vista Point.** The county Engineering Department should work with the State Department of Transportation and the city of Pismo Beach to develop a scenic overlook or vista point on the upland terrace above the southerly intersection of Mattie Road and Highway 101. On-site structures should be limited to public restrooms, information kiosks and similar uses.

CHAPTER 7: COMBINING DESIGNATIONS AND PROPOSED PUBLIC FACILITIES

A.COMBINING DESIGNATIONS

Combining designations are special overlay land use categories applied in areas of the county with potentially hazardous conditions or special resources, where more detailed project review is needed to avoid or minimize adverse environmental impacts or effects of hazardous conditions on proposed projects. The following areas are subject to special combining designations. In some cases, specific standards have been adopted for an area where a combining designation is applied. These standards are found in Chapter 8 (Planning Area Standards), and apply to development proposals in addition to the standards of Chapter 23.07 of the Coastal Zone Land Use Ordinance.

Coastal Terrace of Irish Hills (SRA) - The coastal terrace both north and south of Diablo Canyon, supports a variety of coastal species that differ from other coastal areas. There are also substantial archaeological sites in the terrace south of Diablo Canyon. The terrace area north of Diablo Canyon has outstanding scenic value, with volcanic formations and the offshore Lion Rock.

Upper Diablo Canyon (SRA) - This area lies in a remote section of the Irish Hills and contains a predominantly mixed evergreen forest. It includes particularly fine stands of oak and there is a waterfall on Diablo Creek that has significant scenic value. Previously constructed roads and transmission lines from the Diablo Canyon Nuclear Plant have damaged this area and further destruction must be prevented.

Coon Creek Bishop Pines (SRA) - This large stand of native Bishop pines located on the ridge and hillsides on the south side of Coon Creek forms a scenic backdrop in the southerly part of Montana de Oro State Park. As one of the largest conifer forest in the county, the forest has considerable scenic value and should be protected as a natural area.

Ruda Ranch, Irish Hills (SRA) - This property contains some of the largest oaks in the county, as well as some manzanitas two feet in diameter and 40 feet high. The area should be retained as a natural area. This site was included in the State Department of Parks and Recreation report, "Landscape Preservation Study".

Ontario Ridge (SRA) - This major ridge forms an important scenic backdrop for the coastal area of Avila Beach and Pismo Beach, as well as for Avila Valley. Open space agreements on the slopes should be obtained at the time of development proposals.

Oceano Lagoon, Coastal Dunes and Beach Area (SRA) - This unique coastal setting has been highlighted in many state and federal reports and documents for its unique environment and importance as a natural resource. Oceano Lagoon is a freshwater marsh located mostly within public holdings. Its undisturbed margins support marsh vegetation, grassland, riparian habitat, and thick stands of Willow and Coast Live Oak. The marsh is used by a number of migratory waterfowl as a feeding or resting stop during the season. Future plans must carefully distinguish between areas best suited for more intensive recreation activity and sensitive areas to be preserved in their natural state.

Pismo Marsh - Pismo Marsh is primarily within the city of Pismo Beach and is discussed in the LCP for the city.

San Luis Creek Estuary (SRA) - This small estuary west of the community of Avila Beach is an important feeding and resting area for migratory water fowl. San Luis Creek may be the southernmost stream supporting steelhead rainbow trout runs in the State.

One mile upstream from the mouth of the creek a check dam was installed to stop salt water intrusion. However, with the exception of the rainbow trout, the dam has blocked migration up and down the stream. Most of the estuary is in private holdings.

Arroyo Grande Creek (SRA) - While most of this stream has been affected by the levees created to provide flood protection, riparian vegetation is present along the watercourse. Sensitive treatment during flood maintenance is necessary.

Marre House (c. 1932) (H) - This white stucco hacienda is of Spanish Revival architecture. It was the center of the large Rancho San Miguelito and sits on a hilltop overlooking San Luis Bay.

Port San Luis Lighthouse (1890) (H) - This facility originally guided ships into Port Harford (now Port San Luis) and was only recently automated by the U.S. Coast Guard.

Diablo Canyon Nuclear Power Plant (EX) - This designation includes the location of the power plant and the surrounding buffer area of the Pacific Gas and Electric Company lease site. The operations should not be expanded beyond the present property nor should future development of adjacent lands encroach into this area so as to hinder the operating capabilities of the plant.

Irish Hills, Indian Knob, Portions of Squire Canyon, Pismo Beach Hillside, Price Canyon (GSA) - This designation include those lands having moderately high or high landslide risk potential, as identified in the Seismic Safety Element of the general plan.

Bluff Erosion (GSA) - Portions of the coastline where bluff erosion poses a concern for siting new development have been noted. Development shall be located so that it can withstand 75 years of bluff erosion without the need for a shoreline protection structure that would substantially alter the landform, affect public access, or impact movement of sand.

Local Coastal Plan (LCP) - The local plan encompasses portions of each of the urban areas, except for Arroyo Grande, and portions of the surrounding rural environs. The LCP combining designation will identify specific programs to ensure that access to the shoreline is provided in accordance with the policies of the Local Coastal Plan.

San Luis Obispo, See Canyon, Pismo, Upper Arroyo Grande Los Berros Creeks (FH) - These drainage courses should be maintained in their natural state and native vegetation and habitats retained.

Oceano Lagoon, (FH) - Development within Oceano Lagoon should be prohibited. The lagoon should be retained in its natural state, with maintenance provided only as needed to allow proper water movement and assure continued capacity.

Oceano County Airport (AR) - The airport and its environs are under the jurisdictions of two separate series of regulations and accompanying review processes: The Federal Aviation Administration Part 77 regulations which, in part, address hazardous interference with air traffic by the height of buildings and structures, and electronic emissions which could impede aircraft communications and navigation; and the 1976 Oceano County Airport Land Use Plan, which defines compatible land uses and performance standards for six specific "zones" around the airport. The boundaries of those overlapping regulatory areas are shown in Figure 3, and together they describe the total area of the Airport Review combining designation.

B. PROPOSED PUBLIC FACILITIES

Only public facilities directly affecting land use that are publicly managed are considered. Needs for public facilities in the planning area are identified by various public agencies.

Development guidelines for proposed public facilities are found in Chapter 8 of Framework for Planning (Part I of the Land Use Element).

Avila Urban Area

Public Safety Facility Station - A permanent facility should be constructed on San Luis Bay Drive on the parcel reserved for such use in Tract 699. The facility would serve the recently-formed Avila Valley Volunteer Fire Company.

Oceano Urban Area

Neighborhood Park - A neighborhood park site should be reserved in the easterly portion of the community, to meet the needs of area residents. Future facilities might include a youth recreation center, a senior citizens center, and a public swimming pool.

C. COMBINING DESIGNATION AND PROPOSED PUBLIC FACILITY PROGRAMS

"Programs" are non-mandatory specific actions or policies recommended by the Land Use Element to achieve community or areawide objectives identified in this area plan. The implementation of each LUE program is the responsibility of the community, through itself. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program should be based on consideration of community needs and substantial community support for the program and its related cost.

The following programs for the San Luis Bay Planning Area are grouped under the names of communities or rural areas, and then under combining designations or other location headings to identify specific areas where they each apply.

Flood Hazard Areas (FH)

1. **Channel Maintenance Programs.** The county Flood Control District should undertake channel maintenance programs for San Luis Obispo, See Canyon, Pismo, Arroyo Grande and Los Berros Creeks, and Oceano Lagoon to prevent erosion and preserve stream channels and the lagoon in their natural state. Maintenance should include only that which is required to ensure continued channel capacity.

Historic Areas (H)

2. **Port San Luis Lighthouse.** The Port San Luis Harbor District should preserve the lighthouse and adjacent housing complex. A trail for pedestrian bicycle access, and public shuttle service should be incorporated.

Public Facilities

3. **Avila Valley Fire Station.** The county should work with area residents to construct a permanent fire station on the dedicated site along San Luis Bay Drive.

Sensitive Resource Areas (SRA)

4. **Coastal Terrace - Public Ownership.** The county should encourage increased State ownership of the north coastal area for possible expansion of Montana de Oro State Park.
5. **Indian Knob - Open Space Preservation.** The county should acquire a scenic or open easement over the area at the time of new development proposals.

6. **Irish Hills Coastal Terrace-Archaeological Inventory.** The county should encourage the San Luis Obispo Archaeological Society to study the coastal terrace areas north of Diablo Canyon to more accurately identify the extent of historical sites (in a manner similar to previous studies at Diablo Canyon and the coastal area to the south).
7. **Oceano Lagoon.** The State Department of Parks and Recreation should preserve this sensitive wetland through purchase of adjacent lots which include wetlands.
8. **Oceano Lagoon Habitat Preservation.** The State Department of Parks and Recreation shall cooperate with the Department of Fish and Game and other appropriate agencies to ensure that mosquito control measures do not lessen the habitat value of the lagoon.
9. **Arroyo Grande Creek.** This creek from the beach inland through the coastal zone is a manmade flood control (with levees to prevent flooding of the adjacent lands and improvements). It provides riparian habitat; however, it is subject to siltation and the silt must be periodically removed to restore the flood capacity of the artificial waterway.

Local Coastal Plan (LCP)

10. **Public Acquisition - Mallagh Landing.** The State Department of Parks and Recreation, the county, or other appropriate agencies should accept the offer to dedicate Pirates Cove and Mallagh Landing.
11. **Public Acquisition - Point San Luis Lighthouse.** The Port San Luis Harbor District should acquire the U.S. Coast Guard Lighthouse at Point San Luis for public access. The harbor district should undertake access improvements restricted to pedestrian and bicycle and public shuttle service use. A coastal conservancy access grant to improve a bike path, restrooms, signs and trash receptacles may be available and will should be jointly pursued.
12. **Street Easements - Oceano Beach Subdivision.** The county should accept the undeveloped easements that extend to the beach from Strand Avenue. The easements should be signed for pedestrian access. Where physical features permit, limited parking areas should be identified.
13. **Acceptance of Easement.** The State Department of Parks and Recreation should accept the easement along the mean high tide line to the toe of the bluff in the Sunset Palisades area of the city of Pismo Beach.

CHAPTER 8: PLANNING AREA STANDARDS

This chapter contains special "standards" for new development in the San Luis Bay Planning Area. Standards are mandatory requirements for development designed to handle special problems in a particular area of the county, or to respond to a special concern in an individual community. Planning area standards can range from establishing special setbacks in one neighborhood, to limiting the kinds of land uses normally allowed by the LUE (in Table O, and Coastal Table O Part I) because of specific community conditions.

These standards apply to the planning and development of new land uses, and must be satisfied to enable a permit for a new use to be approved, and for a newly-constructed project to be used. All the standards listed in this area plan may not apply throughout the planning area. Most apply to specific areas in communities, or to other particular locations in the planning area.

San Luis Bay Planning Area standards are organized under several headings describing locations in the planning area where they apply. Standards are grouped first by community, then by land use category, and finally under headings naming a specific area where the standard must be satisfied.

These requirements apply to proposed projects in addition to the provisions of the Land Use Ordinances. Where these standards conflict with the LUO or CZLUO, these standards control.

In any case where this area plan designates a property in the Open Space or Recreation land use categories, in the Sensitive Resource or Historic Area combining designations, or where the LUE identifies a need for open space preservation through easement, contract or other instrument, such designation does not in and of itself convey or imply any right of public use, access, trespass or violation of privacy.

A. SAN LUIS BAY RURAL AREA STANDARDS

The following standards apply to lands within the San Luis Bay Planning Area outside of urban and village reserve lines, in the land use categories or specific areas listed.

AREAWIDE: The following standards apply to lands within the rural portions of the San Luis Bay Planning Area which are not limited to a single land use category.

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 (figure 8-4). 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 Subsection B, Avila Beach Urban Area Standards, of this plan. All development within the Lightstation Planning Sub-Area is to be in conformity with the applicable Avila Beach Urban Area Standards.

Circulation

2. **Areawide Systems - Development Plan Projects.** Development Plan proposals are to be integrated into areawide circulation Map Figure 8-1 and utility easements, providing for future extensions into adjacent undeveloped properties wherever feasible or where known areawide rights-of-way are planned.
3. **Driveways - New Land Divisions.** New land divisions are to include, where possible, design provisions for combining driveways and private access roads serving proposed parcels wherever terrain and adequate sight distance on the public road allow.

4. **Pedestrian and Bikeways - New Land Divisions.** Provide for safe and site-sensitive pedestrian and bike circulation facilities in the design of roads for new subdivisions where feasible.
5. **Road Design and Construction - New Land Divisions.** Road alignments proposed in new land division applications are to be designed and constructed to minimize terrain disturbance consistent with safety and construction cost. Altered slopes are to be replanted with indigenous plants or protected by other appropriate erosion control measures.

Site Planning - Development Plan Projects

6. **Sloping Sites.** Development plan proposals for sites with varied terrain are to include design provisions for concentrating developments on moderate slopes, retaining steeper slopes visible from public roads undeveloped.

[Amended 2007, Ord. 3069]

AGRICULTURE: The following standards apply only to lands within the Agriculture land use category.

1. **Minimum Parcel Size - Diablo Coastal Terrace.** The minimum parcel size for new land divisions is 80 acres unless the Coastal Zone Land Use Ordinance would require a larger parcel size. The agricultural parcels owned by Pacific Gas and Electric shall remain in a consolidated holding to maintain the low population zone surrounding the Diablo Canyon Nuclear Power Plant.

Arroyo Grande and Cienega Valleys. The following standard applies only to lands in the Arroyo Grande and Cienega Valleys (see Figure 8-1).

2. **Limitation on Use.** Uses allowed by Coastal Table O, Part I of the Land Use Element are limited to: agricultural accessory structures; crop production and grazing; animal raising and keeping; nursery specialities--soil-dependent; farm support quarters; single family dwellings; mobile homes; temporary dwellings; roadside stands; temporary or seasonal retail sales; pipelines and power transmission; and water wells and impoundment.

[Amended May 5, 1992, Ord. 2544].

COMBINING DESIGNATIONS: The following standards apply only to lands in the Airport Review (AR), Energy and Extractive Resource Area (EX), Sensitive Resource Area (SRA), and Local Coastal Plan (LCP) combining designations in the rural portions of the planning area, as listed below.

Airport Review Area (AR)

1. **Airport Land Use Plan Included by Reference.** The adopted Oceano County Airport Land Use Plan is hereby incorporated into this Land Use Element as though it were fully set forth here.
2. **Limitation on Uses Within Airport Review Area.** Allowable uses are limited to those designated as "compatible" or "conditionally approvable" by the adopted Oceano County Airport Land Use Plan.
3. **Development Standards - Private Lands.** All permit applications for sites within the boundary of the adopted Oceano County Airport Land Use Plan are subject to the development standards set forth in that plan.

Energy and Extractive Resource Areas (EX)

4. **Permit Requirement - Price Canyon Oilfield.** Development Plan approval is required for any expansion of existing oilfield operations in Price Canyon, Tiber Canyon and in the hills off Ormonde Road into adjacent land use categories.
5. **Diablo Canyon Nuclear Power Plant Access.** Access to the power plant site is to remain in control of Pacific Gas and Electric Company. Development of adjacent land shall not provide access to the power plant site.

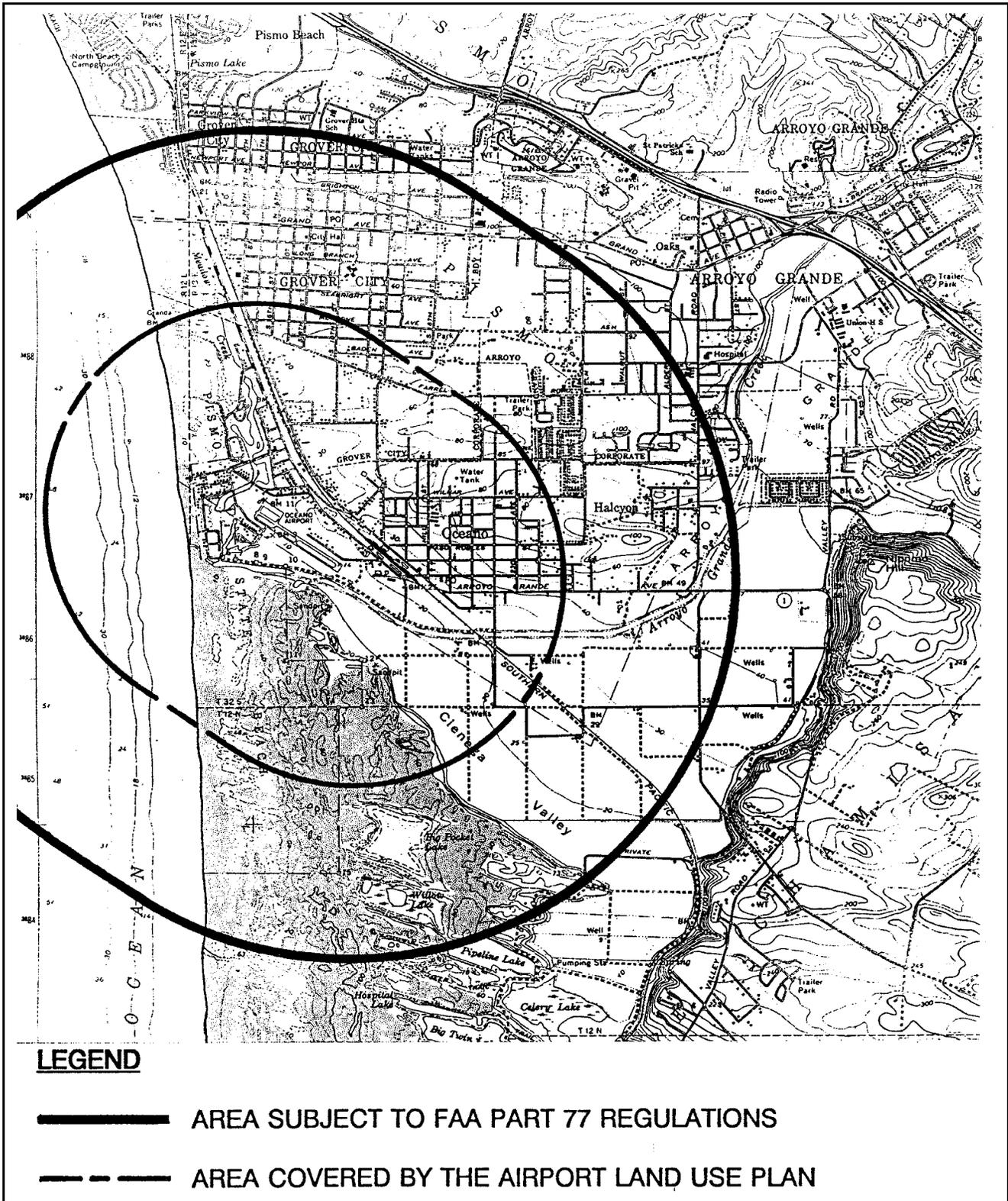


Figure 8-2: Airport Review Area: Oceano Airport

Historic Area (H)

6. **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.

Local Coastal Plan (LCP)

7. **Shoreline Access - Mallagh Landing.** New development shall be required to incorporate means to ensure that public access will be permitted on a permanent basis. Such assurance could include an offer-to-dedicate or a deed restriction. The extent of dedication and improvements, and the appropriate agency for maintenance will be determined as a part of the Development Plan. The level of public access required must be consistent with the extent of development approved and the potential prescriptive rights which may exist in the area. However, the minimum requirement shall be a means of ensuring public use of the sandy beach and a blufftop area for parking. Other improvements which may be appropriate include:
 - a. Parking area for 100 cars is to be improved. The parking area is to be surfaced with a permeable material to control bluff erosion. Selection of the site and improvement of the parking area is to be consistent with protection of the archaeological resources and geological conditions on the site.
 - b. Parking area is to be enclosed with a low-level fence of natural materials to contain vehicular use. Areas disturbed by vehicle overuse should be revegetated.
 - c. The parking area is to be landscaped with native trees and vegetation.
 - d. Restrooms and trash receptacles are to be provided.
 - e. Pedestrian trail to the beach is to be improved extending from the parking area.
 - f. Pedestrian and bicycle accessway is to be maintained and signed to allow access from Shell Beach.
8. **Shoreline Access Improvements - Port San Luis.** 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.

Sensitive Resource Areas (SRA)

9. **Site Planning - Development Plan Projects.** Projects requiring Development Plan approval are to concentrate proposed uses in the least sensitive portions of properties. Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas. Native vegetation is to be retained as much as possible.
10. **Upper Diablo Canyon - Access Limitation.** Further construction of access roads through upper Diablo Canyon (see Figure 8-1) is prohibited.
11. **Upper Diablo Canyon - Transmission Lines.** Future transmission lines in upper Diablo Canyon (see Figure 8-1) shall be confined to the existing corridor. All exposed grading cuts (except for actual roadways and structure sites) and areas of vegetation removal shall be graded and replanted to blend with existing terrain.

San Luis Obispo Creek Estuary (SRA)

- 12. **New Development.** Any improvements in the flood plain shall investigate changes to allow free fish migration up and down the stream.

Oceano Lagoon (SRA)

- 13. **Oceano Lagoon.** Development within Oceano Lagoon SRA shall be limited to those developments permitted consistent with the wetland policies in the LUE and LCP Policy Document. Additionally, development shall be sited to maintain and where feasible restore the biological capacity of the lagoon through among other means, minimizing, adverse effects of waste water discharges and entertainment, controlling runoff, preventing depletion of groundwater supplies and substantial interference with surface water flow, and maintaining natural vegetation buffer areas.

[Amended 2007, Ord. 3069]

RECREATION: The following standards apply only to lands within the Recreation land use category.

South of Arroyo Grande and Los Berros Creeks. Standards 1 through 4 apply only to the Recreation land use category located south of Arroyo Grande and Los Berros Creeks.

- 1. **Limitation on Use.** Uses are limited to a recreational vehicle park as provided by Ordinance 1198. The property is to be retained in one ownership to enable approval of the Development Plan.
- 2. **Access.** Public vehicle access to the development is limited to Garden Street.
- 3. **Residential Use.** No permanent residences are allowed except for a caretakers residence.
- 4. **Landscaping.** Landscaping shall be designed to reduce glare from trailer tops visible from the air and to provide a noise buffer.

RURAL LANDS: The following standards apply only to lands within the Rural Lands land use category.

Irish Hills. The following standard applies only to the Rural Lands land use category in the Irish Hills (see Figure 8-1).

- 1. **Limitation on Use.** Uses allowed by Coastal Table O, Part I of the Land Use Element as "A" or "S" are limited to: ag accessory structures; animal raising and keeping; crop production and grazing; nursery specialties; specialized animal facilities; transmission facilities; residential accessory uses; single family dwellings; mobilehome dwellings; temporary dwellings; roadside stands; temporary or seasonal retail sales; accessory storage; pipelines and power transmission; coastal accessways; and water wells and impoundment.

B. AVILA BEACH URBAN AREA STANDARDS

The following standards apply within the Avila Beach urban reserve line to the land use categories or specific areas listed. Avila Beach urban area standards are grouped first by those applicable to the town of Avila, then under Avila Valley, and San Luis Bay Estates.

AVILA BEACH

The following standards apply only to lands within the town of Avila Beach, to the land use categories or specific areas listed.

COMMUNITYWIDE: The following standards apply within the Avila Beach urban reserve line and are not limited to a single land use category.

1. **Water Authorization Required.** Submittal of a "will-serve" letter from the Avila Water District is required prior to issuance of any building permits for construction proposed to have water service.
2. **Avila Beach Drive and San Luis Bay Drive Level of Service.** 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.
3. **Avila Beach Specific Plan Included by Reference.** The Avila Beach Specific Plan, and any amendments made thereto, is hereby incorporated into this Land Use Element as though it were fully set forth here. All development within the Avila Beach Specific Plan planning area (Figure 8-3) is to be in conformity with the adopted Specific Plan, as well as all other applicable LCP standards. In the event of any conflict between the provisions of the San Luis Bay Area Plan and the Specific Plan, the Specific Plan shall control. [Added 2000, Ord. 2919]

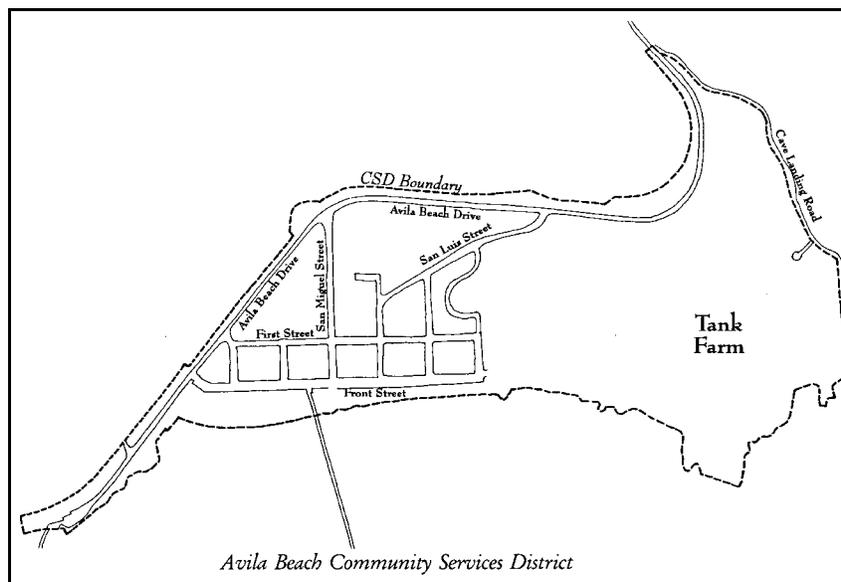


Figure 8-3: The planning area for the Avila Beach Specific Plan coincides with the boundary of the Avila Beach Community Services District.

4. **Permit Requirement.** Unless otherwise specified in the Avila Beach Specific Plan, Minor Use Plan approval is required for all proposed new uses. All development activities on the Tank Farm shall require Development Plan review and approval.
[Added 2000, Ord. 2919]

5. **Temporary Events:** Where allowed as S-17 uses by the Land Use Element, temporary events in the town of Avila Beach are subject to the following standards:

a. **Permit Requirements:** Minor Use Permit approval, except as follows:

Public Events. Except as otherwise provided in this section, no land use permit is required for:

Events occurring in approved theaters, convention centers, meeting halls or other approved public assembly facilities; or

Admission free events held at a public park or other land in public ownership when conducted with the approval of the public agency having jurisdiction, provided that the event is conducted in accordance with all applicable provisions of this title; or

Other free admission events which are eight hours or less in duration and are operated by non-profit organizations.

In accordance with the Coastal Commission Guidelines for Temporary Events adopted on January 12, 1993, a Coastal Development Permit shall be required for any temporary events that meet all of the following criteria:

- are held between Memorial Day weekend and Labor Day; and,
- occupy all or a portion of sandy beach area; and,
- involve a charge for general public admission or seating where no fee is currently charged for use of the same area (not including booth or entry fees).

However, temporary events may be excluded from coastal development permit requirements when:

- the fee is for preferred seating only and more than 75% of the provided seating capacity is available free of charge for general public use; or,
- the event is less than one day in duration or,
- the event has previously received a coastal development permit and will be held in the same location, at a similar season, and for the same duration, with operating and environmental conditions substantially the same as those associated with the previously approved event.

Notwithstanding the above provisions, a temporary event may be subject to coastal development permit review if unique or changing circumstances exist that have the potential for the temporary event to have a significant adverse impact on coastal resources. Such circumstances may include:

- the event, either individually or together with other temporary events scheduled before or after the particular event, precludes the general public from use of a public recreational area for a significant period of time;
- the event and its associated activities or access requirements will either directly or indirectly impact environmentally sensitive habitat areas, rare or endangered species, significant scenic resources, or other coastal resources such as public access opportunities, visitor and recreational facilities, water-oriented activities, marine resources, biological resources, agricultural lands, and archaeological or paleontological resources;

- the event is scheduled between Memorial Day weekend and Labor Day and would restrict public use of roadways or parking areas or otherwise significantly impact public use or access to coastal waters;
- the event has historically required a coastal development permit to address and monitor associated impacts to coastal resources.

In the event of any conflict regarding a determination by San Luis Obispo County as to whether a temporary event requires a coastal development permit, the matter shall be referred to the Executive Director of the Coastal Commission for resolution.

- 6. Permit Requirement - Port Facilities.** New development, including alterations to port facilities (other than those approved by coastal commission permits or on-going maintenance) shall require a Minor Use Permit, unless Development Plan approval is otherwise required by the Coastal Zone Land Use Ordinance (Title 23).
- 7. Port San Luis Harbor District Port Master Plan.** Permit approval of facilities under jurisdiction of the Port San Luis Harbor District may be granted only where consistent with the policies of the Harbor Port Master Plan, Appendix J of the Port Master Plan, the Local Coastal Program, the Coastal Act where applicable, and upon prior approval from the Harbor District.

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.
- 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 (as shown in LCP Exhibit 8.6).
- 3. 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 some examples of mitigation measures.
- 4. Cal Poly Pier.** The Cal Poly Pier (formerly Unocal Pier) is intended for public education and public access and recreation purposes only. Marine research is allowed but not to the exclusion of public access. Use of the Pier for the support of offshore oil exploration is prohibited.

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. 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.
 - c. **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.
 - d. **Road Capacity.** Please refer to Community-wide Standard #2
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 the 2004 Port San Luis Master Plan and these Planning Area Standards.

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 consistent with public safety and coastal resource protection.
3. **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.

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 seafloor from anchors and/or other structures; and
 - g. Anti-predation devices.

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 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.

PLANNING SUB-AREA GOALS AND POLICIES

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.** The Port shall 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 Harbor District determination.
3. **Limitation on Use.** Maintain the Open Water Area for navigation purposes, fishing and boating, water sports, biological resources and other coastal dependent uses such as certain 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.
4. **Boat Launching Facilities.** Explore and implement methods to reduce dredging at launches.

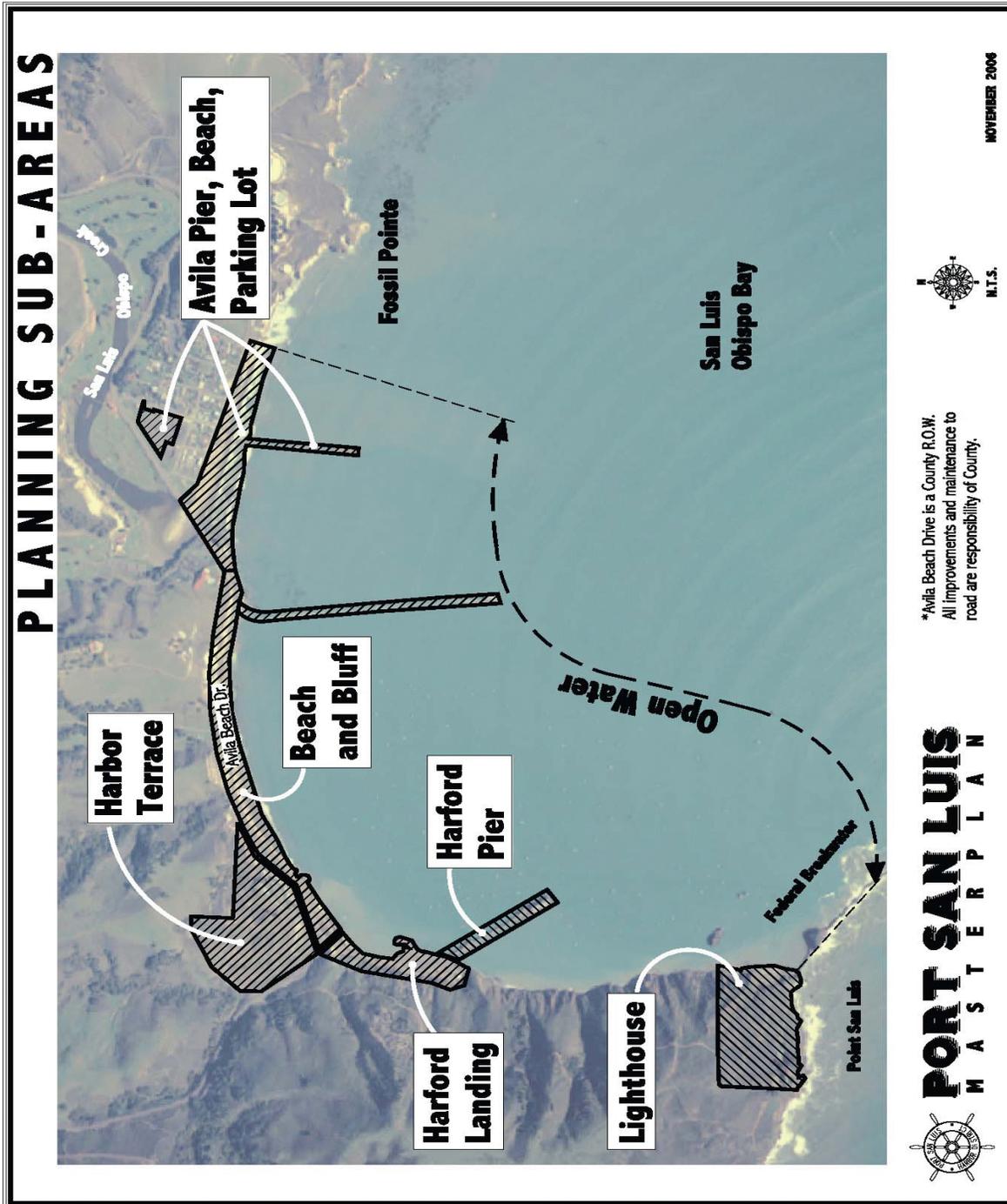


Figure 8-4: Port San Luis Planning Sub-Areas

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.

1. **Historic Character.** Maintain and improve Harford Pier in accordance with the historic character and use of the facility. The heavytimber 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, sportfishing, sightseeing, ice making and sales, excursion boats, passenger transportation on water, mariculture and aquaculture support facilities, coastal accessways, 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.

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 Harbor District 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 LCP Figure 8.6.

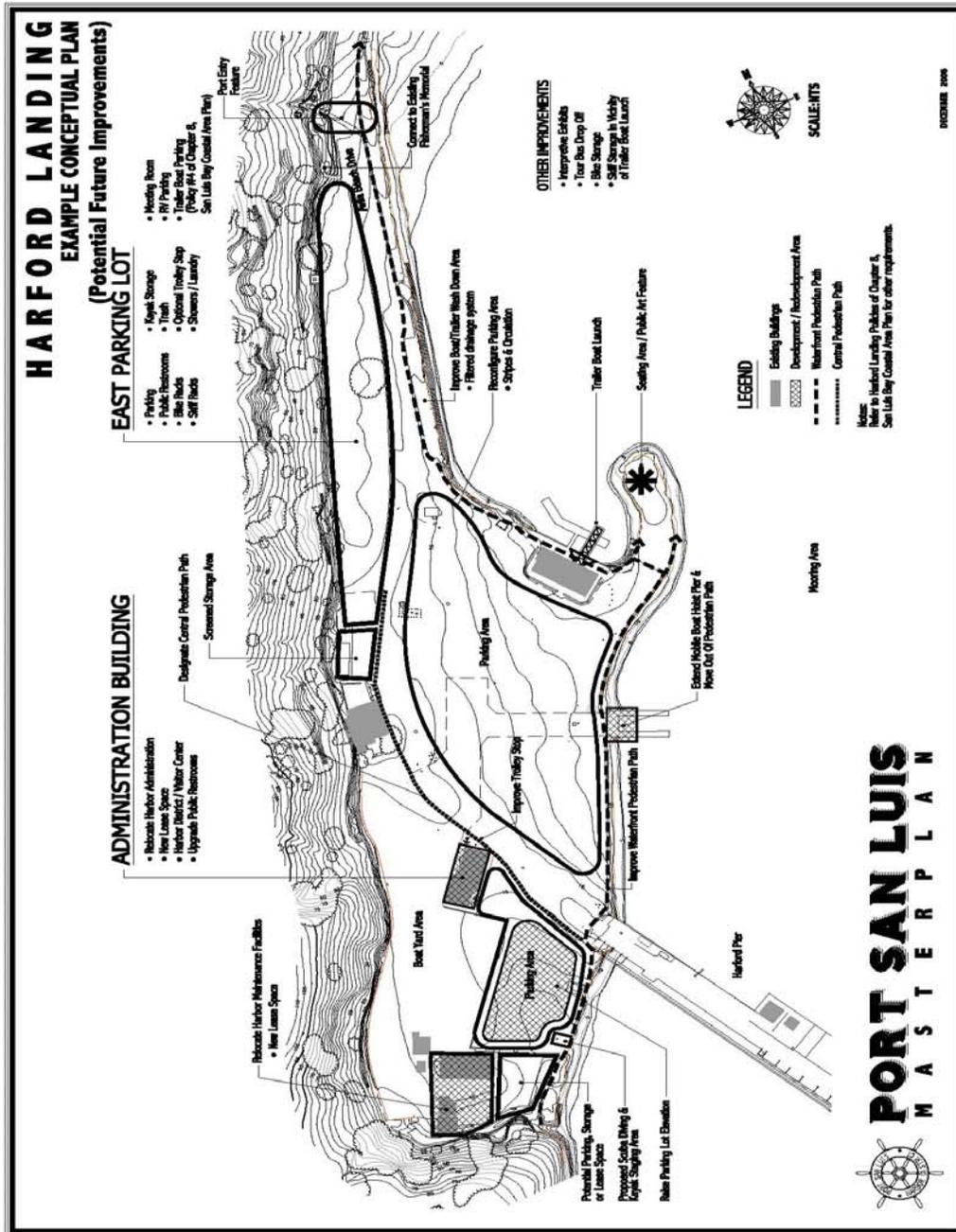
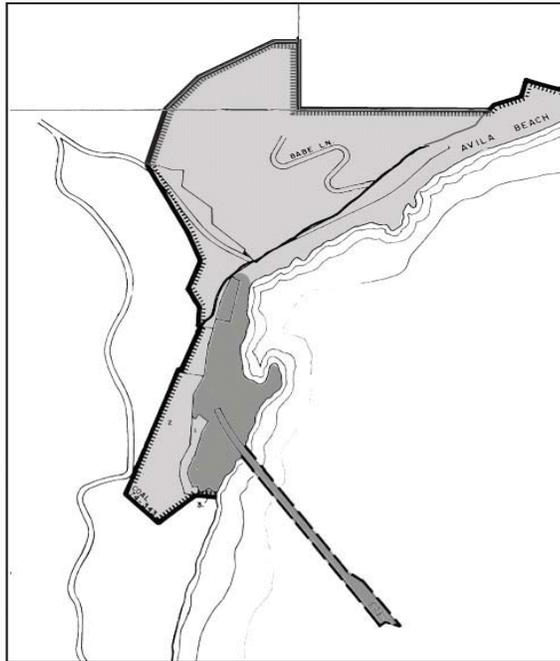
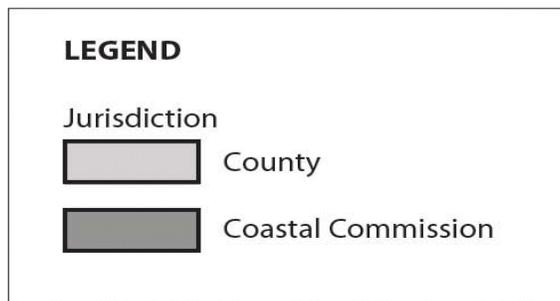


Figure 8-5: Conceptual Harford Landing Plan

PORT SAN LUIS



Harbor Terrace, Harford Landing, and Pier



Note:

For illustrative purposes only. Developments may be subject to a boundary determination by the CCC.

Figure 8-6: Jurisdictional Boundaries

- 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 timeframe 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.** Provide and maintain lateral public access along the seaward side of Avila Beach Drive via informal or formal paths and /or sidewalks. All new public accessways should connect with existing public access 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.
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 Blufftop Overlooks.** RV camping is allowed on blufftop 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 timeframe 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 Harbor 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.

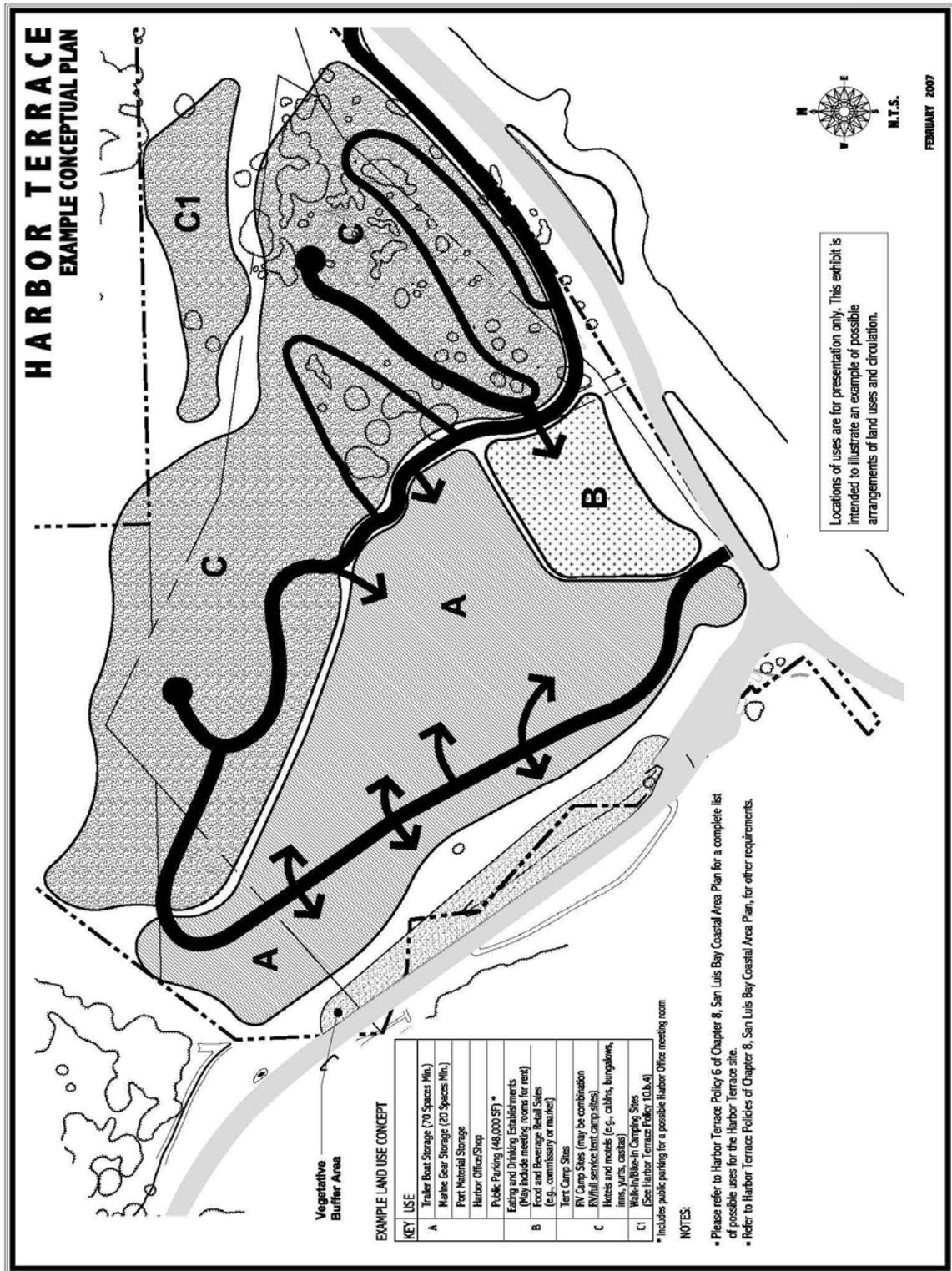


Figure 8-7: Conceptual Harford Terrace Plan

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.
 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 8.7.
 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 APN076-171-021, 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.
 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.
 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 CZLUCO, 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 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.
2. **Historic Character.** The Harbor District shall restore and protect the historic character of the lighthouse facility pursuant to the approved Lightstation Treatment Plan.
3. **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.
4. **Parking and Staging.** Allow remote parking on Port property or provide other appropriate parking and staging to accommodate visitors to the Lighthouse.
5. **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.
6. **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.

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.
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 8-8 Conceptual Avila Beach Facilities 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.

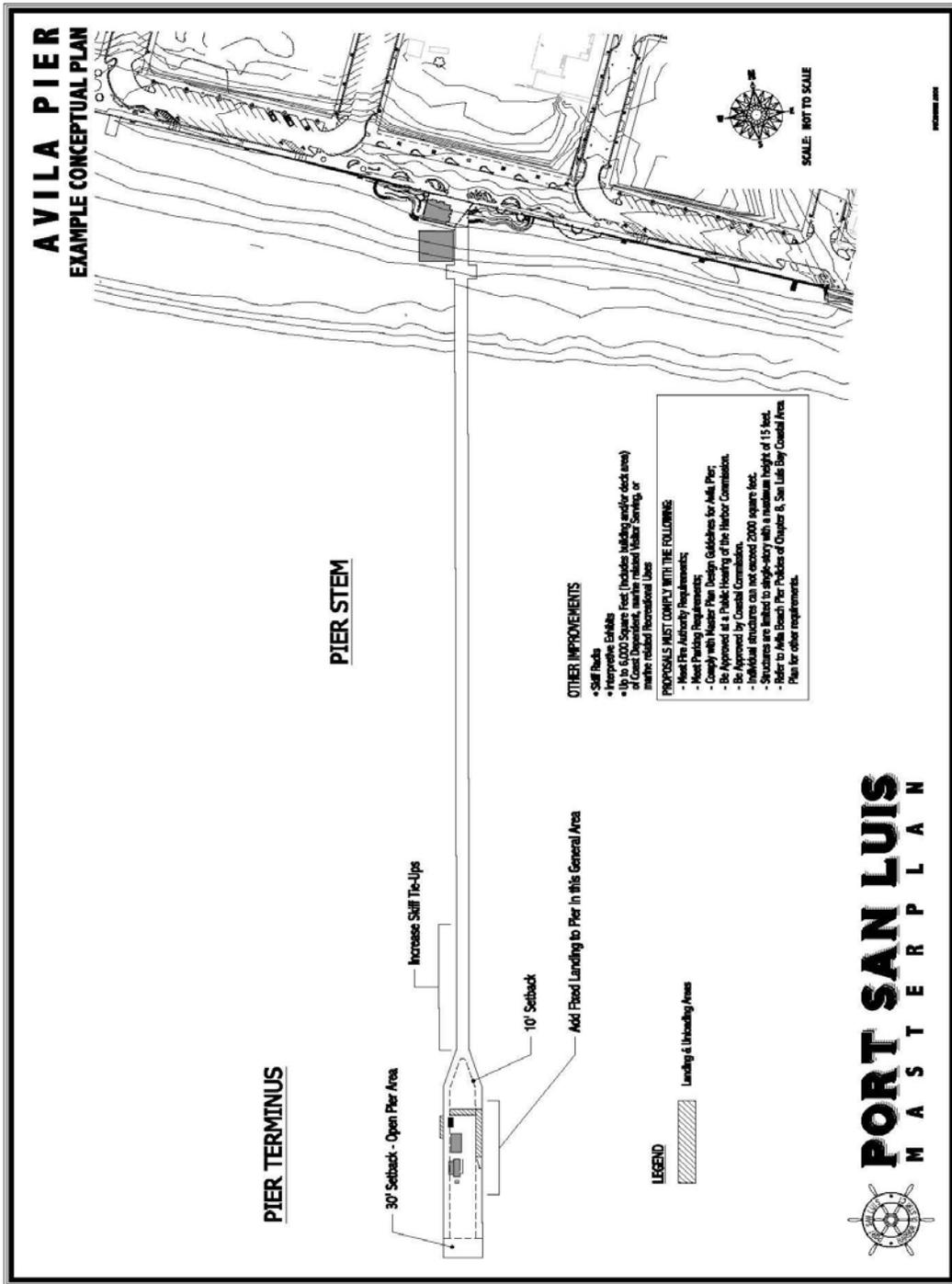


Figure 8-8: Conceptual Avila Beach Facilities Plan

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

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.

[Added 2000, Ord. 2919; 2007, Ord. 3069]

COMMERCIAL RETAIL: The following standards apply only to lands within the Commercial Retail land use category (including the Front Street Commercial Retail district).

1. **Priority and Protection of Visitor-Serving Uses.** Priority shall be given to visitor-serving uses throughout the Front Street Commercial District and the Commercial Retail area. Low-cost visitor serving facilities shall be protected, encouraged and, where feasible, provided.

[Amended 2007, Ord. 3069]

INDUSTRIAL: The following standards apply only to lands within the Industrial land use category.

1. **Limitation on Use - Tank Farm.** Uses are limited to power transmission; coastal accessways and water wells and impoundment. Future use of the site will be considered during the remediation review process and a subsequent amendment to the Avila Beach Specific Plan. The amendment will include a request to amend the Specific Plan to change the land use designation from Industrial (IND) to a new category which would enable development similar in physical scale and functional characteristics to that described in the Specific Plan. [Amended 2000, Ord. 2919]

2. **Permit Requirement.** Proposed industrial facilities or modifications/expansion of existing facilities, will require Development Plan review and be subject to the following:
- a. Phasing plan for the staging of development indicating the anticipated timetable and Site Plans for project initiation, expansion possibilities, completion, consolidation possibilities and decommissioning.
 - b. Oil spill contingency plan (using the most effective feasible technique) indicating the location and type of cleanup equipment, designation of responsibilities for monitoring, cleanup, waste disposal and reporting of incidents and provisions for periodic drills by the operator, as requested by the county, to test the effectiveness of the cleanup and containment equipment and personnel.
 - c. An approved Fire Safety Plan will be required by the governing fire authority (CDF/San Luis Obispo County Fire Department) for all development.
 - d. All facilities not requiring an ocean site to function, shall setback from the ocean including: wastewater and ballast water processing facilities, major petroleum storage facilities, offices and warehouses (excluding facilities housing oil spill containment and recovery equipment).
 - e. Effective screening of proposed and existing industrial facilities on the site from public view. Effective screening would include removal of unused or unsightly equipment from public view, the siting of proposed facilities in an inconspicuous manner by careful site design and the provision of contoured banks and grading, extensive landscaping and decorative walls and fences.
 - f. Any part of the facilities that cannot effectively be screened by the above methods shall be painted with nonreflective paint and with colors which blend with the surrounding natural landscape.
4. **Air Pollution Standards.** Any expansion or modification of existing petroleum processing or transportation facilities or the construction of new facilities shall meet San Luis Obispo County Air Pollution District (APCD) standards.

[Amended 2007, Ord. 3069]

RESIDENTIAL: The following standards apply only to lands within the Residential Multi-Family and Residential Single-Family land use categories.

1. **View Protection.** All new residential development shall be designed to protect public view corridors to the beach and ocean.

[Added 2000, Ord. 2919]

2. **Storm Drainage.** All new residential development shall provide Best Management Practices (BMPs) to address polluted runoff. BMPs shall be sized and developed to meet the requirements of the California Storm Water Best Management Practices Handbook (Municipal). Such measures shall include, but not be limited to: minimizing the use of impervious surfaces (e.g., install pervious driveways and walkways); directing runoff from roofs and drives to vegetative strips before it leaves the site; and/or managing runoff on site (e.g., percolation basin). The installation of vegetated roadside drainage swales shall be encouraged and, if used, calculated into BMP requirements. The combined set of BMPs shall be designed to treat and infiltrate storm water runoff up to and including the 85th percentile storm event. [Added 2000, Ord. 2919]

OPEN SPACE: The following standards apply only to lands within the Open Space land use category.

1. **Riparian Vegetation.** Riparian vegetation is to be retained along creekways.

RECREATION: The following standards apply only to lands within the Recreation land use category.

1. **Pacific Coast Railroad Right-of-Way.** Allowable uses are limited to the proposed railroad line, bicycle and hiking trails. Construction of the proposed railroad shall require Development Plan approval.
2. **RV Park Expansion.** The existing camper park south of San Luis Obispo Creek is not to be expanded into the creek floodplain.
3. **Sycamore Hot Springs - Development Standards.** Expansion of existing facilities is to occur in accordance with the approved Development Plan, with no development north of Avila Road.

Avila Road. The following standards apply to land bounded by San Luis Obispo Creek on the north, San Luis Bay Drive on the west, Ontario Road on the east and Avila Beach Drive on the south, except for the area shown in Figure 8-8.

4. **Limitation on Use.** Uses identified in Coastal Table O, Part I of the Land Use Element/Local Coastal Plan as "A", "S" or "P" uses are limited to those uses allowed in the Open Space land use category with the addition of uses contained in the definition of outdoor sports and recreation.
5. **Permit Requirement.** Development Plan approval is required for all uses.
6. **Flood Protection.** Structural uses are to be protected from flooding or clustered on contiguous parcels under the same ownership.

Intersection of Ontario Road and Avila Beach Drive. The following standards apply to land at the intersection of Ontario Road and Avila Beach Drive as shown in Figure 8-9.

7. **Limitation on Use.** Uses identified in Coastal Table O, Part I of the Land Use Element/Local Coastal Plan as "A", "S" or "P" uses are limited to those uses allowed in the Open Space land use category with the addition of: Libraries and Museums, Outdoor Sports and Recreation, Eating and Drinking Places, Food and Beverage Retail Sales, and Roadside Stands.
8. **Permit Requirements.** Minor Use Permit approval is required for all new uses proposed in existing structures. Development Plan approval is required for all new uses that propose any additional structures. Land use permits shall include a review of potential traffic impacts to Avila Beach Drive and the intersection of Avila Beach Drive and Ontario Road.
9. **Site Design Criteria.** Commercial development (existing and proposed structures) shall be limited to a total of 6,000 square feet. All development shall be located at least 100 feet from the upland extent of riparian vegetation. All structures shall be located outside of the Flood Hazard Combining Designation.

[Amended 1993, Ord. 2634]

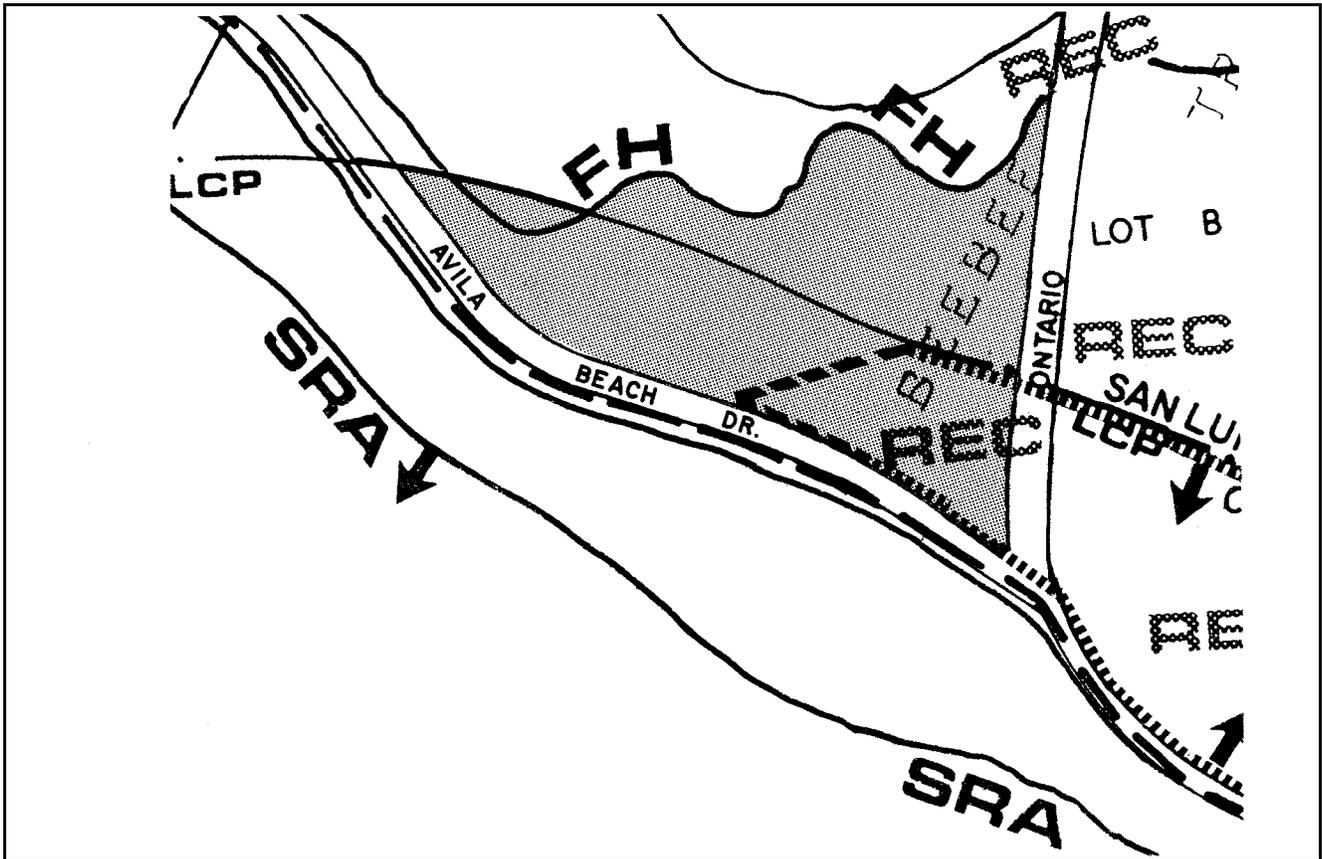


Figure 8-9: Intersection of Ontario Road and Avila Beach Drive

[Added 1993, Ord. 2634]

RURAL LANDS: The following standards apply only to lands within the Rural Lands land use category.

1. **Permit Requirement.** Development Plan approval is required for all uses adjacent to Avila Road or Cave Landing Road.
2. **Open Space Preservation.** New development proposals are to include provisions for guaranteeing preservation of the steep wooded slopes south of Avila Road extending to Ontario Ridge. Guarantees of open space preservation may be in the form of agreements, easements, contracts or other appropriate instrument, provided that such guarantee is not to grant public access unless desired by the property owner.
3. **Limitation on Use.** Uses allowed by Coastal Table O, Part I of the Land Use Element shall be limited to: agricultural accessory structures; animal raising and keeping; crop production and grazing; nursery specialties; specialized animal facilities; residential accessory uses; single family dwellings; temporary dwellings; accessory storage; pipelines and power transmission; rural sports and group activities; coastal accessways; and water wells and impoundment.

PIRATES COVE (CAVE LANDING)

The following standards apply only to the Pirates Cove area (see Figure 8-1) to the land use categories or specific areas listed.

RESIDENTIAL RURAL: The following standards apply only to lands within the Residential Rural land use category.

Mallagh Landing.

1. **Permit Requirement.** Development plan approval is required for all uses to include the following:
 - a. Residential clusters shall be identified in accordance with the sections of the Coastal Zone Land Use Ordinance which identifies cluster densities. At such time as the county adopts a Planned Unit Development (PUD) ordinance, the residential clusters shall be identified in accordance with the PUD ordinance.
 - b. Site selection for the residential clusters totaling 17 units shall be located adjacent to Pismo Beach where the extension of urban services would be appropriate.
 - c. A preliminary archaeological survey shall be required. Mitigation measures and residential site selection shall emphasize the protection of known archaeological sites.
 - d. A geologic report shall be required to indicate areas of landslide risk, bluff erosion, or where engineered foundations may be required. The residential clusters should be located consistent with these identified geologic concerns.
 - e. Appropriate methods for ensuring public access and recreational use of Pirates Cove and the adjacent bluff top shall be identified. (A detailed discussion of public access standards, see Land Use Element combining designation in Chapter 7 of this document.)

SAN LUIS BAY ESTATES

The following standards apply only to lands within the San Luis Bay Estates project (see Figure 8-1), to the land use categories or specific areas listed.

AREAWIDE: The following standards apply to lands within the San Luis Bay Estates project which are not limited to a single land use category.

1. **Permit Requirement - Master Plan.** An amendment to the approved Master Development Plan for the entire property is to be prepared for the portions of the site within the coastal zone, for county review and approval prior to further development within the coastal zone. The Master Development Plan is to include any regulations, conditions and programs needed to implement each element of the county general plan as applicable to the site, and also the following:
 - a. The location of housing, business, open space, agriculture, recreation facilities, educational facilities, churches and related religious facilities, public buildings and grounds, solid and liquid waste disposal facilities; height, bulk and setback limits for such buildings and facilities, including the location of areas such as flood plains and excessively steep or unstable terrain where no building is to occur.

- b. The location and extent of existing and proposed streets and roads, proposed widths and standards for construction and maintenance, and the location and standards of construction, maintenance and use of all other transportation facilities, public or private.
 - c. Standards for population and building density including lot size, construction types, and provisions for water supply, sewage disposal, storm drainage and solid waste disposal.
 - d. Standards for conservation, development, and utilization of natural resources, including underground and surface waters, vegetation and soils, creeks and streams, fish and wildlife resources. Such standards should include measures for flood control, prevention and control of surface water pollution, land use regulation in stream channels and other areas which may have a significant effect on fish, wildlife and other natural resources of the area, control of soil erosion caused by construction, and the protection of watershed areas.
 - e. The location of areas of greatest biological significance shall be identified by a qualified biologist. Uses proposed in the master plan shall be sited consistent with protection of such identified habitat areas.
 - f. All public agencies carrying out or supporting activities outside the Coastal Zone in the Avila area that could have a direct impact on the resources within the coastal zone shall consider the effect of such actions on coastal zone resources in order to assure that Coastal Act policies are achieved.
 - g. At such time that the county adopts a PUD ordinance, new residential clusters located within the coastal zone shall be developed to those specifications. In the interim, the cluster division provisions in the Coastal Zone Land Use Ordinance shall be used.
2. **Density Limitation.** Net residential density for the entire project area is to be within the range of the Residential Suburban land use category, not to exceed one dwelling unit per acre.
 3. **Lot Sales.** All sales programs are to be administered from the project sales office in the commercial village.
 4. **Open Space Preservation.** Approval of an application for land division, Site Plan or Development Plan approval is contingent upon the applicant executing an agreement with the county to maintain portions of the site not proposed for development in open space use. Guarantees of open space preservation are to be in the form of agreements, easements, contracts or other appropriate instrument.
 5. **Site Planning.** New development is to utilize the cluster division provisions of the Coastal Zone Land Use Ordinance.

OPEN SPACE: The following standards apply only to lands within the Open Space land use category.

1. **Density Calculations.** The parcel lying southerly of Avila Road is to be included in overall project density calculations to determine the required open space acreage for the entire project under the cluster division provisions of the Coastal Zone Land Use Ordinance.

RECREATION: The following standards apply only to lands within the Recreation land use category.

1. **Limitation on Use.** Principal permitted uses are limited to: eating and drinking places (not including drive-in restaurants, fast food and refreshment stands); food and beverage retail sales (limited to tourist-oriented supplies); and hotels and motels. Non-principal permitted uses are limited to: amusement and recreational services coastal accessways; rural sports and group facilities (excluding equestrian exhibition facilities); participant sports and active recreation; temporary events; caretaker residence; public safety facilities; accessory storage; pipelines and power transmission; and water wells and impoundment. (This is a visitor-serving priority area.)
2. **Floodplains.** Existing natural floodplain areas are to be preserved in their natural state.
3. **Location Criteria.** Active recreation uses are to be confined to the area of the existing 18-hole golf course, tennis facilities and hotel.
4. **Trails.** New residential and commercial development is to be accompanied by construction of trails adjacent to San Luis Obispo Creek connecting the Avila Valley and Avila Beach recreation areas.

RESIDENTIAL SUBURBAN: The following standards apply only to lands within the Residential Suburban land use category.

1. **Limitation on Use.** Uses allowed by Coastal Table O, Part I of the Land Use Element as within the residential clusters are limited to: home occupations; residential accessory uses; single family dwellings; temporary dwellings; public safety facilities; public utility centers; participant sports and active recreation (limited to incidental neighborhood recreation facilities); pipelines and power transmission; accessory storage; coastal accessways; and water wells and impoundment. The range of uses allowed within the coastal zone portions of the property is to be further refined through preparation of the project master development plan, so that uses will be compatible with the character of each cluster.
2. **Permit Requirement.** After adoption of the project master plan, Development Plan approval is required for each proposed residential cluster. The Development Plan shall reflect areas designated as biologically significant by a qualified biologist. Application materials submitted are to include details of siting, grading, structure locations, circulation within the cluster and connection to the overall circulation system.
3. **Site Area.** Where dwellings are to be built as multi-family units, the minimum area of buildable lots may be as small as 2,500 square feet.
4. **Recreational Facilities.** Residential clusters may include incidental neighborhood recreational facilities.

C. GROVER CITY URBAN AREA STANDARDS

The following standards apply within the Grover City urban reserve line (but outside the city limits) to the land use categories or specific areas listed.

RESIDENTIAL SINGLE FAMILY: The following standards apply only to lands within the Residential Single Family land use category.

1. **Annexation Required.** The area north of The Pike and east of the existing city limits is to be annexed to Grover City prior to approval of any development requiring extension of city services.

D. OCEANO URBAN AREA STANDARDS

The following standards apply within the Oceano urban reserve line to the land use categories or specific areas listed.

COMMUNITYWIDE: The following standards apply within the Oceano urban reserve line and are not limited to a single land use category.

1. **Condominium-Hotels and Motels.** Hotels or motels which are condominiums or planned development projects may be permitted in accordance with Chapter 8 of the Coastal Zone Land use Ordinance wherever hotels and motels are allowable uses. [Amended May 1992, Ord. 2544--Resolution 93-103]
2. **Oceano Specific Plan Included by Reference.** The 2001 Oceano Specific Plan, and any amendments made thereto, is hereby incorporated into this Land Use Element as though it were fully set forth here. All development within the Oceano Specific Plan planning area, which coincides with the Oceano Urban Reserve Line, is to be in conformity with the adopted Specific Plan, in addition to any applicable planning area standards. In addition to complying with these requirements, new development shall conform to all applicable Local Coastal Plan provisions (e.g., Coastal Plan Policies, Coastal Zone Land Use Ordinances and San Luis Bay Area Plan standards), including but not limited to those provisions cross-referenced by the Specific Plan. Any deviation of existing or proposed development from the provisions of the Specific Plan is to occur only after appropriate amendment of the Specific Plan.

COMBINING DESIGNATIONS: The following standards apply only to lands in the Airport Review (AR), Flood Hazard (FH) and Sensitive Resource Area (SRA) combining designations, as listed below.

Airport Review Area (AR)

1. **Limitation on Uses Within Airport Review Area.** Allowable uses are limited to those designated as "compatible" or "conditionally approvable" by the adopted Oceano County Airport Land Use Plan.

2. **Development Standards - Airport Site.** New developments on the county-owned portions of the site of the Oceano County Airport shall be consistent with the adopted Airport Development Plan and shall comply with all applicable provisions of the airport lease site standards.
3. **Development Standards - Private Lands.** All permit applications for sites within the boundary of the adopted Oceano County Airport Land Use Plan are subject to the development standards set forth in that plan.

Sensitive Resource Area (SRA)

Oceano Lagoon (SRA)

4. **Permit Requirement.** All uses shall require Site Plan approval unless Development Plan approval is required by the Coastal Zone Land Use Ordinance. The site shall be surveyed by a qualified biologist to determine the extent of the wetlands and riparian vegetation on site or on surrounding parcels and to recommend necessary mitigations including minimum setbacks, site restoration, etc. Setbacks shall be a minimum of 25 feet from the established wetlands or riparian vegetation.
5. **Limitation on Use.** Development within Oceano Lagoon is prohibited. Any lagoon maintenance program to support continued capacity shall also preserve the lagoon in a natural state, including the parcel transferred from the county to the South San Luis Obispo County Sanitation District.

COMMERCIAL RETAIL: The following standards apply only to lands within the Commercial Retail land use category.

1. **Limitation on Use - Oceano Beach.** Uses allowed by Coastal Table O, Part I of the Land Use Element may be permitted in the Oceano Beach area (see Figure 8-1) except: schools; auto, mobilehome and vehicle dealers and supplies (except as otherwise allowed by standard number 3); building materials and hardware; furniture; home furnishings and equipment; mail order and vending; and vehicle storage.
2. **Front Setbacks - Oceano Beach.** No front setbacks are required.

West of Strand Way. The following standards apply to the Commercial Retail Land Use Category located west of Strand Way.

3. **Limitation on Use.** Uses identified as allowable and not allowable in standard number 1 above apply except that retail dealerships and servicing of new all-terrain vehicles (ATV's) and storage yards and sales lots may also be permitted.
4. **Permit Requirement.** Development Plan approval is required for dealers of new all-terrain vehicles (ATV's) with consideration to be given to minimizing test driving in the vicinity, to limiting the hours of operation, to enclosing outdoor display areas with solid fencing, and to providing areas of adaptive landscaping where it is required.
5. **Drainage Requirements.** All new development shall provide Best Management Practices (BMPs) to address polluted runoff. BMPs shall be sized and developed to meet the requirements of the California Storm Water Best Management Practices Handbook. Such measures shall include, but not be limited to: minimizing the use of impervious surfaces (e.g. install pervious driveways and walkways); directing runoff from roofs and drives to vegetative strips before it leaves the site; and/or managing runoff on sites (e.g. percolation basin). The installation of vegetated roadside drainage swales shall be encouraged and, if used, calculated into BMP requirements. The combined set of BMPs shall be designed to treat and infiltrate stormwater runoff up to and including the 85th percentile storm event.

Commercial development shall use best management practices (BMPs) to control and prevent pollutants from entering the storm drain system. BMPs shall be chosen and sized to meet the guidance of the California Storm Water Best Management Practices Handbook (Industrial/Commercial). Such measures shall include both source control and treatment control practices that ensure contaminants do not leave the site. Stormwater runoff from commercial sites shall be filtered through BMPs that treat stormwater runoff up to and including the 85th percentile storm event. Restaurant and other commercial cleaning practices that can impact water quality (such as floor mat rinsing and vehicle cleaning) by introducing chemicals to storm drain systems (detergents, oils and grease and corrosive chemicals) shall provide designated areas that collect and dispose of this runoff through the sanitary sewer system. Street sweeping and cleaning shall use best management practices outlined in the above referenced handbook or the Model Urban Runoff Program (“Model Urban Runoff Program: A How to Guide for Developing Urban Runoff Programs for Small Municipalities”, July 1998, Cities of Monterey and Santa Cruz and the California Coastal Commission) to keep contaminants and cleaning products from entering the storm drain system.

[Amended 2004, Reso 02-145, Ord. 2968]

COMMERCIAL SERVICE: The following standards apply only to lands within the Commercial Service land use category.

1. **Limitation on Use.** Uses allowed by Coastal Table O, Part I of the Land Use Element may be permitted except: drive-in theaters; marinas; hotels and motels; marine terminals and piers.

INDUSTRIAL: The following standards apply only to lands within the Industrial land use category.

1. **Limitation on Use.** Uses allowed by Coastal Table O, Part I of the Land Use Element may be permitted except: drive-in theaters; petroleum refining and related industries; petroleum extraction; airfields and landing strips; marine terminals and piers.

Southwest Corner of Breaker and 15th Streets. Standard 2 applies only to the site in the Industrial land use category at the southwest corner of Breaker and 15th streets.

2. **Limitation on Use.** Allowable use is limited to recreational vehicle storage subject to Development Plan approval, as required by Ordinance 1658.

RECREATION: The following standards apply only to lands within the Recreation land use category.

1. **Limitation on Use.** Allowable uses in the area between Highway 1 and the railroad right-of-way are limited to recreational vehicle parks in accordance with Ordinance 1215.

RESIDENTIAL MULTI-FAMILY: The following standards apply only to lands within the Residential Multi-Family land use category.

1. **Maximum Density.** New multi-family development is not to exceed a density of 15 units per acre. Maximum floor area may not exceed 48 percent.
2. **Storm Drainage.** All new residential development shall provide Best Management Practices (BMPs) to address polluted runoff. BMPs shall be consistent with the guidance found in documents such as the California Storm Water Best Management Practices Handbook (Municipal). Such measures shall include, but not be limited to: minimizing the use of impervious surfaces (e.g., install pervious driveways and walkways); directing runoff from roofs and drives to vegetative strips before it leaves the site; and/or managing runoff on site (e.g., percolation basin). The installation of vegetated roadside drainage swales shall be encouraged and, if used, calculated into BMP requirements. The combined set of BMPs shall be designed to treat and infiltrate storm water runoff up to and including the 85th percentile (or equivalent) storm event. The Best Management Practices shall include measures to minimize post-development loadings of total suspended solids.

[Amended 2004, Reso 02-145, Ord. 2968]

Oceano Beach. Standards 2 through 4 apply only to the Residential Multi-Family land use category located in the Oceano Beach area (see Figure 8-1).

3. **Limitation on Use.** Uses allowed by Coastal Table O, Part I of the Land Use Element may be permitted except: nursing and personal care; residential care; mobilehome developments; personal services; and health care services.
4. **Front Setback.** The minimum front setback is to be 14 feet for all buildings on the west side of Strand Way between Pier and Brooks Avenues.
5. **Height.** Structures shall not exceed 25 feet.

E. PISMO BEACH URBAN AREA STANDARDS

The following standards apply within the city of Pismo Beach urban reserve line (but outside the city limits) to the land use categories or specific areas listed.

AGRICULTURE: The following standards apply only to lands within the Agriculture land use category.

1. **Location Criteria.** Any proposed development is to be located on slopes less than 30 percent below the 200 foot contour. No development is permitted above this elevation.
2. **Grading.** No grading shall be permitted on slopes in excess of 30% except as provided in the Coastal Zone Land Use Ordinance.