

County of San Luis Obispo
Land Use and Circulation Elements (Part II)

The Area Plans

February 2014



County of San Luis Obispo
Department of Planning and Building

BOARD OF SUPERVISORS

Frank Mecham, District 1
Bruce Gibson, District 2
Adam Hill, District 3
Lynn Compton, District 4
Debbie Arnold, District 5

PLANNING COMMISSION

Jim Irving, District 1
Ken Topping, District 2
Eric Myer, District 3
Jim Harrison, District 4
Don Campbell, District 5

DEPARTMENT OF PLANNING AND BUILDING

James Bergman, Director
Trevor Keith, Deputy Director
Bill Robeson, Deputy Director
Matt Janssen, Division Manager
Airlin M. Singewald, Planner III
Jeffrey Legato, Mapping and Graphics Specialist III
Chris Macek, Secretary

COUNTY OF SAN LUIS OBISPO

Adopted

Adopted February 4, 2014 Ordinance 3256

Amended

March 24, 2015

Resolution 2015-75

Land Use Element

I. INTRODUCTION

1.1 How to use this Document I.1
 1.2 Overview..... I.1
 1.3 Area Plans, Sub-areas, and Community/Village Plans ... I.5
 1.4 Relationship to Water Planning Areas I.6
 1.5 Area Plan Organization I.9

II. CARRIZO AREA PLAN

Chapter 1: Introduction II.1-1
 Chapter 2: Population and Economy II.2-1
 Chapter 3: Public Facilities, Services, and Resources II.3-1
 Chapter 4: Land Use..... II.4-1
 Chapter 5: Circulation Element II.5-1
 Chapter 6: Combining Designation Programs..... II.6-1

III. NORTH COUNTY AREA PLAN

Chapter 1: Introduction and Goals III.1-1
 Chapter 2: Population and Economy III.2-1
 Chapter 3: Public Facilities, Services, and Resources III.3-1
 Chapter 4: Land Use..... III.4-1
 Chapter 5: Circulation Element III.5-1
 Chapter 6: Combining Designation Programs..... III.6-1
 Chapter 7: Atascadero and Paso Robles URLs..... III.7-1

IV. SAN LUIS OBISPO AREA PLAN

Chapter 1: Introduction and Goals IV.1-1
 Chapter 2: Population and Economy IV.2-1
 Chapter 3: Public Facilities, Services, and Resources IV.3-1
 Chapter 4: Land Use..... IV.4-1
 Chapter 5: Circulation Element IV.5-1
 Chapter 6: Combining Designation Programs..... IV.6-1
 Chapter 7: San Luis Obispo URL IV.7-1

V. SOUTH COUNTY AREA PLAN

Chapter 1: Introduction and Goals V.I-1
Chapter 2: Population and Economy V.2-1
Chapter 3: Public Facilities, Services, and Resources V.3-1
Chapter 4: Land Use V.4-1
Chapter 5: Circulation Element..... V.5-1
Chapter 6: Combining Designation Programs V.6-1
Chapter 7: Arroyo Grande and Pismo Beach URLs V.7-1

VI. APPENDICES

Appendix A: Population and EconomyA-1
Appendix B: Public Facilities, Services, and ResourcesB-1
Appendix C: Land UseC-1

I. Introduction

This page intentionally left blank.

Table of Contents

Introduction to the Area Plans	1
1.1 Overview	1
1.2 How to use this Document.....	1
1.3 County Area Plans, Sub-areas, and Community/Village Plans.....	5
1.4 Relationship to Water Planning Areas.....	7
1.5 Area Plan Organization.....	11

List of Figures

Figure 1: Land Use and Circulation Elements Organization.....	2
Figure 2: Inland Planning Areas.....	3
Figure 3: Summary of County Area Plans, Sub-areas, and Community/Village Plans	6
Figure 4: List of Water Planning Areas.....	7
Figure 5: County Water Planning Areas	9

This page intentionally left blank.

Introduction to the Area Plans

1.1 Overview

This document is Part II of the Land Use and Circulation Elements (LUCE) of the County General Plan (refer to Figure 1-1). It refines the general policies of Framework for Planning (LUCE Part I) into land use issues and policies for the County's four inland planning areas: Carrizo, North County, San Luis Obispo, and South County (refer to Figure 1-2). It has been prepared to envision the future of these planning areas. Based on that vision, it serves as a guide for future development. It is intended to balance the social, economic, environmental and governmental resources and activities affecting the quality of life within the county in a comprehensive and cohesive manner.

Note: The terms "Land Use and Circulation Elements (LUCE)" and "Land Use Element (LUE)" are used interchangeably throughout this document and the County Land Use

This document describes where land use categories are applied in the four planning areas. It also establishes policies and programs for land use, circulation, public facilities, services, and resources that apply 1) "areawide," (throughout the entire planning area), 2) in rural areas, and 3) in unincorporated urban areas adjacent to cities. Goals, policies, programs, and related background information for the County's unincorporated urban and village areas are discussed in the Community/Village Plans (LUCE Part III). Framework for Planning (LUCE Part I) contains countywide land use and circulation goals, policies, objectives, and implementing strategies.

It should be recognized that the area plans are subject to higher legal authority including but not limited to case law, federal and state statutes and regulations and other countywide elements and ordinances of the County General Plan.

1.2 How to use this Document

This document contains goals, policies, and programs that apply in the following locations: 1) "areawide" (throughout the planning area); 2) in rural areas; and 3) within the unincorporated urban areas adjacent to incorporated cities. The "areawide" goals, policies, and programs in each area plan also apply within the urban and village areas in the corresponding planning area. Thus, this document should be used in conjunction with the applicable community/village plan (LUCE Part III).

In addition to establishing policy, the area plans describe regional land use, transportation, and resource-related issues and trends in each of the County's four planning areas. For example, the area plans describe water availability and air quality concerns that affect urban and rural areas alike. This makes each area plan an important reference that should be used in conjunction with the Community/Village Plans (LUCE Part III) within the corresponding planning area.

This document should be used in conjunction with Framework for Planning (LUCE Part I) and the Land Use Ordinance (Title 22 of the County Code). Article 9 of the Land Use Ordinance contains specific, mandatory development standards that address special conditions in each planning area and help implement the goals and policies of the area

plans. Article 10 of the Land Use Ordinance contains standards that address special conditions in each of the County's unincorporated urban and village areas.

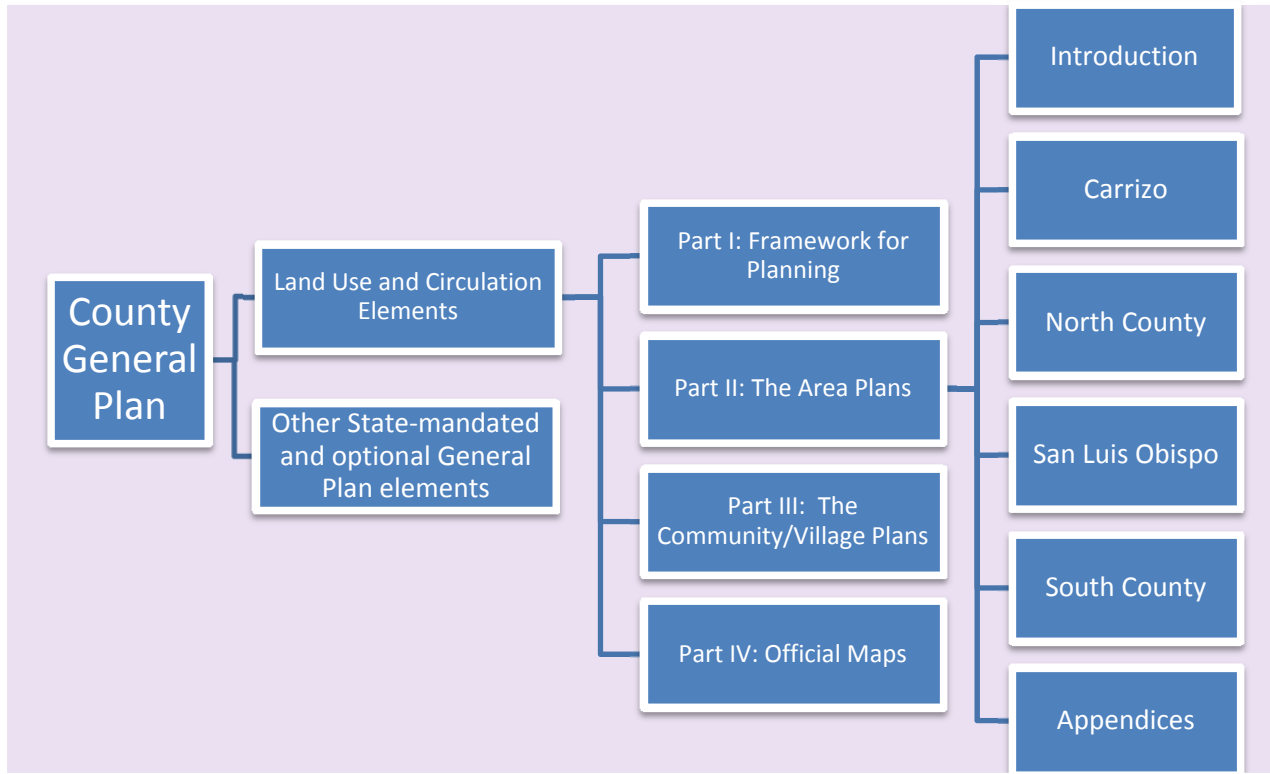


Figure 1: Land Use and Circulation Elements Organization

Figure 2: Inland Planning Areas



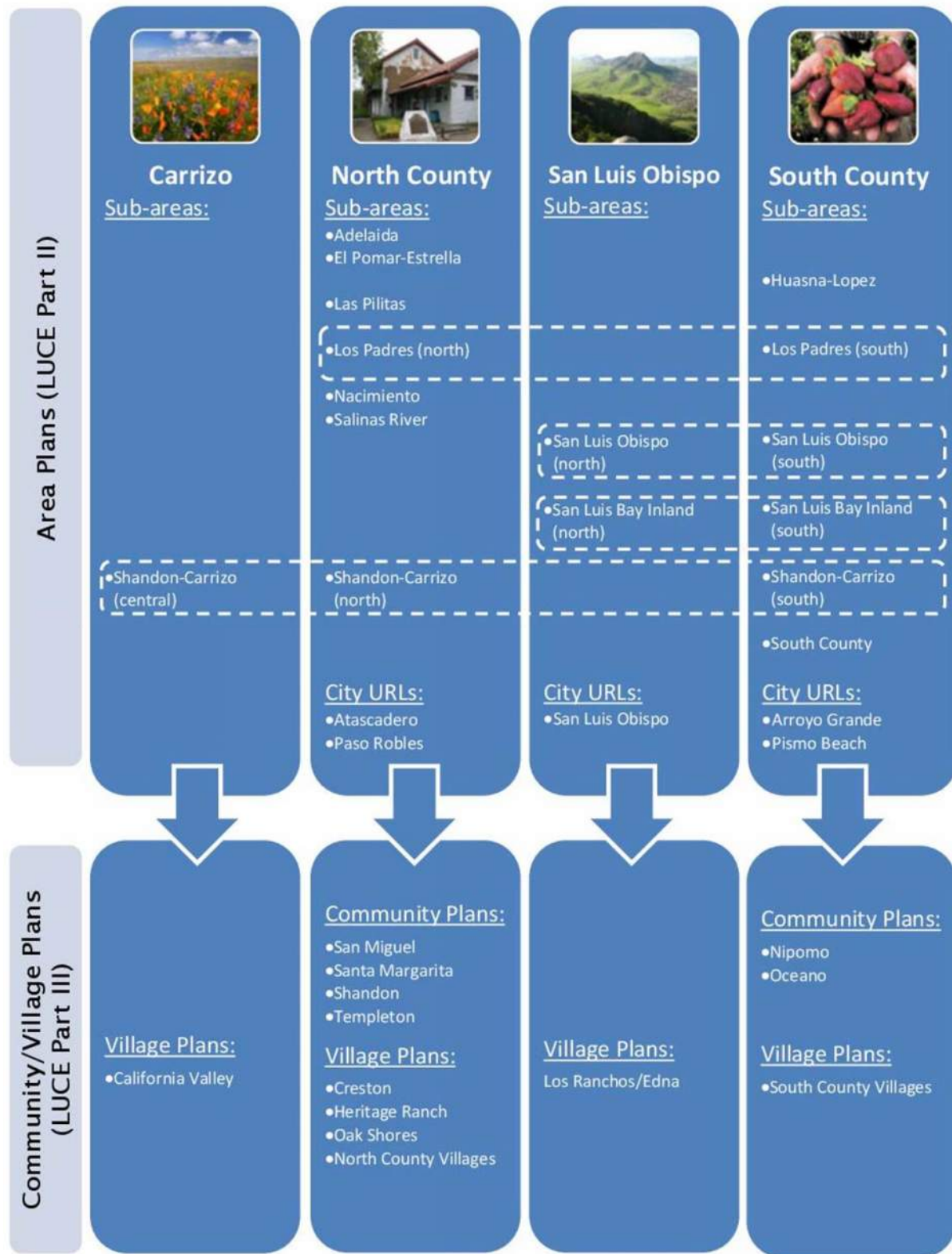
This page intentionally left blank.

1.3 County Area Plans, Sub-areas, and Community/Village Plans

The four area plans that make up this document consolidate and reorganize the content of 11 former area plans for four new regional planning areas. The geographic boundaries of the 11 former planning areas have been preserved in this plan as “sub-areas” of the four new regional planning areas. Figure 3 shows the sub-areas and communities/villages in each regional planning area. The areawide goals, policies and programs in this plan apply throughout a particular planning area, which means that they also apply within the unincorporated urban/village areas in that planning area. This is in addition to the goals, policies, and programs of the applicable community or village plan (LUCE Part III).

This plan is a reorganization and consolidation of the text of the former area plans, not an update. As such, the information contained in this plan is current as of the last major update or original adoption date of each area plan. These dates are listed in Section 1.3 of each area plan. While some non-substantive edits have been made to the former area plan text for consistent formatting and to reflect the new organization of the LUCE, no changes have been made to reflect current conditions in the planning areas.

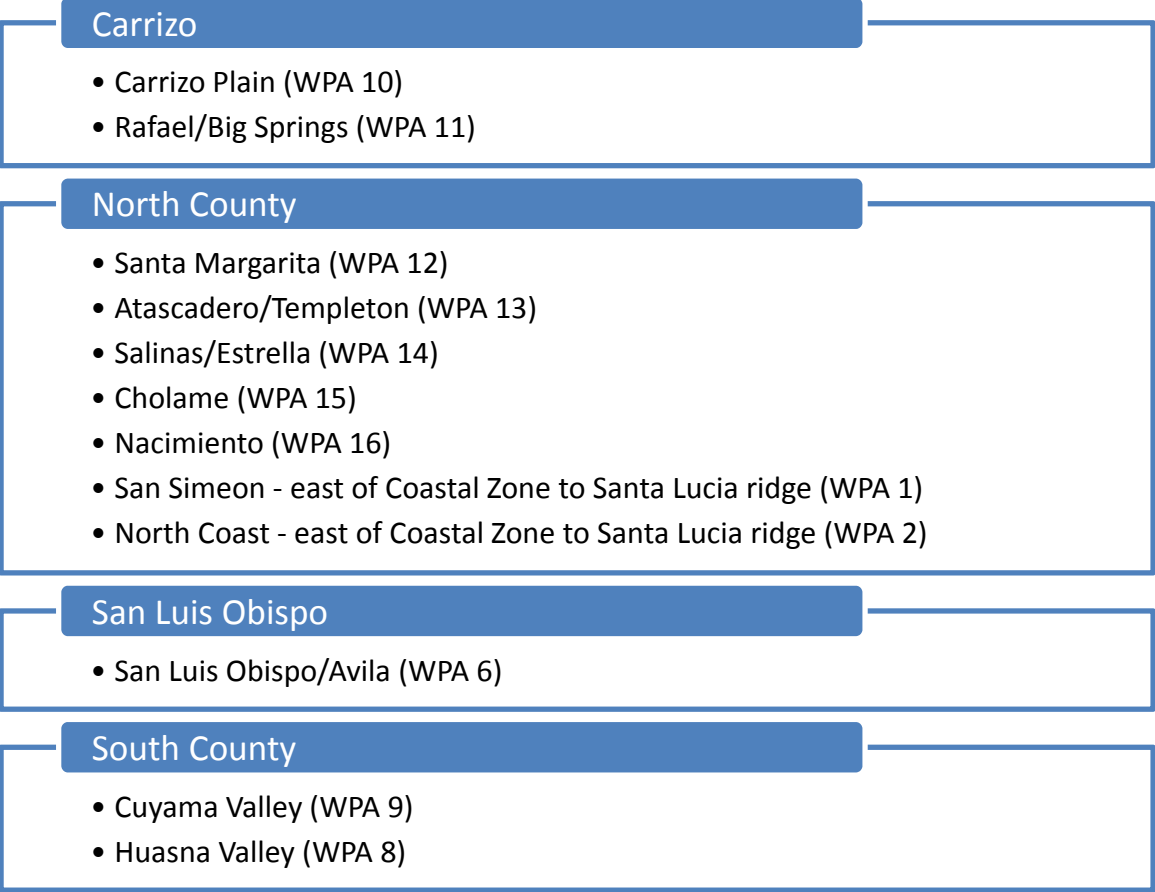
Figure 3: Summary of County Area Plans, Sub-areas, and Community/Village Plans



1.4 Relationship to Water Planning Areas

Each planning area generally corresponds to the boundaries of major county watersheds. Figure 4 shows the relationship between each planning area and the corresponding water planning areas (WPAs) from the 2012 San Luis Obispo County Master Water Report.

Figure 4: List of Water Planning Areas



This page intentionally left blank.

Figure 5: County Water Planning Areas



This page intentionally left blank.

1.5 Area Plan Organization

Each area plan is organized as follows:

Area Plan Chapters

1. **Introduction.** General description of the planning area, including its current conditions and general goals.
2. **Population and Economy.** Population estimates, projections, and socio-economic descriptions.
3. **Public Facilities, Services and Resources.** Status of the condition of short- and long-term plans for existing facilities, services, and resources in the planning area. The discussion on services and facilities is limited to the rural portion of the planning area only. However, since resource issues, such as water availability and air quality, are regional in nature, this plan describes these issues for both the rural and urban/village areas. This chapter contains policies and programs that apply either throughout the planning area or to the rural areas only.
4. **Circulation.** Existing conditions and planned development of the transportation system, including streets and highways, transit, bicycling, rail and air travel. This chapter contains policies and programs that apply either throughout the planning area or to the rural areas only.
5. **Land Use.** Land use issues and opportunities for avoiding or solving land use problems and discussions of the mapped land use categories. This chapter contains policies and programs that apply either throughout the planning area or to the rural areas only.
6. **Combining Designations.** Combining designations identify areas of the county with hazardous conditions or special resources, where more detailed project review is needed to avoid adverse environmental impacts or effects of hazardous conditions on proposed projects. This chapter lists and describes the mapped combining designations in the rural portion of the planning area. It contains policies and programs that apply either throughout the planning area or to the rural areas only.
7. **City Urban Reserve Lines (URLs).** This chapter describes land use and circulation issues and opportunities within the unincorporated areas that fall within the URLs for incorporated cities (e.g. the Atascadero or Paso Robles URLs). Unlike the County's urban and village areas, these urban areas are not distinct communities; rather, they are unincorporated extensions of the adjacent cities.

Area Plan Maps

1. **Land Use Categories.** The area plan contains maps that allocate land use throughout the rural portion of 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, and they define allowable densities and intensities. The land use category maps at the back of each area plan are for reference purposes only. The Official Maps are on file at the County Department of Planning and Building.

Allowable uses within each land use category are shown in Articles 2 and 9 of the Land Use Ordinance.

2. **Combining Designations.** Combining designation maps identify areas that have certain hazards, proposed public facilities, special features or sensitive resources. Special standards for these combining designations are in Article 9 of the Land Use Ordinance in addition to the standards of Land Use Ordinance Chapter 22.14. The combining designation maps at the back of each area plan are for reference purposes only. The Official Maps are on file at the County Department of Planning and Building.
3. **Circulation.** Circulation maps show existing and proposed highways and major streets and roads, transit routes, regional bikeways and transportation features such as park and ride lots. They are located in the back of each circulation chapter.

II. Carrizo Area Plan

This page intentionally left blank.

Table of Contents

Chapter 1: Introduction.....	1-1
1.1 Overview	1-1
1.2 Relationship to General Plan.....	1-1
1.3 Content of the Plan	1-3
1.4 Planning Area Watersheds	1-3
Chapter 2: Population and Economy	2-1
Chapter 3: Public Facilities, Services, and Resources	3-1
3.1 Introduction.....	3-1
3.2 Special Districts.....	3-1
3.3 Water Supply	3-1
3.4 Sewage Disposal	3-2
3.5 Solid Waste Disposal.....	3-2
3.6 Emergency and Social Services.....	3-2
3.7 Recreation	3-2
Chapter 4: Land Use	4-1
4.1 Introduction.....	4-1
4.2 Rural Area Distribution of Land Use.....	4-1
4.3 Rural Land Use Categories.....	4-2
4.4 Land Use Programs.....	4-3
Chapter 5: Circulation Element.....	5-1
5.1 Introduction.....	5-1
5.2 Road Improvement Projects	5-1
5.3 Other Transportation Modes	5-1
Chapter 6: Combining Designations	6-1
6.1 Introduction.....	6-1
6.2 Area Plan Combining Designations.....	6-1
6.3 Combining Designation Programs and Proposed Public Facilities	6-4

List of Figures

Figure 1-1: Carrizo Planning Area..... 1-4
Figure 1-2: Carrizo Planning Area Watersheds..... 1-6
Figure 5-1: Circulation Element Map 5-4

List of Tables

Table 4-1: Land Use Acreage - Carrizo Planning Area..... 4-1

Chapter 1: Introduction

1.1 Overview

This plan describes County land use policies for the southerly portion of the former Shandon-Carrizo planning area, except for the Cuyama Valley, which is included in the South County Area Plan (refer to Figure 1-1: Carrizo Planning Area). The Carrizo planning area consists of the Carrizo Plain and Rafael/Big Springs watersheds. It is bordered by Kern County to the east, the Cuyama Valley to the south, and the Los Padres National Forest to the west. This area consists of undulating terrain devoted almost exclusively to the agricultural uses of dry farming and rangeland, which traditionally has been the principal industry and the foundation of the rural lifestyle and image of the region.

Most of the population in the Carrizo planning area is located in its one village area: California Valley. The planning area covers a total of 487,316 acres, or 761 square miles. It includes several distinct physiological regions, such as the Temblor Range, where the San Andreas Fault is located; the La Panza Range, and the Carrizo Plain, including Soda Lake.

Specific development “standards” are included in Articles 9 and 10 of the Land Use Ordinance to address special problems and conditions in individual communities and regional planning areas. These include standards for public services, circulation, and land use and provide criteria for detailed evaluation of development projects. The text of this report 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. The policies, programs, text and maps contained in the Carrizo Area Plan shall be used in conjunction with Article 9 the Land Use Ordinance as the basis for approval or disapproval of development or land division proposals. Policies, programs, text, maps, and other information pertaining to the California Valley are contained in the California Valley Village Plan. For all projects, careful reading of the standards in the Land Use Ordinance will assist creating projects that are consistent with adopted policies and regulations.

1.2 Relationship to General Plan

This area plan is part of the Land Use and Circulation Elements (LUCE) of the County General Plan. This plan is consistent with the other elements of the County General Plan. All other County plans, policies, and programs that involve the unincorporated portions of the Carrizo planning area and are subject to the County General Plan are to be consistent with and implement this plan. In addition, where applicable, all public and private development is to be consistent with this plan. It should be recognized, however, that this plan is subject to higher legal authority: for example, federal and state statutes, case law, and regulations.

This plan contains policies and programs for the rural portions of the Carrizo planning area. It also contains regional policies and programs that affect both the rural area and the California Valley village area. Policies, programs, text, maps, and other information specifically pertaining to the California Valley village area are contained in the Community/Village Plans (LUCE Part III). The Community/Village Plans and any future amendments to such plans, is hereby incorporated into the Carrizo Area Plan by reference as though it were fully set forth here.

1.3 Content of the Plan

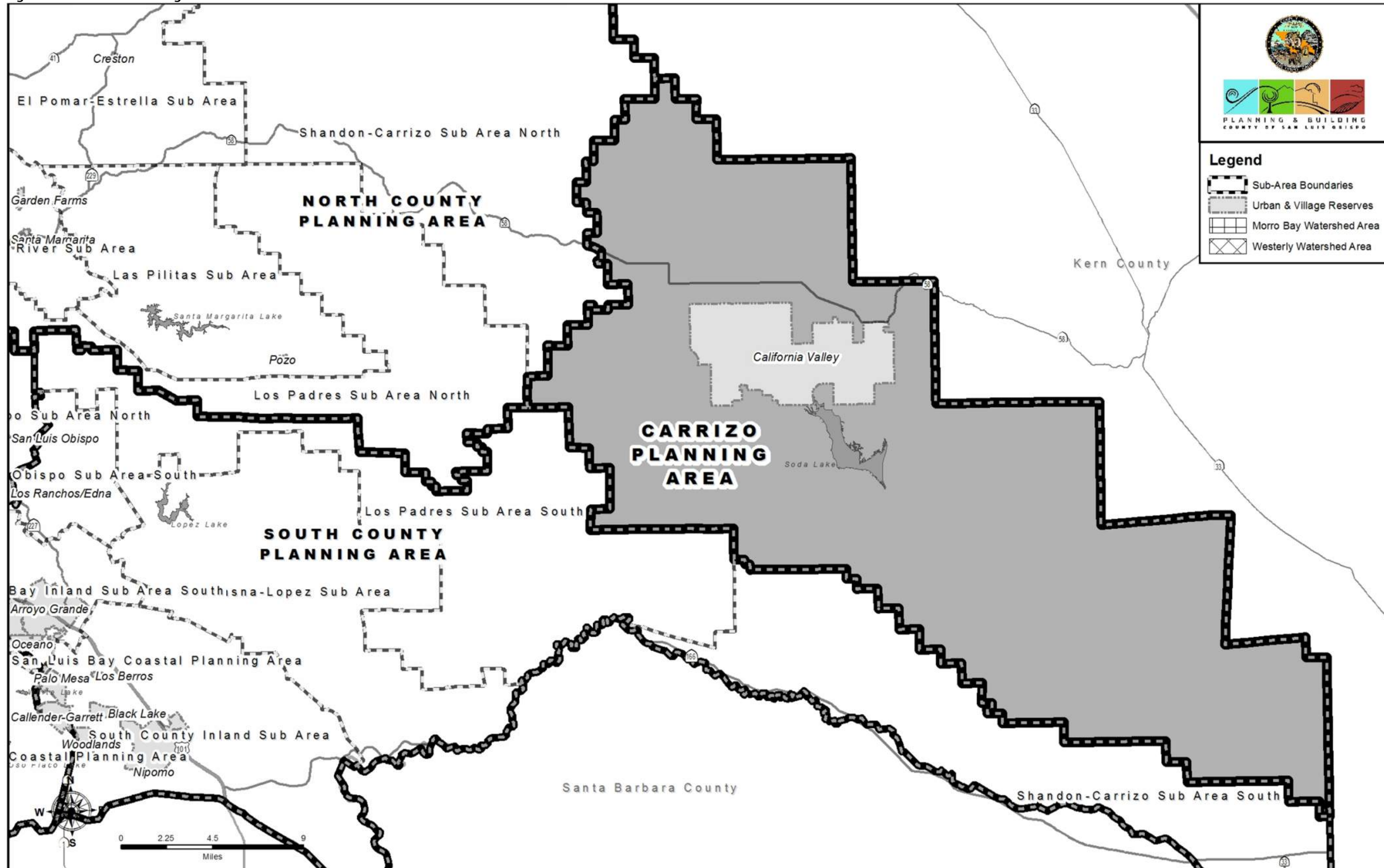
This plan describes population, housing, and economic trends for the Carrizo planning area. It also establishes policies and programs for land use, circulation, public facilities, services, and resources for the rural portions of the planning area, as well as regional policies and programs. All information contained in this plan is taken from the Shandon-Carrizo Area Plan, which was originally adopted on September 22, 1980. Population data was updated in 2012 when the Shandon community plan was separated from the Shandon-Carrizo area plan. Only non-substantive edits have been made to this text for consistent formatting and to reflect the new organization of the LUCE. No changes have been made to reflect current conditions in the Carrizo planning area. Specific time frames or horizons called out in the text (e.g. "...within the next 25 years.") begin in 1980 (the original area plan adoption date), not the adoption date of the LUCE reorganization.

1.4 Planning Area Watersheds

The boundaries of the Carrizo planning area are intended to correspond generally with the Carrizo Plain and Rafael/Big Spring water planning areas (WPAs) (refer to Figure 1-2: Carrizo Water Planning Areas). These watersheds are described in the County's Master Water Plan as follows:

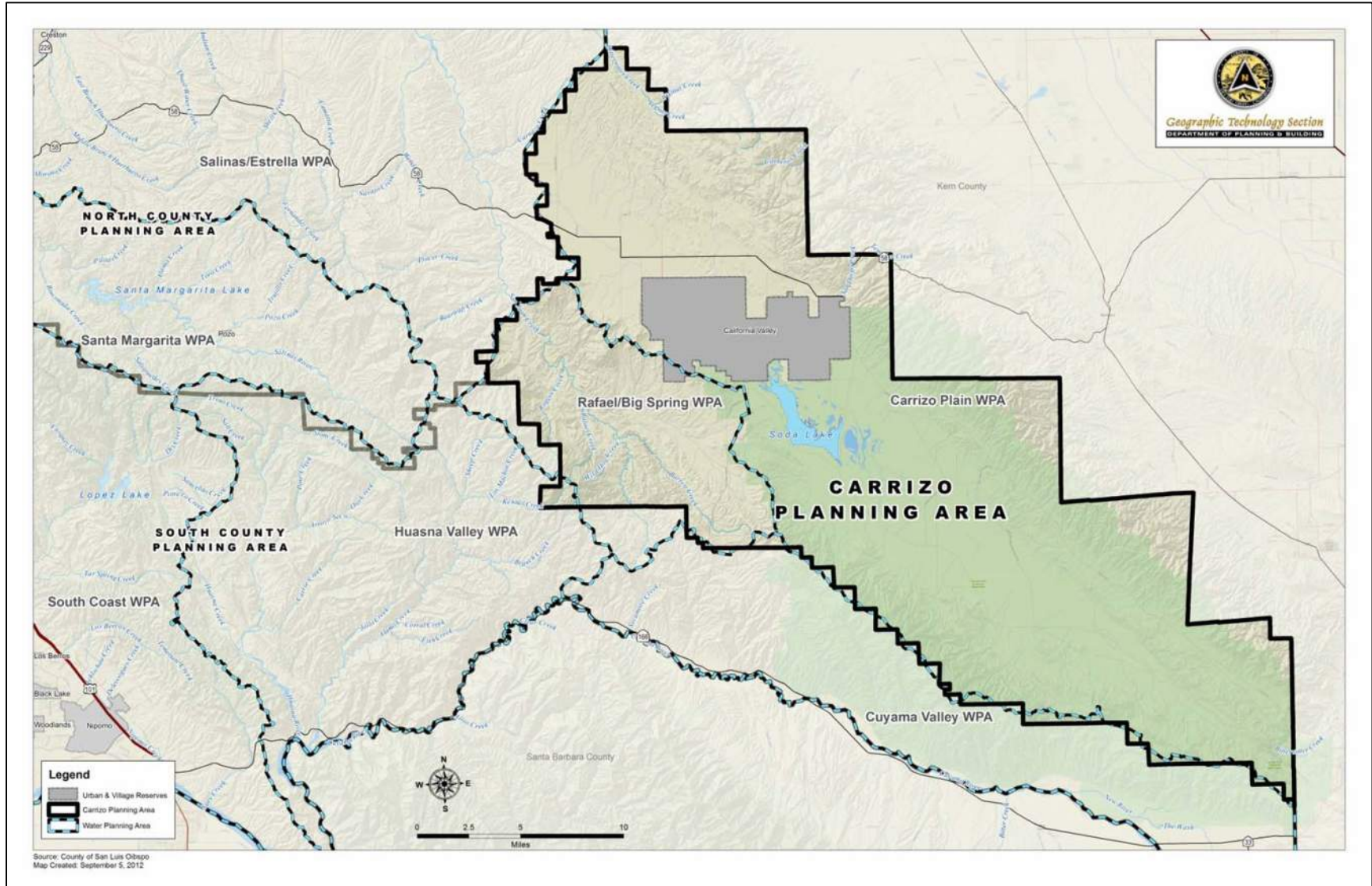
- Carrizo Plain (WPA 10). The Carrizo Plain WPA includes agricultural and rural water users, and potentially future solar farms. There are no large population centers with urban water demands in this WPA. The primary groundwater supply is the Carrizo Plain Groundwater Basin. The primary issues in this WPA include water quality and limited groundwater supply.
- Rafael/Big Spring (WPA 11). The Rafael/Big Spring WPA includes agricultural and rural water users only. There are no large population centers with urban water demands in this WPA. The primary groundwater supplies are the Rafael and Big Spring Valley Groundwater Basins. The issue in this WPA includes limited available data on the groundwater basin's safe yield.

Figure 1-1: Carrizo Planning Area



This page intentionally left blank.

Figure 1-2: Carrizo Planning Area Watersheds



This page intentionally left blank.

Chapter 2: Population and Economy

The Carrizo planning area has a population of 490 people.¹ Three-quarters of this population (356 people) is located in the California Valley Village. Population projections and absorption capacity estimates for the Carrizo planning area are found in Appendix A.1, Population and Economy Data.

The Carrizo planning area will likely remain a viable agricultural area because of existing land uses and the prevailing agricultural dedication of the population. The area should experience limited population growth, related only to future increased demands for agricultural labor. The exception to this may be growth in California Valley, which could become a substantial community if services (primarily water) were available and market demand indicated. Only a few dwellings have developed to date, 80% of which are second homes not permanently occupied.

Factors that contribute to the viability of the planning area include: (1) continuing agricultural uses; (2) the rural agricultural environment and large agricultural acreages that discourage suburban residential encroachment; (3) remoteness from populated areas; and (4) surface mining in the Temblor Range, as well as limited oil exploration.

¹ 2010 U.S. Census Bureau

This page intentionally left blank.

Chapter 3: Public Facilities, Services, and Resources

3.1 Introduction

This chapter discusses service and resource concerns that directly affect the Carrizo planning area. The discussion is limited to the rural portion of the planning area only, since the Community/Village Plans cover these topics for the California Valley Village. However, since the resource issue of water availability is fundamentally regional in nature, this plan describes this issue for both the rural area and the California Valley.

3.2 Special Districts

There are no special districts in the rural portion of the Carrizo planning area. The California Valley Village Plan contains information on the California Valley Community Services District.

3.3 Water Supply

An adequate water supply is essential to continuing agricultural development in the Carrizo planning area. Most of the area uses little water in dry farm and grazing operations, but the bottomland acreages suitable for irrigated crops are limited in production by available water supplies. Rainfall alone could be insufficient to sustain types or productivity of crops qualifying as croplands or vineyard and orchards. Consequently, the estimated safe annual yield of the underlying basins might be insufficient to irrigate all lands of otherwise suitable topography and soil.

The current pattern of water supply in the planning area is essentially one of localized groundwater use. Water needs are being met by pumping groundwater in the immediate vicinity of the point of use; there is no extensive transmission of water from point of source to point of use. Barring unforeseen circumstances, continuation of the present economic and agricultural conditions within the planning area is likely.

California Valley may experience water shortages that will inhibit growth if the community develops. Although comprehensive information on water resources is available, future water studies in this area are necessary. Full development of California Valley under this Land Use Element could possibly house as many as 20,000 people on already existing lots. The area would need approximately 3,300 acre-feet of water annually to support such a population. The entire Carrizo Plains area is currently in an overdraft situation. The water quality is poor, sometimes exceeding the U.S. Public Health service recommended limits. Some groundwater obtained in the area is unsuitable for either agricultural or domestic uses. Because of the poor quality and limited water quantity, the only solution for future development would be the importation of supplemental water. However, present estimates of the cost of water, for example, from the state Water Project would most likely be prohibitive. As a result, the future development of California Valley is anticipated to be limited by water availability.

3.4 Sewage Disposal

The entire planning area is served by septic tanks and other individual disposal systems. Soil conditions and large parcel sizes should permit their continued safe use in the rural portions of the planning area.

3.5 Solid Waste Disposal

Successful refuse disposal practices include direct haul by residents and private garbage companies to disposal sites.

3.6 Emergency and Social Services

Police Protection

The entire planning area is serviced by the County Sheriff. Response times are generally poor. The California Highway Patrol also patrols most of the major rural roads.

Fire Protection

Fire protection for the entire Carrizo planning area is provided by the California Division of Forestry (CDF) with fire stations in California Valley-Simmler, La Panza and Cuyama (Santa Barbara County). As is usual with fire protection stations, there are reciprocal firefighting arrangements with Cuyama and Kern County (McKittrick). Rural fire protection is judged to be generally adequate for the future anticipated growth.

Emergency Medical Service

Ambulance service is provided by private ambulance services from Arroyo Grande and Atascadero. Response time is poor, particularly in the southern planning area where roads are poor.

Schools

Most of the planning area is served by the Atascadero Unified School District. The far north end of the planning area falls within the boundaries of the Shandon Unified School District. Bus service is provided to most areas. There is also a junior college in Taft (Kern County), about 40 miles east of California Valley. The schools are presently adequate to serve existing rural agricultural school populations. Future development of existing undeveloped rural subdivisions could lead to overburdened school facilities and require expansion. No future schools are anticipated in the planning area.

Human Services

All human services (mental health, welfare, etc.) are provided outside the planning area.

3.7 Recreation

No recreational areas are presently located in the Carrizo planning area. The larger parcels common in this area are expected to satisfy local resident needs on an individual basis.

Chapter 4: Land Use

4.1 Introduction

This chapter discusses land use issues affecting only the rural portions of the Carrizo planning area. The Community/Village Plans (LUCE Part III) address land use issues in the California Valley village area.

4.2 Rural Area Distribution of Land Use

The Land Use Element official maps (LUCE Part IV) separate the planning area into land use categories, which define regulations for land uses, density and intensity of use. The programs at the end of this chapter recommend actions by the County or other public agencies to address land use issues in the rural portions of the Carrizo planning area. Article 9 of the Land Use Ordinance (Chapter 22.92) contains development standards related to the land use categories to assist in guiding planning area development. The standards define actions required for private developments to be consistent with the general plan. Table 4-1 summarizes acreages for each land use category in the rural portion of planning area. For land use acreage within the California Valley village area, refer to the California Valley Village Plan (LUCE Part III).

Table 4-1: Land Use Acreage - Carrizo Planning Area	
Land Use Categories	Rural Area
Agriculture	289,092
Rural Lands	162,957
Recreation	0
Open Space	11,182
Residential Rural	0
Residential Suburban	0
Residential Single Family	0
Residential Multi-Family	0
Office and Professional	0
Commercial Retail	1
Commercial Service	1
Industrial	0
Public Facilities	0
Dalidio Ranch	0
Total	463,233

4.3 Rural Land Use Categories

Open Space

Hubbard Hill Freeborn Mountain is designated in the Open Space land use category to emphasize protection of the area in its natural state, and use for passive recreation activities only. No specific plans for use of the area have been formulated except potential acquisition of some of the area by the state. The park would be on BLM property and areas west of it, and would be a natural park with no activities planned other than limited camping, hiking and riding. This potential recreational area has a great diversity of interest. San Juan Creek, a permanent stream, affords recreational possibilities. The mountain slopes are excellent for hiking and riding. Wildlife is abundant, and geology and natural vegetation are of special interest. A spectacular view of the Carrizo Plain is provided from these mountains. The Recreation Analysis of BLM Property in San Luis Obispo County addresses issues involved in acquiring the land, and outlines a work program to establish the recreational area.

Rural Lands

Rural Lands in the Carrizo planning area consist almost solely of rugged chaparral covered terrain or desert. These lands are generally in larger ownership holdings and represent lands used for grazing and watershed uses. Much of the land is owned by the federal government through the BLM. There are several oil well operations in areas near the Kern County line and near larger BLM holdings in the southwest portion of the planning area. Also in the area is a microwave station operated by the U.S. Navy. Many areas contain unique wildlife species and plants, such as the California condor and the San Joaquin kit fox, both on the rare and endangered species list.

Agriculture

Historically, agriculture has been and still is the primary use of land in the planning area. Agricultural practices of varying intensities involve approximately 90% of the planning area. Irrigated production has increased during the last 10 years, particularly vineyards and alfalfa in the north end of the planning area. Dry farming and grazing operations encompass the rest of the agricultural uses. Much of the planning area is within the agricultural preserve program, with parcel sizes ranging from 40 to 640 acres depending on production capability. Continued agricultural production is encouraged, the soil capability of this area is prime farmland if irrigated, and most parcel sizes are sufficiently large to maintain a viable production. Further division of land into parcels less than 40 acres would likely preclude effective farming operations and negatively affect neighboring farms. Their retention in agriculture will prevent premature conversion of adjacent lands due to incompatibility problems, and keep them available for production.

4.4 Land Use Programs

“Programs” are specific, 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 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 apply to the rural portions of the Carrizo planning area. For a list of programs that apply to the California Valley village area, refer to the California Valley Village Plan.

Areawide

1. **Agricultural Preserves.** The County should continue to encourage owners of eligible lands to participate in the agricultural preserve program.

Recreation

2. **State Acquisition.** The County should work with affected state agencies and property owners toward state acquisition of the Hubbard Hill Freeborn Mountain to provide recreational improvements for camping, hiking and riding, together with an adequate maintenance and security program.

Rural Lands

3. **Public Lands.** Lands in BLM ownership should be retained and administered by the federal government except where property trades are mutually beneficial for consolidating both public and private land holdings.

This page intentionally left blank.

Chapter 5: Circulation Element

5.1 Introduction

Land use and transportation planning support each other and need to be closely linked. The planned circulation system – roads, pedestrian routes, bikeways, equestrian trails, and other means of transportation – needs to take into account the planned amount and location of future development. At the same time, planning for future development must consider transportation needs and capacities. Accordingly, this element describes existing and proposed major transportation routes and public facilities that are closely coordinated with the anticipated land use pattern.

Framework for Planning (LUCE Part I), establishes countywide circulation goals and policies. This chapter contains programs to implement those goals and policies in the Carrizo planning area. The Community/Village Plans (LUCE Part III) contain circulation programs for the California Valley village area.

5.2 Road Improvement Projects

The Circulation Element map at the end of this chapter show functional classifications of existing and proposed major roads. Private improvements will be required with proposed land divisions by the Real Property Division Ordinance and planning area standards. No new major roads are proposed in the planning area. The following is a list of road proposals. The order does not imply any priority.

Arterials

Construct minor road improvements on Highway 58 including shoulders and culverts as necessary.

Collectors

Reconstruct Soda Lake Road with an adequate base and repave to rural collector standards.

Local Streets

Existing local streets in developed areas are to have minor improvements and maintenance.

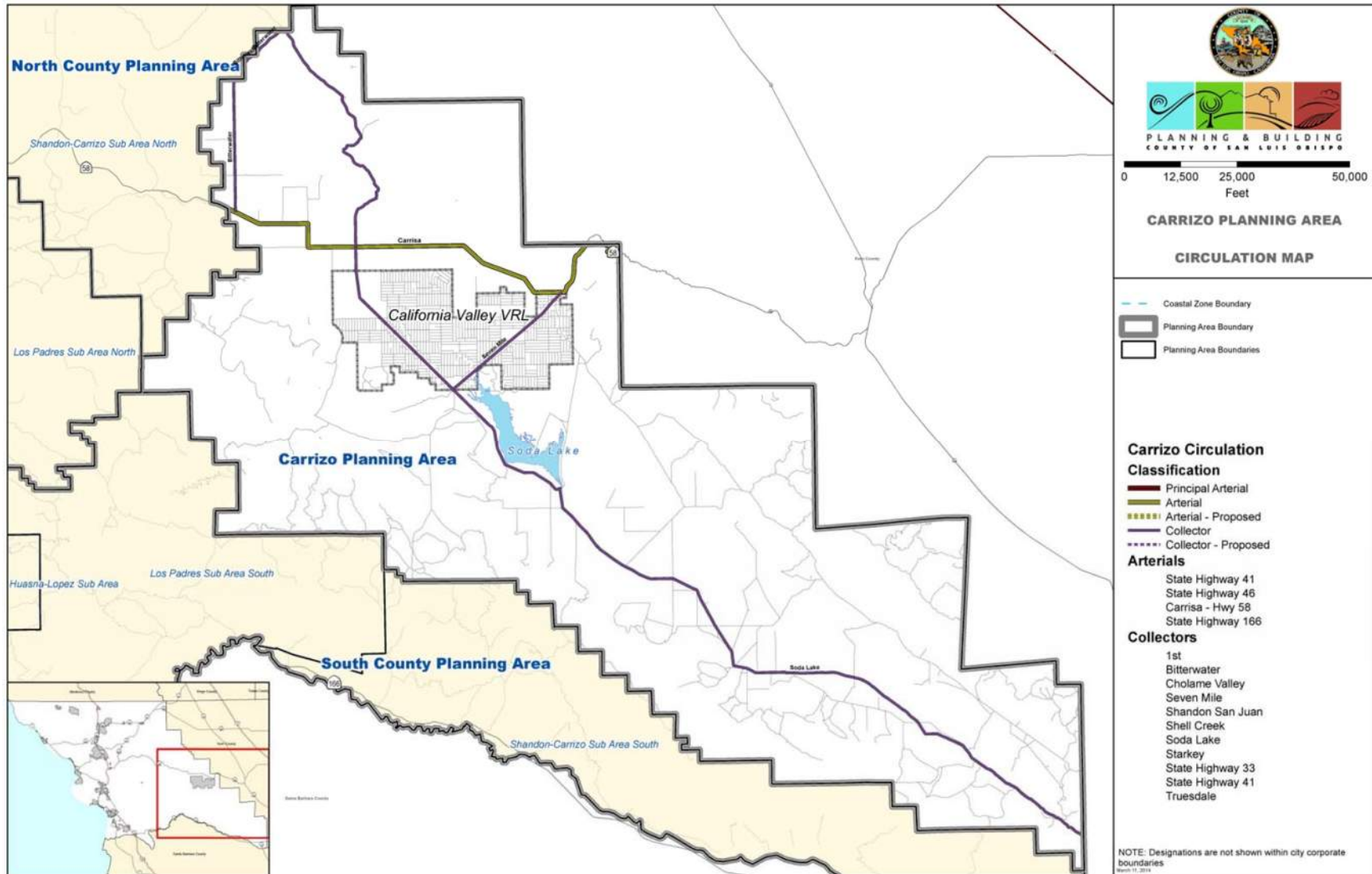
5.3 Other Transportation Modes

Airports

Many large ranches have private airstrips. California Valley Airport is privately operated, with a II-C (general aviation) functional classification. The airport has a 2,500 foot graded runway, is used by local residents, and presently there is little traffic. If future use increases, there is a potential hazard if lots south of the runway or the commercial area to the north were to develop improperly.

This page intentionally left blank.

Figure 5-1: Circulation Element Map



This page intentionally left blank.

Chapter 6: Combining Designations

6.1 Introduction

Combining designations are special overlay categories applied in areas of the county with hazardous conditions or special resources, where more detailed project review is needed to avoid 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 Article 9 of the Land Use Ordinance (Chapter 22.92 - Carrizo Planning Area) and are applicable to development proposals in addition to the standards of Chapter 22.14 (Combining Designation Standards) of the Land Use Ordinance.

6.2 Area Plan Combining Designations

The following combining designations are located within the Carrizo planning area.

1. Portions of the Temblor Range, Red Hills, Hubbard Hill Freeborn Mountain and Caliente Mountain (GSA). This designation includes lands with high landslide risk potential, as identified in the Seismic Safety Element.
2. Cuyama River (FH). This is a flood plain as shown on the Combining Designations map.
3. San Andreas Fault Zone (GS) (SRA). Identified as a Special Studies Zone by the state Geologist under the provisions of the Public Resources Code, the San Andreas fault zone traverses the east county and is one of the most seismically active faults in North America. The fault zone is also important from a botanical and geological standpoint. The area near Poso Ortega Lake has particular interest, with a profusion of spring wildflowers and other plant species as well as several narrow endemics. Because of the scarcity of wetlands in this arid part of the county, the sag ponds along the fault have special ecological significance. The geological features along the fault have national significance due to the extraordinary preservation of the fault trace in the arid climate. Much of the fault zone already has been given agricultural preserve status. Voluntary measures should be taken to protect geological features and to prevent destruction of natural vegetation along the fault zone. The dry beds of the intermittent sag ponds have been cultivated in the past, and some of these small depressions should be set aside as natural areas.
4. Hubbard Hill Freeborn Mountain (SRA). These ridges along the westerly border of the Carrizo Plains, include 7,000 acres under Bureau of Land Management control. Diverse native species are found in the area, with no single dominant plant association. The area should be reverted to state ownership, with designation as a state nature preserve. Acquisition of some areas along San Juan Creek by the state or BLM is desirable. BLM is conducting a Wilderness Review of the federally owned land in response to the Federal Land Policy and Management Act of 1976. Development should not interfere with the area's potential status as a wilderness.

5. **Painted Rock (SRA).** Painted Rock is an isolated rock formation which Chumash Indians decorated with unique rock paintings ("pictographs") and "petroglyphs" (figures scratched into rocks). These magnificent rock paintings have almost been entirely vandalized.
6. **Soda Lake (SRA).** This large ephemeral alkaline lake is one of the county's most unusual ecological areas. Filled with water in winter and spring, the lake serves as a key wintering area for sandhill cranes. The surrounding area is included in the general range of endangered wildlife species, the San Joaquin Kit Fox and Blunt Nosed Leopard Lizard. The alkaline conditions in the area support one of the most highly localized plant species in the world, alkaline peppergrass (*Lepidium jaredii*). The lake covers about 13,000 acres, with the central portion administered by the Bureau of Land Management and the fringes in private ownership. Soda Lake should receive designation as a natural area along with appropriate protection.
7. **Caliente National Cooperative Land and Wildlife Management Area (SRA).** The existing preserve includes 58,000 acres of Bureau of Land Management property. This range is considerably different than most areas in the county. There is very little tree cover (occurring primarily on northern slopes), yet this scenic backdrop is one of the most striking in the county. Caliente Mountain, the highest peak in the county at more than 5,100 feet, is located here and is the prominent peak in this outstanding scenic backdrop.

In addition to the rather unique natural values, this area is either partially or entirely within the general range of the California Condor and Blunt Nosed Leopard Lizard, both of which are listed as endangered species, and the San Joaquin Kit Fox, listed as a rare species.

The San Joaquin Kit Fox is naturally restricted to areas of native vegetation including rolling hills, canyons and arid flatland, unsuited to agriculture or urbanization. The California Condor is North America's largest land bird. It is threatened with extinction with about thirty birds remaining in existence.

The Bureau of Land Management is conducting a Wilderness Review of a large portion of the area in response to the Federal Land Policy and Management Act of 1976. BLM will recommend to Congress whether or not the area should be designated a wilderness area after studying it in relation to the Wilderness Act of 1964 and public opinion. Development should only be permitted in accordance with BLM standards authorized by the Federal Land Policy and Management Act.

8. **Temblor Range (SRA).** The Temblor Range is the easternmost mountain range in the county, bordered on the west by the San Andres Fault. The Bureau of Land Management is conducting a wilderness review of the federal lands which are designated as a Sensitive Resource Area. BLM will recommend to Congress whether or not the area should be designated a wilderness area after studying it in relation to the Wilderness Act of 1964 and public opinion. Development should only be permitted in accordance with BLM standards authorized by the Federal Land Policy and Management Act of 1976.

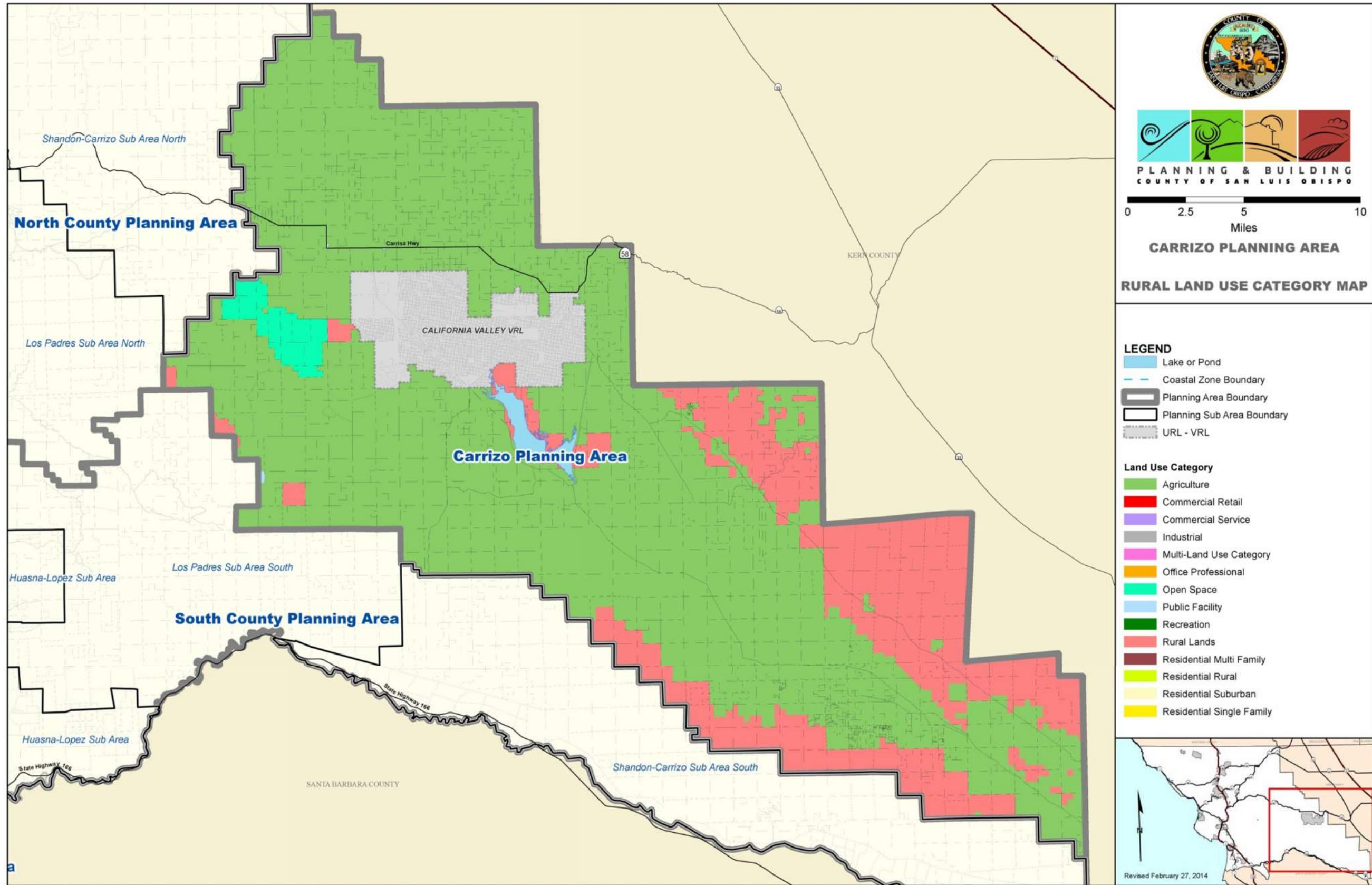
6.3 Combining Designation Programs and Proposed Public Facilities

"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.

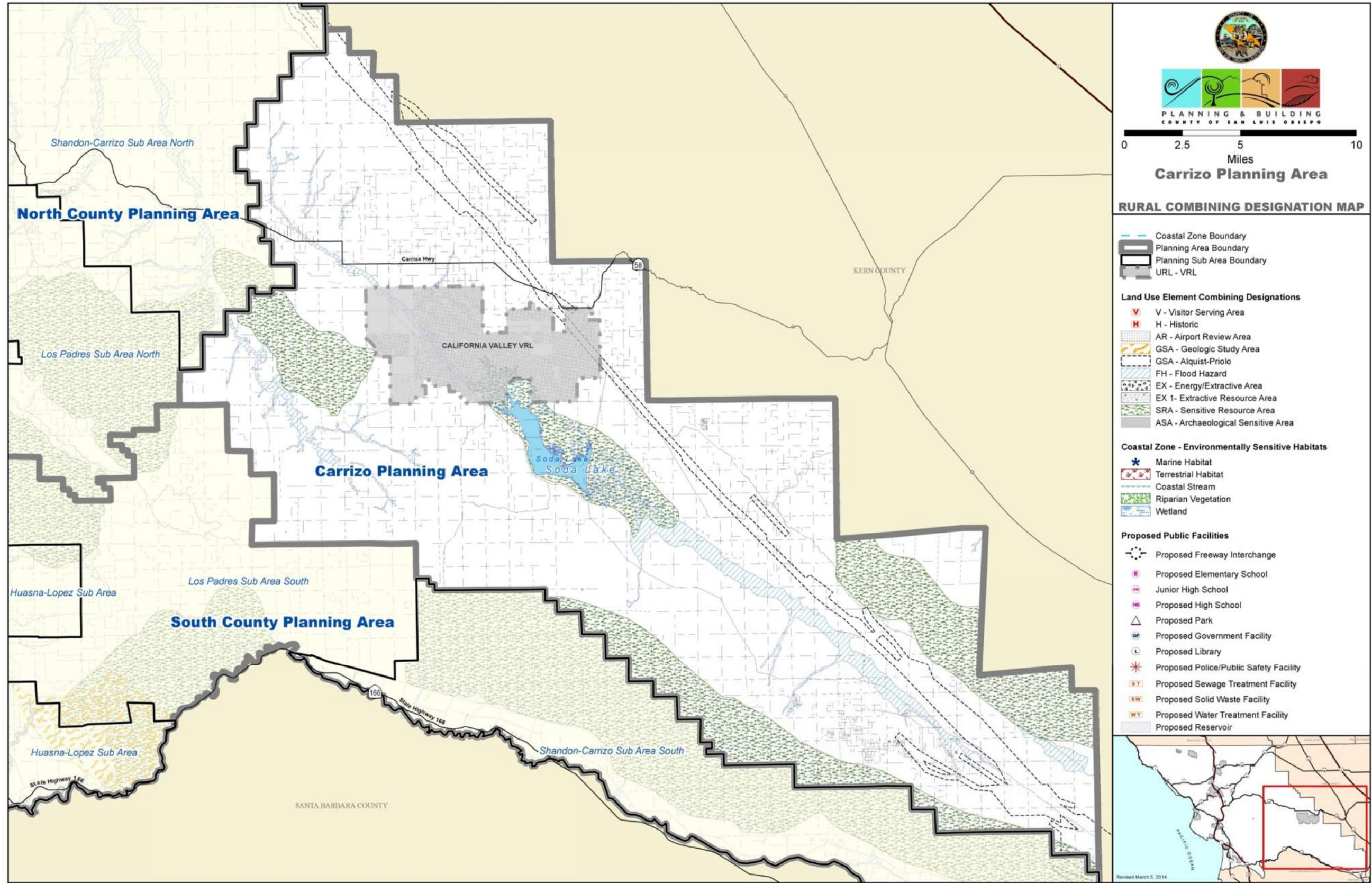
Sensitive Resource Areas

- 1. Caliente Wildlife Area.** The county should work with property owners and affected state and federal agencies to prohibit recreational off road vehicles in the Caliente National Cooperative & Wildlife Management Area, except on Bureau of Land Management lands specifically designated for ORV use. Earth berms or other similar barriers in conjunction with drainage ditches should be placed adjacent to public roads to restrict access by off road vehicles.
- 2. Hubbard Hill Freeborn Mountain.** At such time as Hubbard Hill and Freeborn Mountain are acquired by the state, the agency having jurisdiction should post adjacent private property and any public right of way leading to the area against trespassers.
- 3. Painted Rock.** The county should work with the San Luis Obispo Archeological Society and the owners of Painted Rock to secure the area for prevention of further vandalism and preservation of remaining pictographs and petroglyphs, and to explore potential sources of funding and expertise to support future restoration.
- 4. Soda Lake.** The county should work with property owners to initiate a program to restrict recreational off road vehicles from the Soda Lake area by signing and physical barriers

This page intentionally left blank.



This page intentionally left blank.



This page intentionally left blank.

III. North County Area Plan

This page intentionally left blank.

Table of Contents

Chapter 1: Introduction and Goals	1-1
1.1 Overview	1-1
1.2 Relationship to General Plan	1-1
1.3 Content of the Plan	1-2
1.4 Planning Area Watersheds	1-5
1.5 Goals	1-9
Chapter 2: Population and Economy	2-1
Chapter 3: Public Facilities, Services & Resources	3-1
3.1 Introduction	3-1
3.2 Natural Resources	3-1
3.3 Public Facilities, Services, and Resources Policies	3-5
3.4 Special Districts	3-6
3.5 Water Supply	3-7
3.6 Wastewater Disposal	3-15
3.7 Schools	3-15
3.8 Solid Waste Disposal	3-18
3.9 Emergency and Social Services	3-19
3.10 Recreation Services	3-23
3.11 Public Services and Resources Programs	3-25
Chapter 4: Land Use	4-1
4.1 Introduction	4-1
4.2 Rural Area Distribution of Land Use	4-1
4.3 Rural Area Land Use Issues	4-2
4.4 Land Use Policies	4-9
4.5 Rural Land Use Categories	4-9
4.6 Land Use Programs	4-32

Chapter 5: Circulation Element	5-1
5.1 Introduction.....	5-1
5.2 Major Issues	5-1
5.3 Policies and Objectives.....	5-3
5.4 Roads	5-5
5.5 Road Improvement Projects	5-8
5.6 Other Means of Transportation.....	5-12
5.7 Circulation Programs.....	5-18
Chapter 6: Combining Designations and Proposed Public Facilities	6-1
6.1 Introduction.....	6-1
6.2 Area Plan Combining Designations.....	6-1
6.3 Combining Designation Programs.....	6-11
6.4 Proposed Public Facilities	6-13
Chapter 7: Atascadero and Paso Robles Urban Reserve Lines	7-1
7.1 Introduction.....	7-1
7.2 Public Facilities, Services, and Resources	7-2
7.3 Public Services and Resources Programs.....	7-6
7.4 Land Use.....	7-6
7.5 Land Use Programs.....	7-8
 List of Figures	
Figure 1-1: North County Sub-areas.....	1-3
Figure 1-2: North County Water Planning Areas.....	1-7
Figure 3-1: Paso Robles Groundwater Basin.....	3-13
Figure 3-2: Water Service Districts in the Salinas River Sub-area	3-14
Figure 3-3: School District Boundaries	3-18
Figure 4-1: Community Separation.....	4-6
Figure 4-2: Paso Robles Creek Concept Plan.....	4-7

Figure 4-3: South Shore Area.....	4-19
Figure 4-4: Rural Commercial Retail and Commercial Service Areas.....	4-30
Figure 5-1: El Camino Real Parkway – Santa Margarita and Templeton	5-10
Figure 5-2: Transit Center Development.....	5-16
Figure 5-3: Adelaida Sub-area Circulation Element Map.....	5-24
Figure 5-4: El Pomar-Estrella Sub-are Circulation Element Map.....	5-26
Figure 5-5: Las Pilitas Sub-area Circulation Element Map.....	5-28
Figure 5-6: Los Padres North Circulation Element Map	5-30
Figure 5-7: Nacimiento Sub-area Circulation Element Map.....	5-32
Figure 5-8: Salinas River Sub-area (North) Circulation Element Map	5-34
Figure 5-9: Salinas River Sub-area (South) Circulation Element Map	5-36
Figure 6-1: Paso Robles Airport Review Area.....	6-3
Figure 7-1: Paso Robles City Limits and Urban Reserve Area.....	7-1
Figure 7-2: Service Area - Atascadero Mutual Water Company	7-2

List of Tables

Table 1-1: Former Area Plans - Date of Adoption or Major Update.....	1-2
Table 3-1: Schedule for Completing Public Facilities, Services, and Resources Programs	3-30
Table 4-1: Rural North County Planning Area Land Use by Sub-area (acres) ¹	4-2
Table 4-2: Schedule for Completing Land Use Programs.....	4-35
Table 5-1: North County Rural Collectors by Sub-area.....	5-7
Table 5-2: Schedule for Completing Circulation Programs.....	5-21
Table 6-1: Schedule for Completing Combining Designation Programs.....	6-13
Table 7-1: Atascadero Area Neighborhood & Community Parks.....	7-4
Table 7-2: Paso Robles Area Neighborhood & Community Parks.....	7-5
Table 7-3: Schedule for Completing Land Use Programs - Paso Robles URL	7-10

This page intentionally left blank.

Chapter 1: Introduction and Goals

1.1 Overview

This plan consolidates and reorganizes the former Adelaida, El Pomar-Estrella, Las Pilitas, Nacimiento, and Salinas River planning areas, and the northern portions of the Los Padres and Shandon-Carrizo planning areas, into a single watershed-based planning area called the North County planning area (refer to Figure 1-1: North County sub-areas). Encompassing 1,035,714 acres, the North County planning area is the largest of the County's four planning areas. It includes the unincorporated areas north of the Cuesta Ridge to Monterey County, and is bounded by the Coastal Zone to the west and Kern County to the east. It contains four unincorporated urban areas (San Miguel, Templeton, Santa Margarita, and Shandon), all located along Highway 101, and six village areas (Creston, Heritage Ranch, Oak Shores, Garden Farms, Whitley Gardens, and Pozo). Chapter 7 of this plan addresses planning issues in the unincorporated area within the Atascadero and Paso Robles URLs.

The North County planning area is experiencing diverse economic growth in all sectors, including agriculture, which traditionally has been the principal industry and the foundation of the rural lifestyle and image of the North County. Much of the new development is increasingly oriented to commuter and retirement living, light industry, service businesses and tourism.

The cities of Atascadero and El Paso de Robles (hereafter referred to as Paso Robles) generate growth in these sectors as the two regional population centers with full urban services. The unincorporated towns of San Miguel, Templeton, Santa Margarita, and Shandon serve local residents with convenient services and some specialized regional facilities, such as the Twin Cities Hospital in Templeton. The planning area has been influenced economically by the city of San Luis Obispo in terms of regional shopping and employment, as well as the housing shortage that "spills over" into the North County.

1.2 Relationship to General Plan

This area plan is part of Part II of the Land Use and Circulation Elements (LUCE) of the County General Plan. This plan is consistent with the other elements of the County General Plan. All other County plans, policies, and programs that involve the unincorporated portions of the North County planning area and are subject to the County General Plan are to be consistent with this plan. In addition, where applicable, all public and private development is to be consistent with this plan. It should be recognized, however, that this plan is subject to higher legal authority: for example, federal and state statutes, case law, and regulations.

Note: The terms "Land Use and Circulation Elements (LUCE)" and "Land Use Element (LUE)" are used interchangeably throughout this document and the County Land Use

This plan contains policies and programs for the rural portions of the North County planning area. It also contains regional policies and programs that affect both urban and rural areas. Policies, programs, text, maps, and other information specifically pertaining to the North County's four urban areas and six village areas are contained in the Community/Village Plans (LUCE Part III). The Community/Village Plans and any future

amendments to such plans, is hereby incorporated into the North County Area Plan by reference as though they were fully set forth here.

1.3 Content of the Plan

This plan describes population, housing, and economic trends for the North County planning area. It also establishes policies and programs for land use, circulation, public facilities, services, and resources for the rural portions of the planning area.

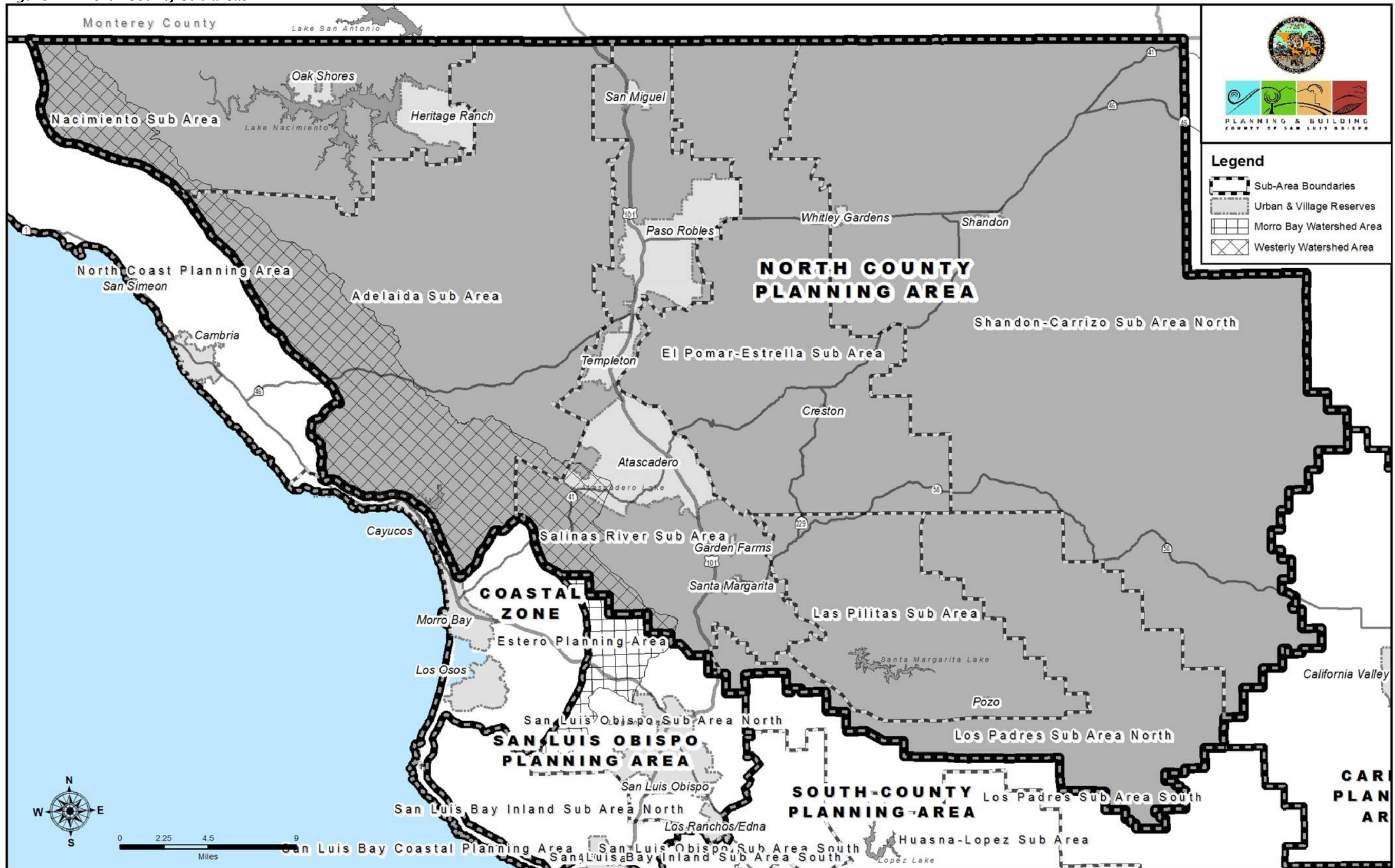
The information contained in this plan is taken from the former Adelaida, El Pomar-Estrella, Las Pilitas, Nacimiento, and Salinas River planning areas, and the northern portions of the Los Padres and Shandon-Carrizo planning areas and is current as of the last major update or original adoption date of each of those plans (refer to Table 1-1). Only non-substantive edits have been made to this text for consistent formatting and to reflect the new organization of the Land Use and Circulation Element. No changes have been made to reflect current conditions in the North County planning area. Specific time frames or horizons called out in the text (e.g. "...within the next 25 years.") begin at the dates specified in Table 1-1, not the adoption date of this plan.

Note: Many of the goals, policies, and programs in this plan apply only within certain sub-areas of the North County planning area. Figure 1-1 should be referenced to determine the applicability of a goal, policy, or program to a specific parcel or region in the North County planning

Table 1-1: Former Area Plans - Date of Adoption or Major Update

Former Area Plan	Date of Adoption or Major Update
Adelaida	August 14, 1990
El Pomar-Estrella	September 23, 2003
Las Pilitas	September 22, 1980
Los Padres	August 14, 1990
Nacimiento	September 22, 1980
Salinas River	January 2, 1996
Shandon-Carrizo	September 22, 1980

Figure 1-1: North County Sub-areas



This page intentionally left blank.

1.4 Planning Area Watersheds

The boundaries of the North County planning area are intended to correspond generally with the inland watersheds located north of the Cuesta Ridge (refer to Figure 1-2: North County Water Planning Areas). The County Master Water Report organizes these watersheds into the following water planning areas (WPAs):

- Santa Margarita (WPA 12). This WPA includes Santa Margarita Ranch, County Service Area 23, and agricultural and rural users. Its primary sources of water supply are the Santa Margarita, Rinconda, and Pozo Valley Groundwater Basins, and the Santa Margarita Creek Alluvial Aquifer.
- Atascadero/Templeton (WPA 13). This WPA includes the Templeton Community Services District, Atascadero Mutual Water Company, Garden Farms Community Water District, and agricultural and rural users. Its primary sources of water supply are the Atascadero Sub-basin of the Paso Robles Groundwater Basin (Paso Robles Formation and Salinas River underflow), recycled water, and the Nacimiento Water Project.
- Salinas/Estrella (WPA 14). This WPA includes the San Miguel Community Services District, Camp Roberts, City of Paso Robles, County Service Area 16 (Shandon), and agricultural and rural users. Its primary sources of water supply are the Paso Robles Groundwater Basin (Paso Robles Formation and Salinas River underflow) and the Nacimiento Water Project.
- Cholame (WPA 15). This WPA includes agricultural and rural users only. Its primary groundwater supply is the Cholame Valley Groundwater Basin.
- Nacimiento (WPA 16). There are no significant groundwater basins in WPA. Public water systems such as Heritage Ranch Community Services District and the Nacimiento Water Company draw water from wells that rely on Nacimiento reservoir surface water or surface water releases.

Westerly Watershed Area

The five inland WPAs comprise the majority of the North County planning area; however, the western edge of the planning area, between the Coastal Zone and the ridge of the Santa Lucia Range, drains to the coast. Since this area is located outside of the Coastal Zone, it is not subject to the Coastal Act of 1976 or the County's Local Coastal Plan. This area is identified with cross-hatching in Figure 1-2 in order to recognize its unique hydrology.

The westerly watershed area includes many streams that lead from the western slopes of the Santa Lucia Mountains to the ocean. The most significant ones are Santa Rosa Creek and San Simeon Creek. These are anadromous fish streams primarily known for steelhead. Flood hazards exist during periods of intense or prolonged rainfall on portions of these watersheds. Precautions must be taken with development in minor tributaries and swales as well, for these areas also collect substantial runoff.

This page intentionally left blank.

Figure 1-2: North County Water Planning Areas



This page intentionally left blank.

1.5 Goals

Land use and circulation planning efforts in the inland area of the county are guided by planning principles, policies and implementing strategies, and by Circulation Element goals and objectives adopted by the Board of Supervisors and incorporated into Framework for Planning (LUCE Part I). In addition, the following goals apply to the El Pomar-Estrella and Salinas River sub-areas (refer to Figure 1-1):

El Pomar-Estrella Sub-area

- 1. Land use consistent with the area's heritage and historic rural character.**
- 2. Agriculture as a primary focus of economic activity, with agricultural land uses maintained and protected.**
- 3. Services consistent with each community's willingness and ability to support them.**
- 4. A circulation system that includes a full range of transportation options for all persons in the area.**
- 5. Natural resources that are protected and preserved.**

Salinas River Sub-area

- 1. Encourage a strong, integrated north county economy that will support community service and environmental demands.**
- 2. Increase employment opportunities for all north county residents.**
- 3. Encourage commercial and industrial development in communities that have the potential to provide a full range of infrastructure and services.**
- 4. Encourage land use that enhances individual community goals in a manner consistent with the heritage of the north county.**
- 5. Encourage agriculture as an economic entity for its secondary benefit of maintenance of rural character.**
- 6. Encourage the retention of historical character and heritage.**
- 7. Provide for greater accessibility and the most responsive level of services, consistent with each community's willingness and ability to provide necessary resources.**
- 8. Develop an infrastructure plan for the Salinas River sub-area that identifies the current cumulative demands on area resources and services, projects how those demands can be expected to grow over the life of this plan, and sets forth strategies needed to provide the tools necessary to accomplish the tasks and maintain these resources and services.**
- 9. Provide for local circulation that supports transportation needs in the north county.**
- 10. Capitalize on the significant transportation facilities already in place, including Highways 101, 46 and 41, the railroad and the Paso Robles Airport.**

11. The amount and pace of growth should be moderated as needed to maintain a high quality environment by using the Resource Management System and a series of cooperative decisions among the County and the various cities.
12. Preserve or minimize impacts to important native habitats, such as significant stands of oak woodlands, riparian vegetation and important wildlife corridors.
13. Recognize the importance of the Salinas River as a natural and multi-use resource, and permit development that will minimize or avoid impacts to this resource.

Chapter 2: Population and Economy

The purpose of this chapter is to discuss the population and economy of the North County planning area. This discussion is grouped under headings for each of the seven North County sub-areas shown in Figure 1-1, and is current as of the dates specified in Table 1-1. Supporting data for this chapter is found in Appendix A.2: North County Population and Economy Data. A focused discussion on population and economy in each urban and village area is described in the Community/Village Plans (LUCE Part III).

Adelaida

Population in the Adelaida sub-area has been steadily increasing, but slower than the county as a whole. This pattern reflects the agricultural orientation of the area and will likely continue declining slightly as countywide growth also declines. The 1989 population is estimated at 3,342 persons, expected to increase to 4,053 by the year 2000. For more detailed information on population trends and projections in the Adelaida planning area can be found in Appendix A.2: North County Population and Economy Data.

It is anticipated that the Adelaida sub-area will remain predominantly agricultural due to existing land use, land capability and plentiful water in much of the sub-area, including many creeks and the Paso Robles groundwater basin. However, intrusion of rural residences that are not agriculturally related could preclude continuation and/or expansion of agriculture in some areas.

Factors that will contribute to potential future population and economic growth of the sub-area are:

1. Continued expansion of agriculture, especially conversion of small properties used for dry farming and grazing into more intensive, higher value uses such as vineyards, orchards, and animal husbandry specialties.
2. Continued use of the agricultural preserve program.
3. Containment of rural residential uses in appropriate areas to minimize conflicts with agriculture.
4. Increasing development of such agricultural processing uses as wineries, dairies, and crop service operations.
5. Limited development of low intensity recreational uses in areas where agricultural use is either inappropriate or would not be adversely affected or precluded.
6. Mining activity in the Santa Lucia Range.
7. The continued presence of the California National Guard installation at the Camp Roberts Military Reservation.

Most of the sub-area will continue to depend on the Salinas River communities (Paso Robles, Atascadero) for commercial services and non-agricultural employment.

El Pomar-Estrella

Population Trends

Population has increased steadily in the El Pomar-Estrella sub-area since 1980. As of the 2000 U.S. Census, the area's population was estimated to be 8,572. More detailed information on population trends and projections in the El Pomar-Estrella sub-area can be found in Appendix A.2: North County Population and Economy Data.

Economic Development

As of 2002, the economy of the El Pomar-Estrella sub-area is characterized primarily by an employee base that commutes out of the sub-area area to work, primarily to Paso Robles, Atascadero, San Luis Obispo and surrounding communities. The other major economic sector in the sub-area is agriculture, which provides jobs both to residents and commuters from surrounding areas. The majority of these jobs are related to wine production, including: vineyard planting, operation and maintenance, grape processing, and wineries.

Construction of grape processing, equipment storage, and winery facilities accounts for a significant portion of local economic activity but is secondary to residential construction activity - primarily development on existing parcels - which has increased steadily in the sub-area since 1980. Some of the new residential construction is oriented toward equestrian activities such as horse breeding, riding and related commercial operations, which are becoming more commonplace in the sub-area. Each of these major sectors of the local economy - agriculture (including vineyard installation), equestrian services, and residential construction - is expected to continue to expand as the population of the sub-area grows, and demand for such activities increases.

According to the County Agricultural Commissioner's office, most of the El Pomar-Estrella sub-area is expected to remain agriculturally viable because of the relative low-density of the existing land use pattern, suitability of soils, and availability of groundwater. However, expanding rural and suburban residential development may preclude continuation and/or expansion of agricultural uses in some areas, especially non-vineyard related operations on smaller parcels. Factors contributing to future population and economic growth potential include: continuation of agricultural uses (especially vineyards and wineries), the agricultural preserve program, and containment of rural residential uses to minimize conflicts with agriculture. Chapter 4 of this plan contains land use policies intended to protect agricultural land and uses. Land Use Program 6 calls for an in-depth study of the feasibility of maintaining and enhancing agricultural viability in the sub-area. The study may include specific recommendations for modifications to the land use review process.

Local residents will continue to depend on businesses outside the sub-area for goods and services, though existing commercial uses in Creston are expected to continue to provide some basic agricultural and daily convenience goods. With the expected population increase of almost 80 percent in the sub-area during the next 25 years, Creston may become more important as a base for providing goods and services. Additional commercial uses and services may also be needed, most likely in the northern portion of the sub-area.

Economic Development Issues

The economic development challenges facing El Pomar-Estrella sub-area residents include:

- High percentage of out-commuting by residents;
- Adequacy of water supply to sustain agricultural production and residential development;
- Viability of agricultural enterprises; and
- Expansion of residential development into agricultural lands.

This plan contains specific policies and programs (in Chapters 3 and 4) to address adequacy of public services (including water supply) and protection of agricultural lands and uses. The plan does not specifically address housing affordability and commuting issues, as it assumes continuation of the existing general land use pattern in the sub-area, which favors single family home development on relatively large parcels. Housing-related issues are addressed directly in the County Housing Element.

Las Pilitas

The Las Pilitas sub-area contains only a small percentage of the total county population. The present population is estimated to be 1,101. Since the sub-area contains no urban areas, a large population increase is not expected.

Population growth in the Las Pilitas sub-area has been slightly less than 2 percent per year and is expected to slowly decline as the countywide growth rate also declines. It is anticipated that the Las Pilitas sub-area will have a stable economic future, with small population growth. Factors that contribute to the future growth potential and economy of the area are: (1) retention of agricultural uses; (2) modest expansion of rural residential development; and (3) expansion of recreational activities related to Santa Margarita Lake. The sub-area will continue to be dependent on communities such as Atascadero, Santa Margarita and San Luis Obispo for commercial needs and employment opportunities.

Los Padres North

The 1989 population is estimated to be approximately 244, with projected growth to only 295 persons by the year 2000. Approximately 80 percent of the sub-area is federally owned; the remainder is owned by State, County or private parties. A significant portion of the private land within the national forest boundaries is in the Williamson Act agricultural preserve program. The Los Padres North sub-area will continue to provide for expanding recreational, wilderness, watershed and aesthetic needs demanded by an increasing population in other planning areas. As such, it will continue to develop into an even more valuable resource.

Nacimiento

Prior to the creation of Lake Nacimiento, the population of the sub-area was widely dispersed, with most residing and employed on farms and ranches. A special census in 1976 indicated that less than 1 percent of household heads in the sub-area were employed in agriculture. Though future residential development is anticipated to continue to be oriented primarily toward second homes, a modest continuing increase is expected in permanent residents; primarily the retired. Use of homes in the area for leisure activity is reflected in the 80 percent residential vacancy rate during the winter months.

Despite the rugged terrain of most of the sub-area and the concentration of recreational activities at the lake, the economy of the region surrounding Lake Nacimiento remains based upon agriculture. Grazing is the primary agricultural pursuit, though some dry farming occurs in limited areas. Commercial activities around the lake are mostly visitor serving, and oriented toward peak use periods. While the role of recreational and visitor serving commercial activities will experience gradually increasing importance in the sub-area economy as development around the lake intensifies, the sub-area is unlikely to develop a discrete employment base within the term of this plan.

It is not possible to accurately project future population growth for the Nacimiento sub-area because of its small population and the seasonal or recreational nature of the population. Future growth in the area is based primarily on migration, which bears little relationship to local economic conditions.

Salinas River

The rate of population increase in the Salinas River sub-area averaged a rapid 6.9 percent per year from 1980 to 1990. Favorable economic conditions during the decade generated rapid migration to the sub-area. In contrast, the county experienced a 26 percent population increase between 1980 and 1990, or a 3.76 percent average annual growth rate. In 1990, approximately 77 percent of the population in the Salinas River sub-area lived in the two incorporated cities. From 1990 to 1995, population grew at a slower average annual rate of 2.1 percent.

Economy

The Salinas River sub-area serves as the regional hub of all of North County. Virtually all medical, educational, commercial and manufacturing activity takes place within five miles of the Highway 101 corridor. However, substantial numbers of people commute to San Luis Obispo to jobs and shopping, outside of the sub-area and North County. Job growth has lagged behind population growth, as workers have sought housing in the sub-area that is more affordable than is available within San Luis Obispo, creating what is termed a "jobs/housing imbalance." One sign of this is commuters' travel patterns. According to a 1993 study, 92 percent of the surveyed vehicle trips on Highway 101 that started within the Salinas River sub-area went to destinations outside the area. However, nearly half of the trips that started outside the area went to it.

The economic vitality of the Salinas River sub-area depends on continued agricultural production, industrial and commercial expansion, and the presence of major state government facilities. The desirability of the environment lends itself to the development of suburban living and contributes to the economic wellbeing of the entire north county. It is expected that these factors will continue to increase the population and enhance the economy of the area. Shopping and industrial areas should be located within the traditional urban centers to enhance the future commercial growth of business districts within communities.

The sub-area is becoming more economically independent from the city of San Luis Obispo. Due to time and distance factors, the trade and finance sectors of the economy of Paso Robles do not appear to suffer from the competition of the city of San Luis Obispo as much as closer communities. The growth of trade and finance and related economic activities outside Paso Robles will probably be somewhat limited by competition of that city and San Luis Obispo. Atascadero and Paso Robles will compete for regional shopping dollars and will likely remain independent regional economic competitors. Paso Robles and Templeton will probably remain important communities to the agriculture industry.

Economic Goals

1. Enable the creation of an adequate number of new jobs to offset the current jobs/housing imbalance and to provide employment for new residents, based on a projected 2.5 percent average annual employment rate.
2. Encourage increased development of visitor services along the Highway 101, 46, and 41 corridors, such as wine tasting rooms, lodging restaurants and recreation, by providing a sufficient amount properly zoned land and development standards.
3. Encourage expansion of agriculture and agricultural support industries, such as farm supplies, food processing and products, and wineries.
4. Support development standards for increased commercial and industrial development in communities that have the potential to provide a full range of services, such as in Templeton and San Miguel.
5. Encourage increased retail development, including regional and neighborhood facilities to ensure an adequate retail tax base.
6. Capitalize on the significant transportation systems already in place, including Highway 101, 46, and 41, and the railroad and the Paso Robles Airport by locating related industrial and commercial land uses adjacent to and within currently zoned lands.
7. Bring together business owners, property owners and community members to prepare local economic strategic plans that identify local business needs and opportunities for image enhancement, business retention and expansion, and attraction of selected new businesses.
8. Encourage economic development that is in balance with natural resources and that will enhance the natural beauty and character of the region and supports the social and environmental health of the north county.
9. Encourage participation in telecommunication technologies for expanding job opportunities and working at home.

The achievement of the above goals should produce the following results:

1. Reduce the number of residents commuting to San Luis Obispo for work and shopping, which could improve air quality by reducing traffic.
2. Increase revenues to public services and facilities to offset the potential impacts of increased population growth through encouraging strong and balanced growth.
3. Improve the quality of life for individuals and families by improving their standard of living, through:
 - a. Increased local economic growth,
 - b. Reduction of commute time outside north county,
 - c. Enhancement of social opportunities, and

d. **Preservation and protection of important natural features.**

Atascadero

The city of Atascadero was incorporated in 1979, and the 1980 census estimated the population at 16,232. By 1990 Atascadero's population had grown to 23,138, at an average annual growth rate of 4.3 percent.

Atascadero's growth has resulted primarily from the desirability of the area as a residential community, retirement area and the presence of the Atascadero State Hospital, the major single employer in the area. The hospital employs approximately 1,000 people. It is anticipated that Atascadero's economy will continue to be dependent on the economies of San Luis Obispo and Paso Robles.

Paso Robles

Paso Robles is a growing city that is seeking a balance of employment opportunities, housing, and retail services for both residents and visitors to the area. In 1995, the population is estimated at 21,539, or 15.9 percent above the population of 18,138 in 1990, increasing at an average annual growth rate of 3.1 percent. Between 1980 and 1990, the city population increased from 9,163 to 18,583, or a 10 percent average annual population growth.

Employment is relatively diversified, with some 7,000 jobs, including about 1,700 in the manufacturing sector. Paso Robles continues its historic role as a retail trade and services center for agriculture and outlying residential development.

Present city policy recommends that residential growth be managed toward a target population of 35,000 in 2010. The city's general plan calls for development of a resource management program to help contain growth within this target. Policies directed toward this goal may alter the historic growth rate. Most growth in the next 20 years is anticipated to occur within the existing city limits where services and public facilities are available. Additional growth is likely to occur in the urban area east of the Salinas River, but minor annexations to the city would be necessary in order to fully develop at the densities recommended in the plan.

Shandon-Carrizo North

The Shandon sub-area will likely remain a viable agricultural area because of existing land uses and the prevailing agricultural dedication of the population. The area should experience limited population growth, related only to future increased demands for agricultural labor.

Factors that contribute to the viability of the sub-area include: (1) continuing agricultural uses; (2) the rural agricultural environment and large agricultural acreages that discourage suburban residential encroachment; and (3) remoteness from populated areas.

Chapter 3: Public Facilities, Services & Resources

3.1 Introduction

This chapter discusses service concerns that directly affect the North County planning area. It contains policies intended to achieve the community's vision and goals related to provision of services, plus programs designed to implement those policies. The discussion is grouped under headings for each of the seven sub-areas shown in Figure 1-1, and is current as of the dates specified in Table 1-1.

The following discussion on services and facilities is limited to the rural portion of the planning area only, with a similar discussion provided in the Community/Village Plans (LUCE Part III) for the North County's unincorporated urban and village areas. Chapter 7 of this plan includes a discussion on services and facilities in the Atascadero and Paso Robles URLs. Since resource issues, such as water availability and air quality, are fundamentally regional in nature, this plan describes these issues for both the rural and urban/village areas. The policies and programs in this chapter apply either areawide or to the rural areas only.

Supporting data for this chapter is found in Appendix B.1: North County Public Facilities, Services, and Resources Data.

Resource Management System

In order to monitor the relationship between resources and demand levels, the County has developed the Resource Management System (RMS). This system monitors specified essential resources and reports on their current status in an Annual Resource Summary Report. The RMS report uses three levels of severity to inform decision makers of current and potential deficiencies. The Annual Report includes a variety of program options that are available to deal with specific concerns. The RMS is fully discussed in Framework for Planning, Inland Area (LUCE Part I).

Water supply, sewage disposal, schools, roads, parks and air quality are monitored by the Resource Management System. Resource information included in Chapter 3 is generally current through the end of 1993. The most recent data may be found in the latest edition of the Annual Resource Summary Report.

3.2 Natural Resources

Geological Resources and Groundwater

The geology of the North County is in one of the most complex formations in the state. Jurassic rocks, approximately 180 million years old, form the Franciscan complex, which is a mixture of igneous, metamorphic and sedimentary rocks. Alluvial soils occur along creeks and the Salinas River where intensive land uses have typically been located. Deeper rock formations contain groundwater, which provides the water supply for human development. The Paso Robles groundwater basin extends over 150 miles in length north to south, bounded generally by the Salinas River on its western edge. Local incidences of poor quality groundwater occur near Paso Robles due to natural impairment by hydrogen

sulfide. Otherwise, groundwater quality is generally acceptable for both urban and rural uses.

Known mineral deposits of commercial importance provide aggregate material for a major quarry, small gravel pits and mining of the sandy river-bottom soil of the Salinas River flood plain. Commercially extractable petroleum resources have not been encountered or are not of a high enough quality to support their extraction.

Similar to much of California, the North County planning area is located within a seismically active region. The San Andreas Fault, which is the most likely source of a major earthquake in California, is located 40 miles east of the Salinas River. The Nacimiento Fault, which has recorded several recent moderate seismic events, is located approximately 20 miles west of Paso Robles in the Santa Lucia Range. The Rinconada Fault extends from the northwest to the southeast directly through the planning area. The fault lies within the city of Paso Robles and is close to other urban centers. It is the source of small to moderate earthquakes and is considered less of a hazard than the San Andreas and Nacimiento Faults.

Small to moderate earthquakes, with magnitudes less than 5.0 on the Richter scale, are common in San Luis Obispo County. However, there is a high probability that a major earthquake from the San Andreas Fault may occur within this plan's time frame of 20 years. Typical seismic hazards besides shaking include ground rupture, liquefaction of alluvial or sediment soils, and landslides on unstable slopes. Hilly portions of the planning area within the Santa Lucia Range southwest of Atascadero have the highest risk of landslides. General areas of known geologic hazards are shown in the combining designation maps to indicate that special studies, siting and construction may be necessary for safe development.

Soils and Agriculture

Soils in the planning area provide a relatively thin mantle over the rock formations, except where deeper soils occur in older alluvial plains and existing flood plains. The best, or prime, agricultural soils exist in these areas, comprising only about 2,300 acres of the planning area. Soils have a varying suitability for supporting native vegetation, agricultural crops and wildlife. Most of the planning area has soils with a moderate to high erosion potential, particularly in areas with slopes in excess of 15 percent. Within the urban areas, however, erosion potential is low to moderate due to relatively flat terrain. Agriculture utilizes soils resources on approximately 50,000 acres of the Salinas River sub-area, primarily in cattle grazing and dry farming. Irrigated agriculture occurs on 3,800 acres within the Salinas River sub-area. These irrigated soils support a variety of crops, including alfalfa, vineyards, orchards, pasture and vegetables. Maps of soil types are available for review at the County Department of Planning and Building.

Biological Resources

Several distinct major plant communities are present in the San Luis Obispo sub-area. Most prevalent in the sub-area is the non-native grassland community, which occurs in about 70 percent of the undeveloped, un-cultivated area. Coastal sage scrub communities, located primarily at low elevations and along steep slopes with shallow soil, account for about 10 percent of the area. Oak woodlands also occur in about ten percent of the undeveloped area. The riparian scrub/riparian woodland communities and the chaparral communities each represent about five percent of the area.

The San Luis Obispo sub-area is home to a wide variety of fish, amphibians, reptiles, birds, insects and mammals, including rainbow and steelhead trout; frogs, toads and salamanders; various lizards, snakes and turtles; hawks, owls, hummingbirds, herons, egrets and blackbirds; and opossums, rabbits, squirrels, coyotes, raccoons, mountain lions, deer, rodents and bats, to name a few. A more extensive listing may be found in the EIR for the San Luis Obispo Area Plan.

Several sensitive habitats, plant species and animal species are known to occur in the San Luis Obispo planning area. The term "sensitive species" includes plants and animals officially listed by a regulatory organization or agency such as the California Department of Fish and Game, and those considered to be of local concern by recognized monitoring agencies such as the California Native Plant Society or the Audubon Society.

The maintenance of wildlife migration corridors is an essential element in any program to protect endangered species. Migration corridors such as drainage courses and adjacent upland habitats provide critical linkages between islands of open space.

Visual Resources

The visual character of the planning area is a combination of its natural and built environment. The rural area is primarily intact visually as a natural or agricultural countryside. Most development is primarily located within urban areas along the Highway 101 and 41 corridors. Topography varies from relatively flat low-lying flood plain areas to rolling hills to steeply sloping foothills of the Santa Lucia Range, which forms the planning area's western boundary. On both sides of the Salinas River the terrain varies from gently rolling hills with oak savanna and open grassland (from San Miguel to Atascadero) to steeper hills of dense oak woodland (southern Atascadero and Santa Margarita). Oak woodlands are a prominent unifying feature through the planning area. The absence of significant urban development has allowed many areas to retain a rural character, providing a visual contrast to the urban centers located along Highway 101.

The flatter areas of the Salinas River flood plain are generally in cultivation. Agriculture provides a working landscape with rural development such as houses, barns and warehouses. From Highways 101 and 41 urbanized areas exhibit residential development except commercial areas are primarily in view in central Atascadero between Templeton and Paso Robles and within Paso Robles. Typical architectural styles in the planning area often connect to the historic settlements in the north county. Spanish mission, ranch and western styles of architecture are prevalent and reflect the region's historic link with farming and ranching.

Air Quality

San Luis Obispo County is designated a non-attainment area for the state ozone and PM10 (fine particulate matter 10 microns or less in diameter) air quality standards. In recognition of this, the Board of Supervisors certified a Resource Management System Level of Severity II for countywide air quality in November, 1989. Ozone concentrations measured throughout the county exceed the state standard an average of two to four days each year. Violations of the state PM10 standard are recorded an average of three to six days per year, countywide; since sampling for PM10 is conducted only once every 6 days, the Air Pollution Control District (APCD) estimates that levels exceeding the state standard may actually occur about 20 to 30 days per year. Ozone air quality appears to be improving countywide over the past 10 years, which suggests that ongoing industrial and vehicular pollution controls are accomplishing their intended goals. Ozone and PM10 levels in the San Luis Obispo sub-area are shown in Appendix B.1.

Ozone, the primary constituent of smog, is formed in the atmosphere through complex photochemical reactions involving reactive organic gases (ROG) and oxides of nitrogen (Nox) in the presence of sunlight. Short-term exposure to higher concentrations of ozone can cause or contribute to a variety of respiratory ailments, while long-term exposure to lower concentrations may result in permanent lung damage. In San Luis Obispo County, the primary sources of ROG are motor vehicles, organic solvents, the petroleum industry and pesticides. The primary sources of NO_x are motor vehicles and fuel combustion by utilities, the petroleum industry and other sources.

PM10 is fine particulate matter 10 microns or less in diameter, and consists of many different types of particles which vary in their chemical activity and potential toxicity. It can be emitted directly to the air by man-made and natural sources or be formed in the atmosphere as a by-product of complex reactions between gaseous pollutants. PM10 is particularly important from a health standpoint due to its ability to bypass the body's air filtering system, traveling deep into the lungs where it can lodge for long periods. Major known sources of PM10 in San Luis Obispo County include vehicle travel on paved and unpaved roads, demolition and construction activities, agricultural operations, fires, mineral extraction and wind-blown dust.

State law requires that emissions of nonattainment pollutants and their precursors be reduced by at least 5 percent per year until the standards are attained. The 1991 Clean Air Plan (CAP) for San Luis Obispo County was developed and adopted by the Air Pollution Control District to meet that requirement. The CAP is a comprehensive planning document designed to reduce emissions from traditional industrial and commercial sources, as well as from motor vehicle use.

Motor vehicles account for about 40 percent of the precursor emissions responsible for ozone formation, and 50 percent of direct PM10 emissions. Thus, a major requirement in the CAP is the implementation of transportation control measures and land use planning strategies designed to reduce motor vehicle trips and miles traveled by local residents. All jurisdictions are expected to incorporate applicable strategies in their land use planning and project review process to ensure that motor vehicle use and emissions resulting from existing and new development are minimized to the maximum extent feasible. As described in the County's Resource Management System, the County will implement applicable transportation and land use planning strategies recommended in the CAP through incorporation of these strategies in the County general plan, focusing on the land use and circulation elements and updates of those elements for each of the County's planning areas.

The State health-based standards for ozone and PM10 (airborne particulate matter less than 10 microns in diameter) are commonly exceeded in the county. Between 1975 and 2000, the trend at the Paso Robles monitoring station has been towards fewer numbers of days exceeding the State ozone standard, even considering the relatively high number of days exceeding the standard in 1998, due largely to transport from the San Joaquin Valley. However, when measured in terms of the total number of hours per year in which ozone exceeds a level of 65 parts per billion (the State standard is an hourly average exposure of 90 parts per billion), ozone levels have generally increased somewhat at the Paso Robles monitoring station from 1992 to 2000. Re-entrained dust from vehicles on unpaved roads is the largest source of PM10 in the county. Data from the Paso Robles monitoring station indicate a trend toward decreasing PM10 concentrations between 1992 and 2000.

3.3 Public Facilities, Services, and Resources Policies

This section includes policies for public facilities, services and natural resources. These policies are derived from the former El Pomar-Estrella area plan and apply only within the boundaries of the El Pomar-Estrella sub-area (refer to Figure 1-1).

El Pomar-Estrella

Public Facilities and Services

- 1. Encourage service providers (such as CDF/County Fire and the Sheriff's Department) to share support facilities whenever feasible.**
- 2. Help communities identify thresholds at which they should consider constructing community service facilities.**
- 3. Assist communities in their efforts to achieve service levels consistent with their willingness and ability to support those services.**

Natural Resources

Riparian, woodland and grassland habitats are primary resources of the planning area, especially due to their importance as wildlife movement corridors. Habitat in the planning area supports diverse flora and fauna, including endangered species such as the San Joaquin Kit Fox, the California Red-Legged Frog, and the Least Bell's Vireo. Areas around creeks also have a high potential for containing archaeological resources, especially where land slopes gently down to the creekbed.

In addition to countywide resource protection policies in the Conservation and Open Space Element of the County General Plan, the following policies apply within the boundaries of the El Pomar-Estrella sub-area (refer to Figure 1-1):

Habitat

- 1. Protect sensitive biological communities such as wetlands, riparian areas, oak woodlands, and foothill pine-oak woodlands; restore damaged habitat where feasible; and manage and sustain sensitive habitat.**

Cultural and Archaeological Resources

- 1. Ensure that land uses respect and preserve archaeological resources.**

Water Resources

- 1. Identify and protect water recharge areas.**
- 2. Buffer riparian corridors and other sensitive wildlife habitat from encroachment by development.**
- 3. Encourage best water management practices for agricultural and non-agricultural activities.**
- 4. Balance the need for habitat protection with the need for adequate flood control measures.**

5. To the extent feasible, implement the water conservation practices called for under Policy AGP 11 in the County Agriculture and Open Space Element.
6. The County should support, and where possible, provide assistance to voluntary water quality programs for agricultural operations such as those offered by the Upper Salinas/Las Tablas Resource Conservation District and the San Luis Obispo County Farm Bureau, in collaboration with the Monterey Bay National Marine Sanctuary's Agricultural and Rural Lands Plan.

3.4 Special Districts

This section describes the special districts providing services within the rural portion of the North County planning area. The Community/Village Plans (LUCE Part III) describes the special districts within the County's urban and village areas. Detailed information on these special districts is available in a 2012 report by the San Luis Obispo County Local Agency Formation Commission (LAFCO) entitled *Directory of Local Agencies*.

Community Services Districts

The following community services districts are located in the rural portion of the North County:

1. Linne Community Services District. The Linne Community Services District provides road improvements and maintenance, and is authorized to provide fire protection, in the town of Linne and the surrounding area. The district cannot expand its services without approval by LAFCO. CDF/County Fire is currently the fire and emergency medical first responder to this area. The CSD has not chosen to exercise its authority to provide those services. If the CSD chooses to exercise that authority, then it would become the Agency Having Jurisdiction (AHJ) for fire code enforcement and emergency response delivery.

Note: For information on the CSDs and CSAs within the planning area's urban and village areas, refer to the Community/Village Plans (LUCE Part III)
2. Independence Ranch Community Services District. The Independence Ranch Community Service District funds and performs road maintenance in that subdivision.
3. Creston Hills Ranch Community Services District. The Creston Hills Ranch Community Service District improves and maintains roads within its boundaries near Creston.

Cemetery Districts

The Adelaida, Paso Robles, San Miguel, Templeton, Santa Margarita, and Estrella-Pleasant Valley public cemetery districts are all located within the North County planning area. The Cambria Public Cemetery District serves the entire northwestern portion of the county and includes the western-most portion of the planning area. The cemetery is located north of the community of Cambria. The Cayucos Morro Bay Public Cemetery District serves the southwestern-most portion of the planning area.

Resource Conservation Districts

The Upper Salinas/Las Tablas Resource Conservation District (RCD) is chartered by the State of California under Division 9 of the Public Resources Code to promote resource conservation at the local level, the RCD works cooperatively with the USDA Natural Resources Conservation Service, providing landowners, groups and agencies, on a voluntary basis, with assistance in the prevention of erosion, and the enhancement of soil productivity, water quality and wildlife habitat. District programs include watershed planning, project implementation, and conservation measures associated with annual farm bills.

Hospital Districts

The Paso Robles War Memorial Hospital District was formed in 1946 to operate and maintain a hospital in the city of Paso Robles, and encompasses much of the Adelaida sub-area. Services were discontinued when the regional Twin Cities Hospital in Templeton began operations. The inactive district is to be dissolved in 1980.

The Cambria Community Hospital District serves much of the western portion of the Adelaida area. The district was formed in 1947 and since that time, has operated in and outpatient clinic facilities and provided ambulance service.

3.5 Water Supply

This section describes water resource issues throughout the North County planning area, including rural, agricultural, and urban areas. This discussion is separated with headings for each of the seven former North County planning areas (sub-areas) and is current as of the dates specified in Table 1-1. While this section addresses water resources on a regional level, the Community/Village Plans (LUCE Part III) provide more detailed water supply and demand figures for the North County's various urban and village areas.

Adelaida

The Adelaida sub-area encompasses extensive watershed lands on the eastern and western slopes of the Santa Lucia Range. Much of their runoff supplies the Salinas River and underlying Paso Robles groundwater basin to the east. Only the easterly edge of the planning area overlies the Paso Robles basin. The only significant portion of the planning area overlying the Paso Robles basin is within the Camp Roberts Military Reservation. Consequently, uncontrolled stream runoff primarily replenishes groundwater basins outside the planning area. Consumptive water demand is presently totally for agriculture and related accessory residences.

The bulk of planning area water demand is currently satisfied by localized sources such as springs, small runoff entrapments and minor restricted groundwater basins. In view of the relatively high amount of rainfall in the planning area (16 to 59 inches annually), it can be assumed that these extractions and entrapments will be annually recharged largely by stream flow and, to a much lesser extent, by irrigation return. Presently, very little of the planning area is irrigated; most agricultural activity consists of dry farm uses, including the majority of the existing orchards and vineyards. The relatively small size of many properties is not conducive to sustained dry farm use unless leased to nearby farmers. In view of their size, conversion of these smaller properties to more intensive agricultural uses, such as vineyards and orchards, would be desirable. However, uses such as

vineyards and orchards are subject to low productivity if not provided supplemental irrigation.

El Pomar-Estrella

The water supply used in the El Pomar-Estrella planning area comes from wells in the Paso Robles groundwater basin, which contains about 30.5 million acre-feet of groundwater in storage (according to the 2002 Paso Robles Groundwater Basin Study prepared for the County by Fugro West, Inc. and Cleath and Associates; also see the County Annual Resource Summary Report). The Estrella area of the basin, which stretches from San Miguel to Paso Robles to Whitley Gardens, contained about 8.82 million acre-feet of groundwater in storage in 1997, down almost 1 percent since 1980. The Creston area of the basin, which underlies the southern portion of the planning area, contained about 2.02 million acre-feet of groundwater in storage in 1997, up more than 1 percent since 1980.

Groundwater is replenished in the planning area primarily from recharge of surface runoff to several major and minor streams, notably the Estrella River and Huerhuero Creek, and to a lesser extent from direct infiltration of precipitation. The 2002 groundwater basin study estimates the annual practical rate of withdrawal, or “perennial yield,” as 94,000 acre-feet per year for the entire basin. The study defines perennial yield of a basin as “the rate at which water can be pumped from wells without decreasing the water in storage to the point where a deleterious economic impact occurs.” Basinwide pumpage in 2000 was 82,600 acre-feet, with agricultural pumpage comprising 69 percent of the basin total. The study concludes that, “it is likely that basin pumpage will approach or exceed the perennial yield in the near future.”

Perennial yield is not necessarily equal to “sustainable yield,” which refers to the amount of water that can be extracted annually without eventually depleting an aquifer. Perennial yield has not been calculated for the individual areas of the groundwater basin, nor has basinwide sustainable yield. Demand at build-out of the planning area is expected to exceed current demand due to additional residential and agricultural development. The 1998 County Water Master Plan Update prepared by EDAW projects that water demand for the planning area will be 120,620 acre-feet/year by 2020. Both increasing residential construction and large-scale application of irrigation to previously unirrigated agricultural land could significantly affect groundwater storage. For example, each new dwelling unit requires about 1.5 acre-feet of water per year and each acre of vineyard requires about 1 acre-foot of water annually.

A community water supply system would be appropriate to serve suburban densities in Creston. Rural residential growth in the older subdivisions within the planning area or intensified agricultural irrigation could have detrimental local effects on groundwater. The eastward urban expansion of Paso Robles could eventually conflict with rural use of groundwater unless the city were to utilize supplemental sources or groundwater withdrawals outside of the basin. Possible future water supply alternatives for the planning area could include:

1. Urban use of imported or reservoir water supplies by the adjacent urban areas, leaving a larger share for groundwater withdrawals for rural and agricultural uses;
2. Local impoundments to capture runoff or use of wastewater from adjacent urban areas for irrigation;
3. Widespread planting of crops having low irrigation requirements, and more efficient irrigation methods;
4. Increased pumping, where it can be shown that additional water is available.

5. Promote the use of native, drought-tolerant landscaping for non-agricultural development.
6. Groundwater recharge using imported water.

Las Pilitas

The Pozo basin is the only water bearing formation within the Las Pilitas sub-area. The basin is east of Santa Margarita along the Salinas River and Pozo Creek valley, and provides water primarily for agriculture and scattered residential users. The basin is shallow, with an estimated storage capacity of 2,000 acre-feet and an estimated safe yield of 1,000 acre-feet per year. The basin also provides water for storage in Santa Margarita Lake for release into the Salinas River to supply urban areas in the Salinas River sub-area as well as the city of San Luis Obispo. The lake will not supply the Las Pilitas sub-area. Remaining portions of the planning area are mostly without water bearing geologic formations, and water availability will be a problem for future development. This problem has begun to be felt in the Park Hill area, where recently proposed 10 to 20 acre residential lots have highlighted the need for new development to recognize a limited water supply.

Los Padres North

The sub-area encompasses several mountain ranges with steep and rugged terrain, which delineate several watershed and groundwater basins. These include the San Luis Obispo, Pismo Beach, Arroyo Grande, Santa Maria, Pozo, Paso Robles, Carrizo Plains and Cuyama water basins. Most of the land within the sub-area is undeveloped national forest, with some scattered ranching operations. The sub-area is a watershed resource, consuming water only to supply the recreational campground facilities and the limited agricultural uses. There are minor watershed basins and springs within the sub-area, which provide water supplies in some local situations. However, these water supplies have limited consumption and distribution capabilities, due to basin configurations, geographical and other similar physical limitations. Water extraction will be a function of economic pumping and will be recharged annually by rainfall or streamflow. While no safe yield information is available, it can be assumed that water supplies and individual wells are adequate to support future low intensity recreational demands, extremely limited residential uses, and any future intensified agricultural uses.

Nacimiento

The County of San Luis Obispo has an annual entitlement to 17,500 acre-feet of Nacimiento water from the Monterey County Flood Control and Water Conservation District, of which 2,500 acre-feet was reserved for use in the Lake Nacimiento area. The Board of Supervisors subsequently allotted 2,365 acre-feet to development around the lake. That allotment was further distributed by the policy decision to set aside 1,100 acre-feet each for Oak Shores and Heritage Ranch, with the remaining 165 acre-feet reserved for subsequent contracts with various boat clubs and other users. The reason for limiting total lake development allocations was to retain the remaining 15,000 acre-feet of the county entitlement as a supplemental water supply for other county communities. A bond measure for financing the Nacimiento Water Supply Project to convey water to many county communities was placed on the November 1974 election ballot and was defeated; however, that water

Note: The discussion of land use and circulation issues contained within this document is current as of the original adoption date or last major update of the seven former North County area plans. These dates are listed in Table 1-

entitlement remains available for future use outside the planning area. At present, the Oak Shores and Heritage Ranch developments have contracted for 390 and 475 acre-feet of lake water, respectively. Water for Lake Nacimiento Resort is obtained from a well located below the dam and is not part of the San Luis Obispo County 17,500 acre foot entitlement, because the resort site is owned by the Monterey County Flood Control and Water Conservation District. Since the two villages and the boat clubs are the only areas of the lake with community water systems, continuing development of individual lots outside the villages depends upon new water systems being provided.

It is difficult to determine whether "second homes" at Lake Nacimiento will actually remain part time residences. For purposes of long range planning, these homes have been considered potential permanent residences. Based on a review of actual water consumption at Heritage Ranch at the present time for a sample of occupied units, the County Public Works Department estimates that permanent residences could be expected to use 0.299 acre-feet of water per unit per year. A 15 percent safety factor would increase consumption to 0.344 acre-feet per unit per year.

A variety of residential types are proposed for residential development at Heritage Ranch. The Land Use Element uses 0.344 acre-feet per unit per year as the projected water consumption rate to determine the number of residential units that could be allowed at Heritage Ranch (a consumption rate of 0.029 acre-feet per unit per year is applied to recreational vehicle units at Heritage Ranch). Land uses and densities proposed at Heritage Ranch are based on these projected water consumption rates.

Further availability of water for private development depends mainly on the willingness of the County to contract additional portions of its water allocation, and the financial feasibility of constructing water delivery systems. If other reliable water sources are found, they could also support future development at Oak Shores, Heritage Ranch or other developments around the lake.

The 1,100 acre-feet allocated to Heritage Ranch would enable maximum development of 4,000 units including R.V. sites (existing), condominiums, mobile homes and single family residences. This would allow for an overall vacancy rate and seasonal occupancy of approximately 26 percent. In addition to residential uses, development will include a complete commercial village center, tourist facilities, dude ranch, and various recreational facilities. Water consumption by nonresidential uses will be determined on a case by case basis as the uses are developed and the water use measured. In any event, these uses are to be included in determining the total project water demand.

There remains concern about future water consumption as Heritage Ranch continues to develop. The existing water system can supply approximately 1,200 dwelling units. Before each new phase of Heritage Ranch is approved for construction, existing water use will be evaluated together with estimated use for each new phase, and cumulative effects on the total water allocation. Figures showing the total amount of water being used at Heritage Ranch should then be supplied to the County at the time the Land Use Element is to be reviewed each year. If actual use reaches 1,100 AF per year, a moratorium would be placed on further Heritage Ranch development (regardless of how many units or other uses have actually been constructed), to remain effective until other water sources are developed to meet additional water needs. Conversely, if other water sources become available to Heritage Ranch, or it can be justified based on water allocation or actual historical consumption that additional units (over and above 4,000) can be supported by existing supplies, the 4,000 unit limitation should be reexamined.

The 1,100 acre-feet allocated to Oak Shores should be enough water to allow development of a maximum of 1,786 residential units and commercial and recreational amenities proposed in the plan. A more conservative water consumption rate of 0.61 acre-feet per unit per year is estimated to more correctly reflect potential full time residency rather than seasonal occupancy. Water lines are in place to serve the existing recorded lots. However, the local water company has been experiencing management difficulties that will need to be resolved if more units are to be served in the future. To assure that future development proceeds within the available water resources, the monitoring procedure described for Heritage Ranch will apply to Oak Shores as well; a development moratorium would be enacted if annual water use reaches 1,100 acre-feet.

Because of the limited County water entitlement for Lake Nacimiento it is essential that any development proposed on land owned by Monterey County be supplied water only from the Monterey County share of Nacimiento water. For this reason, previously discussed water consumption factors have not been applied to Lake Nacimiento Resort water for this project is supplied by Monterey County and is not included in San Luis Obispo County's allocation.

With the exception of the western most portion of the planning area located along the western slopes of the Santa Lucia Mountains, the planning area is located in the Lake Nacimiento watershed, which also extends north into Monterey County. The majority of the Nacimiento sub-area overlays non-water bearing geologic formations. Groundwater is generally of poor quality and is found in limited quantities in localized basins. Without adequate groundwater to support development, the lake must serve as the primary source. At the time of its construction, the lake was also envisioned as a potential source of domestic water for many communities in San Luis Obispo County.

Of the County's 17,500 acre-feet per year entitlement to Nacimiento water, the Board of Supervisors has reserved 2,365 acre-feet for use in the Lake Nacimiento sub-area, apportioned as follows:

- Oak Shores: 1,100 acre-feet/year
- Heritage Ranch: 1,100 acre-feet/year
- Miscellaneous Users: 165 acre-feet/year

As noted in Chapter 3, the Land Use Element uses 0.344 acre-feet/unit/ year as the projected water consumption rate to determine the number of potential residential units that could be developed at Heritage Ranch (0.029 acre-feet/unit/year for recreational vehicle units), and 0.61 acre-feet/unit/year for Oak Shores. These consumption rates would thus allow for a maximum of 4,000 units at Heritage Ranch and 1,786 units at Oak Shores. The 1,100 acre-feet of water allocated to each of those major projects would result in approximately 9,360 people at Heritage Ranch at full use of the water supply; 4,144 persons at Oak Shores (assuming 2.3 persons/unit).

Salinas River

The ability to supply water within the Salinas River sub-area depends on two independent factors. First is the capacity of the individual aquifers (sources) and the cumulative demands on them. Second is the capacity of the delivery systems (infra-structure) of the individual water providers (refer to Table B.1-3 in Appendix B.1).

Most water in the planning area is obtained from the Paso Robles groundwater basin. Some water is also obtained from the alluvial deposits within the Salinas River and its tributaries. The County Master Water Plan Update (1986) examines the cost and feasibility of other, but undeveloped, sources of water, including:

1. Participation in the Nacimiento Water Supply Project;
2. Participation in the coastal branch of the State Water Project;
3. Construction of Jack Creek Reservoir;
4. Construction of the Santa Rita Creek Reservoir; and
5. Greater use of water reclamation opportunities.

The 1986 Update does not list conservation as a potential source of additional supply. Instead, it assumes that water conservation goals outlined in the 1983 DWR report, Recommended Water Management Plan for San Luis Obispo County Flood Control and Water Conservation District, will be achieved.

The Paso Robles groundwater basin supplies water to the Salinas River, Shandon-Carrizo and El Pomar/Estrella planning areas as well as to the cities of Atascadero and Paso Robles. The Paso Robles basin underlies approximately 640 square miles in San Luis Obispo County and is estimated to have over 26 million acre-feet of water in storage. According to the 1986 County Master Water Plan Update, the annual safe yield from this basin is estimated at 47,000 acre-feet per year, however not all of this water may be available for extraction. Furthermore, water quality degrades in direct relationship to the extent of the overdraft. Figure 3-1 shows the geographical extent of this basin within San Luis Obispo County.

Currently, water demand by users of the entire Paso Robles basin totals approximately 94,000 acre-feet per year (afy), exceeding the safe annual yield by approximately 47,000 afy. Municipal demand within the Salinas River sub-area comprises about 12 percent of the total basin-wide demand; 88 percent of total demand is by agriculture and other rural uses. Municipal demand is projected to rise gradually with increases in the urban population. Figure 3-2 shows the water service districts within the Salinas River sub-area. Agricultural demand is expected to decline slightly until the year 2000 as conservation measures are implemented, and to increase gradually, thereafter.

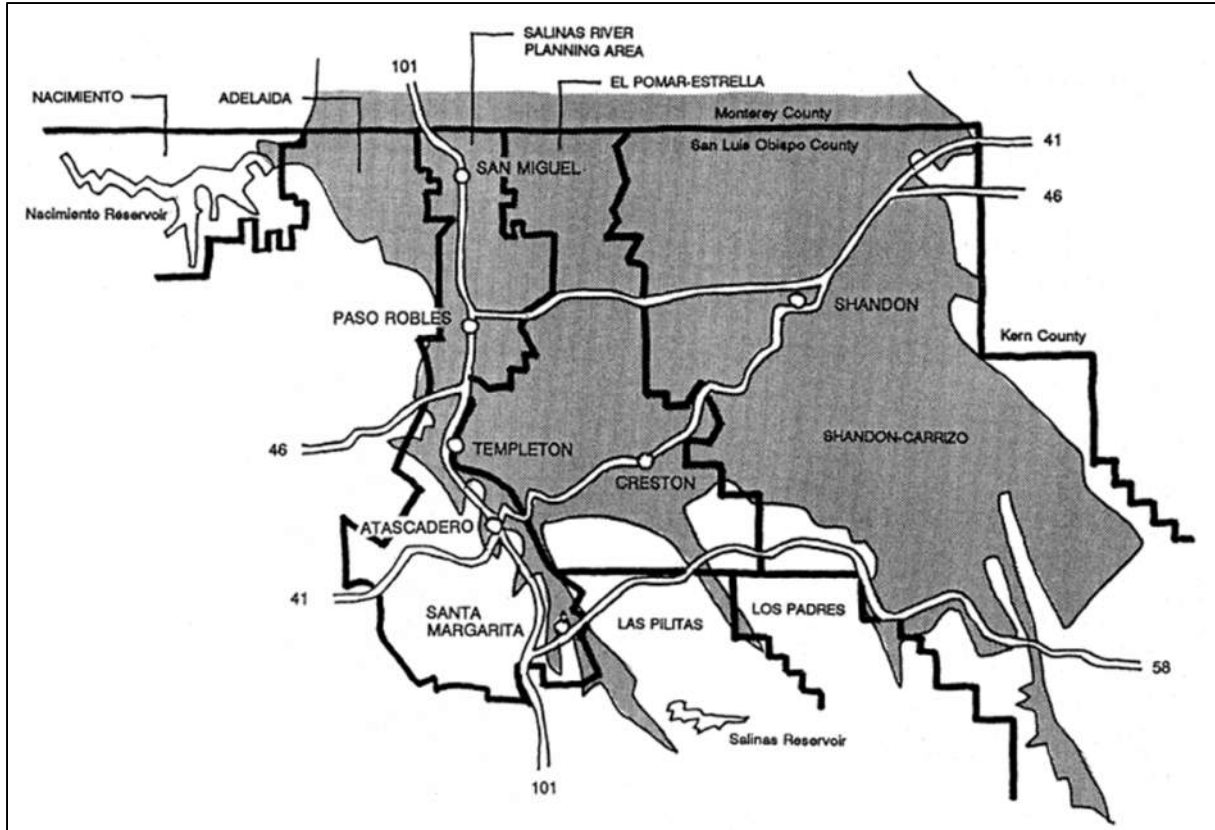


Figure 3-1: Paso Robles Groundwater Basin

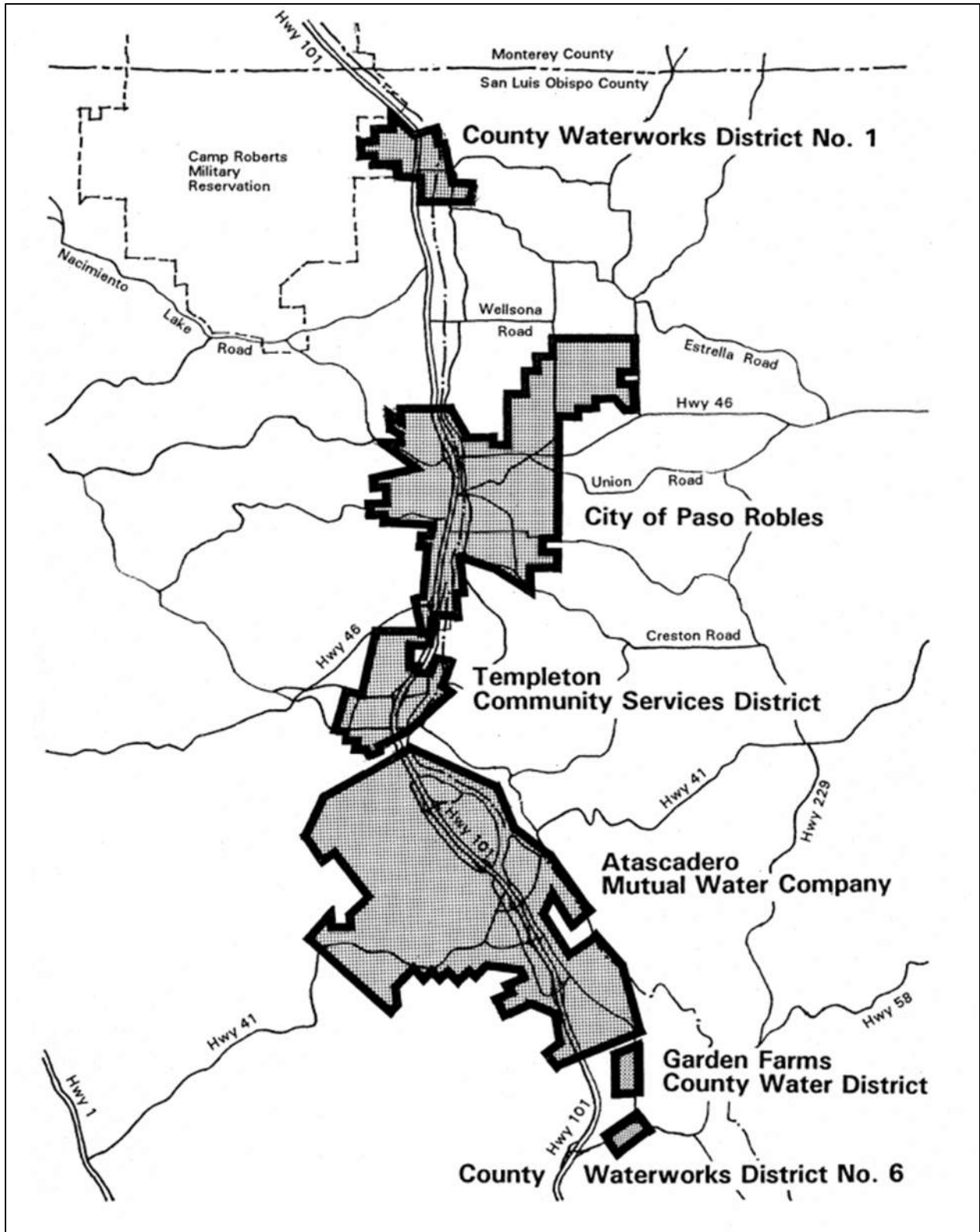


Figure 3-2: Water Service Districts in the Salinas River Sub-area

Shandon-Carrizo North

An adequate water supply is essential to continuing agricultural development in the Shandon sub-area. Most of the area uses little water in dry farm and grazing operations, but the bottomland acreages suitable for irrigated crops are limited in production by available water supplies. Rainfall alone could be insufficient to sustain types or productivity of crops qualifying as croplands or vineyard and orchards. Consequently, the estimated safe annual yield of the underlying basins might be insufficient to irrigate all lands of otherwise suitable topography and soil.

The current pattern of water supply in the planning area is essentially one of localized groundwater use. Water needs are being met by pumping groundwater in the immediate vicinity of the point of use; there is no extensive transmission of water from point of source to point of use. Most water usage is presently obtained from the Paso Robles groundwater basin from individual wells. Barring unforeseen circumstances, continuation of the present economic and agricultural conditions within the planning area is likely.

3.6 Wastewater Disposal

The rural portion of the planning area (outside of urban areas) relies on septic systems for sewage disposal. The precautions of careful siting and periodic maintenance will prevent the most common septic system problems; however, the ownership patterns in some Residential Suburban areas and smaller-lot antiquated subdivisions could result in septic systems being too close to water wells. The location of development must conform to the density criteria recommended by the Central Coast Basin Water Quality Control Plan in order to protect the health and safety of area residents.

3.7 Schools

The North County planning area is served by the following school districts:

- Paso Robles Joint Union High School District
- Templeton Unified School District
- San Miguel Joint Union Elementary School
- Coast Joint Union High School
- Pleasant Valley Joint School District
- Shandon Unified School District

This section describes the service areas of these school districts. This discussion is organized by headings for each of the seven North County sub-areas shown in Figure 1-1, and is current as of the dates shown in Table 1-1. The Community/Village Plans (LUCE Part III) provide more detailed information, such as enrollment and capacity levels, for individual schools in the North County planning area.

Adelaida

Most of the Adelaida sub-area is served by two school districts, the Paso Robles Joint Union High School District and the Templeton Unified School District (the former includes the Paso Robles Joint Union Elementary School District and the San Miguel Joint Union Elementary School). The western portion of the sub-area is served by the Coast Joint Union High School District and a small area in the southwestern most portion of the sub-area is included in the San Luis Coastal Unified School District. All of these school districts also serve an area much larger than this sub-area. While no schools are presently operating in the sub-area, ownership of the old Lincoln School has been retained by the Paso Robles district and the building is now used for community meetings. Most elementary school students in the Adelaida sub-area attend school either in San Miguel, Paso Robles, Templeton, Cambria, or Cayucos, depending on where they reside. Most intermediate and high school students attend schools in Paso Robles or Cambria. Bus service is provided throughout most of the sub-area.

El Pomar-Estrella

The County annually monitors the status of public school capacity through its Resource Management System program. The El Pomar-Estrella sub-area is served by six school districts: the Atascadero Unified School District, the Paso Robles Public Schools, the Pleasant Valley Joint School District, the San Miguel Joint Union School District, the Shandon Unified School District, and the Templeton Unified School District. The students attend classes in Estrella, Creston, San Miguel, Paso Robles, Templeton, Atascadero or Santa Margarita, depending upon their location in the sub-area. No future schools are anticipated in the planning area at this time. The Planning Area is also served by the Cuesta College North County campus in Paso Robles. Schools in the planning area are relying on relocatable structures to meet existing demand (refer to Appendix B.1, Table B.1-1). Enrollment is expected to increase at build-out.

Las Pilitas

The entire sub-area is within the Atascadero Unified School District. Elementary students travel to Santa Margarita or Creston, and high school students travel to Atascadero.

Los Padres North

The sub-area is served by schools of the Atascadero School District. Bus service is provided to most populated areas. Travel reimbursements are provided students who must be transported from outlying ranches to the rural bus stops.

Nacimiento

The Nacimiento sub-area is served primarily by both the San Miguel School District and Paso Robles Joint Unified School District. In addition, the western most portion of the sub-area is included within the Coast Joint Union High School District. No schools presently exist in the sub-area. The San Miguel Joint Union School District has recently petitioned the County Board of Supervisors to transfer title for the school site in Heritage Ranch to the district. The County should also work with school districts serving the Nacimiento sub-area to adjust school district boundaries so that children residing in the area can attend local schools, rather than having to be transported to San Miguel or Paso Robles areas schools.

The Nacimiento sub-area contributes only a very small portion of the total enrollment to the Paso Robles Joint High School District and the Coast Joint Union High School District. The more rapid growth rate in other portions of the district will have greater impact on the district facilities; however, residents of the sub-area will also feel the effect of diminished school capacities. The data in the resource management chapter indicates that a Level III problem exists for all school levels in Paso Robles. Assuming completion of the new Paso Robles High School in the next 18 months, the district will no longer be experiencing any level of severity in the secondary grades. The new high school however, will not ease the Level III conditions in the elementary facilities.

Future growth in the Nacimiento Sub-area could have a more substantial effect on school facilities if residents become more permanent rather than seasonal. The San Miguel Unified School District has recently petitioned the Board of Supervisors to acquire title to the school site reserved in Heritage Ranch. The population threshold level for elementary schools is based on the assumption that 70 percent of future homesites will be permanent residences, with approximately 7 percent of the population being elementary school age (K - 8) and approximately 3.8 percent being secondary school age (9 - 12).

Salinas River

The Salinas River sub-area includes portions of four school districts; the San Miguel Joint Union School District, the Paso Robles Public Schools, the Templeton Unified School District, and the Atascadero Unified School District. Together, these districts accommodated 13,054 students in the 1993-94 school year: 6,922 in grades K-6, 2,618 in junior high or middle schools and 3,516 in high schools. In addition, for the same year, the sub-area had approximately 1,176 students attending 111 private schools, including home schools. School district boundaries are shown in Figure 3-3.

State regulations relating to the funding of school facilities create a situation in which classroom space is barely able to keep pace with increasing enrollment. Because of inadequate funding, most school districts can afford only to purchase or lease relocatable classrooms. Typically, construction of expanded core facilities lags far behind the need. School districts have differing attitudes regarding the use of relocatable classrooms. For example, Templeton emphasizes the use of these less expensive classrooms and allocates the bulk of its permanent construction funding to the improvement and expansion of core facilities. The Paso Robles district prefers to minimize the use of relocatable classrooms because of their lack of adequate storage facilities and poor maintenance record.

The County's role in dealing with the school financing issue is a limited one. The County can facilitate the dedication of school sites through the adoption of specific plans for new development and it can cooperate with school districts and developers toward the formation of community facilities districts. Such districts can finance school construction from additional developer fees which are offset by increases in the sale process of new homes located within the district boundaries. In cases of potentially severe overcrowding, where the provision of expanded school facilities is not possible, the County may deny a request for a general plan amendment which would worsen a school capacity problem.

In addition, County development procedures enable county school districts to collect applicable school impact fees. Overall enrollment projections are indicated in Appendix B.1, Figure B.1-7.

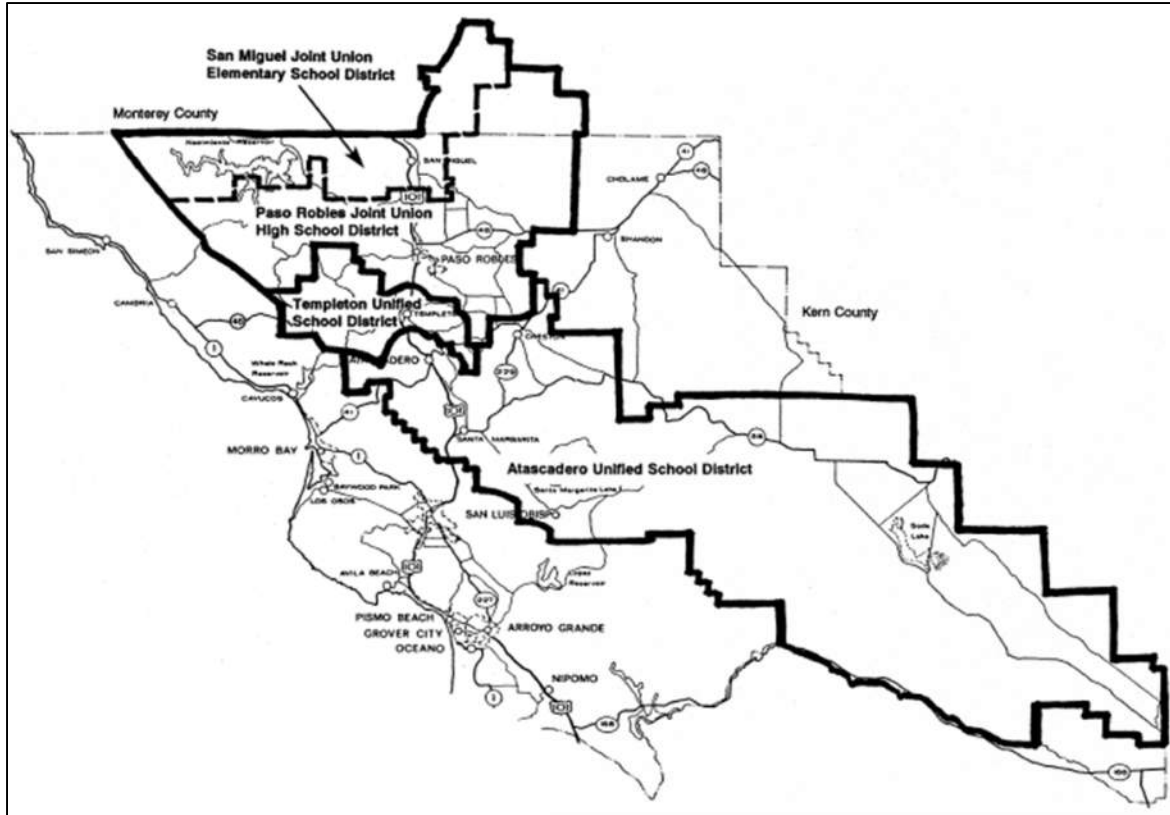


Figure 3-3: School District Boundaries

Shandon Carrizo

The sub-area is served by four unified school districts: Paso Robles Unified School District; Shandon Unified School District; and Atascadero Unified School District. There is an elementary school and a high school located in Shandon. An elementary school is also located in the Whitley Gardens village area. The schools are presently adequate to serve existing rural agricultural school populations. Future development in Shandon and the development of existing undeveloped rural subdivisions could lead to overburdened school facilities and require expansion.

3.8 Solid Waste Disposal

Solid waste disposal guidelines for San Luis Obispo County are established by the California Integrated Waste Management Act of 1989. The Act mandates that all jurisdictions are to adopt source reduction and recycling programs designed to reduce their rate of non-recycled solid waste to 75 percent of 1990 levels by 1995 and to 50 percent by the year 2000.

Refuse collection is provided by the following companies: Paso Robles Country Disposal, Paso Robles Roll-Off, Paso Robles Waste Disposal Company, San Miguel Garbage Company, San Miguel Roll-Off, and Mid-State Solid Waste and Recycling. There are two solid waste disposal sites in the planning area, one owned by the City of Paso Robles, and the Chicago Grade Landfill located near the Eureka Grade. Continued solid waste disposal problems are inevitable with rural and suburban residential development because of the low cost-

effectiveness of collection. Some communities in the planning area could benefit from a rural recycling container collection program.

Refuse collection in the national forest, including campgrounds and lookout stations, is provided by the U.S. Forest Service. They provide regular pickup service and dispose of refuse at the nearest disposal sites located in the adjacent planning areas. Other refuse disposal practices that are successfully used on private lands include disposal of waste on individual properties and direct haul by residents to disposal sites. These methods are presently adequate; however, if indiscriminant dumping becomes a problem, rural container stations should be established in appropriate locations.

A future landfill site has been reserved in the eastern portion of the Heritage Ranch development east of Lake Nacimiento Drive. The County owns the site. The previous Heritage Ranch Specific Plan called for the developers of Heritage Ranch to operate the facility; however, the previous Conditional Use Permit expired without the site ever being utilized. The landfill site is not centrally located for the planning area. An alternative site should be found and the Heritage Ranch site should then revert back to the developer. Operation of a landfill should be under the direction of a consolidated County service area.

Inappropriate dumping in rural areas is a continuing problem. Rural container stations have been proposed in various areas: at Pozo, the Santa Margarita Lake Recreation Area, and the intersection of Park Hill and Las Pilitas roads.

3.9 Emergency and Social Services

Fire Protection

CDF/County Fire provides fire protection for areas outside of established service districts in San Miguel, Templeton and Santa Margarita, and the two cities of Paso Robles and Atascadero. In addition, the department has automatic and mutual aid agreements with the cities and independent districts. CDF/County Fire stations in the North County are located south of the city of Paso Robles, at Las Tablas (the intersection of Chimney Rock Road and Cypress Mountain Drive), in Creston, on Highway 46 near Branch Road (Meridian) and on Park Hill Road east of Santa Margarita. CDF/County Fire has identified the potential need for a future station near the Creston Road/Neal Springs Road intersection or the Creston Road/Stage Coach Road intersection. The need now exists to staff the Creston station (#43) with permanent personnel 24 hours a day to provide emergency services to the increasing number of residents in the area. In addition to the North County stations, the Cambria and Cayucos CDF/County Fire stations serve the westerly edge of the planning area on a secondary basis.

Separate volunteer fire companies serve Heritage Ranch and Oak Shores. Approximately 15 state trained volunteers and two operating fire trucks are based at each station. Area fire protection would be more efficient and responsive if the volunteer companies were organized into a unified area system administered by a County service area. A future fire station site has been reserved within the Oak Shores village reserve line (shown on the combining designations map in Chapter 6). Similarly, fire services would be included at the government and emergency services center proposed to be located near the intersection of Lake Nacimiento Drive and Heritage Road extension in Heritage Ranch.

Other fire protection resources available in the area include an air tanker squadron at Paso Robles Airport and a lookout base maintained on Rocky Butte in the extreme

northwest corner of the Adelaida sub-area. Both the Las Tablas station and Rocky Butte lookout are manned on a seasonal basis (generally May to October). A fire company is also maintained at Camp Roberts by the California National Guard and is available for additional cooperative assistance.

The U.S. Fire Service provides fire protection in the Los Padres National Forest. A primary function of the U.S. Forest Service is to prevent and suppress wildland fires on national forest lands and cooperate with the Department of Forestry and local firefighting agencies in combating fires on privately owned lands. This is accomplished through fuel and vegetative management programs and by response to wildland fires by operating lookout stations and equipment during high fire seasons. Lookout stations are at Hi and Branch mountains; fire stations are at Lopez, Pozo, La Panza, and a helicopter base east of Arroyo Grande. Fire prevention includes educational programs and coordination with other fire agencies.

The Lake Nacimiento sub-area faces unique fire protection challenges. Because of the dry summer climate, highly flammable vegetation and rugged terrain, fire hazard in the lake area is high and fire control is difficult. Increasing recreation users will intensify that hazard in developed areas, as well as along the miles of shoreline accessible by boat. Though the primary responsibility of the CDF in the Lake Nacimiento sub-area is the control of brush and forest fires, they are under contract with the County to also combat structural fires. The CDF air tanker squadron based at the Paso Robles airport responds to forest and brush fires in remote areas.

Fire protection within the planning area's rural locations is particularly challenging. While many of the rural areas within closer proximity to primary CDF stations can be reached within 30 minutes, response times are slower in other, more remote locations.¹ The Adelaida and Las Pilitas sub-areas include remote locations where CDF's response times exceeded 15 minutes. The response time for the Santa Lucia Range along the westerly edge of the North County planning area ranges from 45 to more than 60 minutes. The rugged, remote areas north and east of Santa Margarita Lake have response times from 30 to 60 minutes. Response times exceeding 15 minutes for structure fires provide little possibility of saving the structure, and 60 minutes or more could mean fires approaching disaster levels in steep, chaparral covered, remote areas such as the Santa Lucia Range.

Police Service

Uniformed patrol of the entire planning area, outside the cities of Atascadero and Paso Robles, is provided by the San Luis Obispo County Sheriff's Department through the north county Station. The Sheriff's Department has informal mutual aid agreements with the incorporated cities. A site for a new substation has been acquired at Highway 101 and North Main Street in Templeton. However, as of the end of 1994, no date had been established for construction.

The California Highway Patrol is located in the Templeton urban area and patrols all of the major roads (County and State) outside the incorporated cities. The Highway Patrol will respond to calls for assistance relating to traffic in the planning area and, as resources permit, to major traffic problems on major rural roads. During emergencies, the Atascadero and Paso Robles Police Departments will assist Sheriff's Deputies in the north county, contingent on the availability of resources.

¹ Framework for Planning (LUCE Part I) indicates appropriate response times for fire protection services. Response times vary with the degree of urbanization.

Staffing levels for a selected group of Sheriff's Department positions related to patrol services for the entire county, compared to the county's population growth, are shown in Appendix B.1.

Emergency Medical Services

Twin Cities Community Hospital in Templeton is centrally located and provides emergency medical service. An emergency heliport is located at the hospital. Hospital services are also available in San Luis Obispo. Private urgent care clinics are located in Atascadero and Paso Robles. Ambulance service is provided via contract with San Luis Ambulance. CDF is the emergency first responder in the planning area and maintains mutual/automatic aid agreements with the Paso Robles, Atascadero City, and Templeton Fire Departments. In addition, the western portion of the planning area is included in the Cambria Community Hospital District, which operates a clinic and provides ambulance service.

The California Highway Patrol operates a paramedic H-70 helicopter from the Paso Robles Airport that is utilized throughout the County. In addition, air ambulance service is available. Although response times via ground ambulance in the planning area exceed 10-20 minutes depending upon location, the helicopter has reduced response times significantly in a number of cases; however, helicopter use may be limited by topography, weather, or commitment to other incidents. The California Department of Forestry and Fire Protection/San Luis Obispo County Fire Department (CDF/County Fire) is exploring the use of fire engines to provide paramedic response.

In the Lake Nacimiento sub-area, first aid is also provided by the Oak Shores and Heritage Ranch volunteer fire companies, and the lake patrol boat has first aid equipment and can assist in transporting injured. The excessive response times and the need to administer to people injured on the lake are major concerns. An ambulance and emergency medical station should be located at Lake Nacimiento Resort with a staff member trained to give emergency medical care. Ambulance and emergency medical services should also be incorporated into the proposed government and emergency services center proposed in the Heritage village, to serve the Nacimiento and San Antonio areas. Such a facility is needed because of the extent of active recreation, as well as the large number of retired persons in the area.

Human Services

The County Social Services Department offers various services in Atascadero and Paso Robles, including aid to families with dependent children, applications for food stamps, and medical assistance to youths, families, seniors, and disabled persons. The County Public Health Department has a satellite clinic in Atascadero, and the Medical Services Department (General Hospital) has a comprehensive primary care clinic in Atascadero. The County Health Department operates a clinic in Paso Robles providing family planning, prenatal and well child (traditional public health) services, and County Medical Services has a satellite office in Paso Robles. County Drug and Alcohol Services offers a range of services in Atascadero, and the County Mental Health agency provides individual and group counseling services in both Atascadero and Paso Robles.

Library

The residents of the planning area are served by the San Luis Obispo City-County and the Paso Robles Public library systems. The County library system has North County branches in San Miguel, Atascadero, Santa Margarita, Creston, and Shandon. A small volunteer library exists in private facilities at Oak Shores. Rural areas such as Adelaida and

Nacimiento are served primarily by library facilities in adjacent urban areas. Atascadero library is proposed to be expanded to serve the entire North County.

The Cuesta College North County campus also provides additional library services. Increasing use of computers will provide greatly expanded opportunities for people to gain access to digitized information. Libraries can improve their level of service by providing patrons with links to the information network, in addition to increasing the amount of shelf space for book storage.

Government Center in Nacimiento Sub-area

Public facilities in the Nacimiento sub-area should be grouped together in a location which is central and accessible from all parts of the area. A centralized facility could serve as a focal point for the entire area and provide a high visibility governmental presence in an area of high visitor usage with its attendant potential for vandalism, criminal offenses, traffic and recreational accidents. An appropriate location for a government and emergency services center would be on the west side of Lake Nacimiento Drive, north of the proposed extension of Heritage Road. A consolidated center would include (Amended 1983, Ord. 2133):

1. Emergency medical services.
2. County service area administrative office.
3. Sheriff (on a seasonal basis)
4. Fire station.
5. Visitor information.

The permanent population of the sub-area is not likely to justify such a government center for at least five years. However, emergency response time problems suggest a clear need for a minimum facility in the short term, which could be later expanded. This interim facility should be located near the intersection of Lake Nacimiento Drive and the proposed extension of Heritage Road where the future government and emergency services center is proposed (Amended 1983, Ord. 2133).

3.10 Recreation Services

Park and recreation facilities are provided by the County and by incorporated cities within the planning area. Neighborhood and community parks serving more densely-populated areas are generally located within urban lines. Large regional parks are generally located in rural areas. The County's Parks and Recreation Element contains recommended standards for park acreage in relation to the size of the population.

Whale Rock Reservoir is used for limited public access for fishing. The area includes several Bureau of Land Management parcels being studied by BLM for wilderness status. Most are isolated from public access and are leased to ranches.

Recreation services are provided by the County on lands adjacent to Santa Margarita Lake leased from the U.S. government. Recreational facilities that will allow maximum use of the county lease area on the south shore of the lake should be developed. There are also private lands near the lake that are developed with a privately operated campground. Both the public and private facilities are discussed further in the Recreation land use category.

The Los Padres National Forest is a regional recreation area for the county as well as this planning area. Several roads and trails provide access to the public lands managed by the U.S. Forest Service, and campsites interspersed throughout the forest provide a wilderness setting for campers desiring various levels of amenities. The Santa Lucia Wilderness is oriented to hikers. It has minimal improvements and no vehicle access except for emergencies.

Public land access and facility improvements are subject to Forest Service management policies. Continued maintenance and upgrading of recreational services is recommended to provide quality outdoor recreational experiences consistent with Forest Service policies for resource protection.

Lake Nacimiento

The Lake Nacimiento sub-area is unique in that recreational activities and continuing residential development in the lake vicinity are highly interrelated. This plan proposes a variety of recreational facilities and services. However, existing problems created by peak use (exceeding the safe capacity of the lake for mixed boating) necessitate orienting new recreation facilities toward resolving current problems rather than encouraging additional use.

Rural Areas and Lake Surface

Because of present recreation demands, facility management programs significantly more effective than present practices must be established in conjunction with any new recreational development. Additional over use resulting from ineffective management would only increase environmental deterioration through erosion, destruction of vegetation, inadequate treatment of sewage effluent and vandalism. Such problems have the potential to become particularly widespread because the period of greatest use of the lake is the dry summer, when vegetation is most fragile.

Two means of discouraging over use would be limiting the number of users, and the careful location of recreational facilities with respect to both their intensity and the sensitivity of proposed sites. Refer to Appendix B.1 for locations of proposed recreational facilities (Figure B.1-1) and the appropriate density and size of camping and picnic facilities (Table B.1-2).

Regarding numbers of Lake Nacimiento users, it appears that lake capacity is exceeded during peak use periods. The California Departments of Parks and Recreation and Navigation and Ocean Development recommend one boat per four to five acres of pool area as the optimum density for mixed use lakes. A mixed use lake is one where high speed boating, water skiing, fishing and sailing are all permitted. Therefore, the optimum number of boats simultaneously using Lake Nacimiento would be 1,080 at the maximum pool surface of 5,400 acres. The appropriate number of boats varies in proportion to the pool surface at different dates during the boating season.

Monterey County records suggest that state recommended boat capacities may have been exceeded on the lake in July and August 1978. It is apparent that continuing development around the lake will increase the need for a system for limiting the number of boats permitted on the lake to prevent injury and loss of life. While the improvement of emergency services in the planning area would greatly benefit lake users, accident prevention is a more desirable and less costly approach. While Monterey County owns the lake surface and presently collects boat fees, permits are sold without limitation, and permits purchased at San Antonio may be used at Lake Nacimiento. A permit system

which would limit permits sold, and a rate structure requiring higher fees on heavy use days could be utilized to inhibit hazardous levels of use. The establishment of such a system would require the cooperation of both San Luis Obispo and Monterey Counties.

At present, boating fees collected at Nacimiento are placed in a combined budget for both San Antonio and Nacimiento Lakes. It is therefore not clear what proportion of fees collected at Nacimiento is returned in the form of services provided. A more specific budget should be prepared for the lake to cover administrative costs and other expenses shared by both lakes, with clear definition of how revenues and expenses are apportioned. Such a budget would support Nacimiento receiving an equitable share of revenues to provide services. Since the administration of the present fee system is by the Monterey County Parks Department, any changes to the system would require the concurrence of Monterey County.

3.11 Public Services and Resources Programs

“Programs” are specific, 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 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.

Note: Many of the goals, policies, and programs in this plan apply only within certain sub-areas of the North County planning area. Figure 1-1 should be referenced to determine the applicability of a goal, policy, or program to a specific parcel or region in the North County planning

The following policies and programs apply only to the rural portions of the North County planning area within the specified sub-areas. Policies and programs that apply to specific urban or village areas are found in the Community/Village Plans (LUCE Part III). Chapter 7 describes policies and programs that apply within the Atascadero and Paso Robles URLs. These policies and programs are current as of the dates shown in Table 1-1.

General

1. **Service Provider Information.** The Local Agency Formation Commission (LAFCO) and the County Planning and Building Department should update the list of existing service providers and the services they provide, and maintain an accurate map of their boundaries.
2. **Service Levels, El Pomar-Estrella.** The County Planning and Building and Public Works Departments should offer assistance toward providing adequate infrastructure (including operation and maintenance) needed by new development in the El Pomar-Estrella sub-area; for example, by encouraging or requiring formation of homeowner associations or community service districts.
3. **Service Levels – Public Safety, El Pomar-Estrella.** CDF/County Fire and the Sheriff’s Department should maintain fire and law enforcement services at or above current levels in the El Pomar-Estrella sub-area, and should consider providing full-time staff at the Creston Fire Station.

4. **Administrative Agency, Nacimiento.** San Luis Obispo and Monterey counties should establish a joint powers administrative agency to provide public recreation services and facilities, lake use administration and budgeting, and flood control operations in the Nacimiento sub-area.
5. **Consolidated Service Area, Nacimiento.** The County should work with CSA 7 and 19, area property owners and LAFCO to establish a consolidated County service area to provide road construction and maintenance services, solid waste collection and disposal, septic tank maintenance, fire and police services in the Nacimiento sub-area.
6. **Priority System, Nacimiento.** The Nacimiento consolidated service area should set priorities for administrative and implementation programs so that they may be operative and ready to carry out public service functions at critical development levels.
7. **Biological Inventory, Salinas River.** The Planning and Environmental Divisions should prepare a biological inventory of the Salinas River sub-area to map important native habitats and critical wildlife migration corridors.

Drainage

8. **Areawide Drainage Planning, Adelaida and Salinas River.** The County Public Works Department should work with the city of Paso Robles to prepare a master drainage plan for areas in the Residential Rural land use category in the Adelaida and Salinas River sub-areas (refer to Figure 1-1).

Solid Waste Disposal

9. **Rural Recycling Collection.** The County Public Works Department should work with solid waste collection providers to establish rural recyclable collection service where it does not already exist.
10. **Maximize Landfill Use.** The County Planning and Building and Public Works Departments should require solid waste collection providers to utilize existing solid waste disposal sites to their full potential before new sites are approved.
11. **Collection Station.** The County should establish rural refuse collection stations in the following locations:
 - a. Lime Mountain Road near Franklin Creek
 - b. South end of Bee Rock Road
 - c. Pozo village area
 - d. Santa Margarita Lake recreation area
 - e. Intersection of Park Hill and Las Pilitas Roads
12. **Sanitary Landfill, Nacimiento.** The County Health Department should work with the developer of Heritage Ranch to find a site more centrally located to the Nacimiento sub-area for development of a sanitary landfill. The existing County owned site east of Lake Nacimiento Drive should then revert back to the Heritage Ranch

developer. Operation of a landfill should be administered by a consolidated County service area.

13. Rural Solid Waste Collection Stations, Salinas River. The County should consider the feasibility of locating rural solid waste collection transfer stations in the larger suburban and rural residential areas of the Salinas River sub-area. A transfer station is a facility designed to accommodate the transfer of solid waste from the general public and refuse collection vehicles for transport to a relatively distant final point of disposal.

Water Supply

14. Service District - Rural Areas, El Pomar-Estrella. The County Public Works Department should be available to work with property owners in Tracts 3, 4, 16, 17, 18, 19, 20, 21 and/or 22 who desire to form an assessment district, service district or County service area to provide a community water supply system and septic tank maintenance service.
15. Use of Lake Water, Nacimiento. The County Health Department should identify properties taking water directly from Lake Nacimiento for domestic purposes without proper treatment. The practice should be terminated and water lines, pumps and other equipment for lake water use should be removed.
16. Water Allocation, Nacimiento. It is the policy of the County that water for development on land owned by Monterey County (including that provided to its concessionaires for recreational use) shall not be supplied from the San Luis Obispo County allocation of Lake Nacimiento water.
17. Water Reclamation, Nacimiento. If effluent reclamation meets state requirements for reclaimed water and returns water to the Nacimiento River, an arrangement may be negotiated to allow equivalent amounts of water to be taken from reservoir supplies.
18. Basin Study. The County Public Works Department should prepare a resource capacity study for the Paso Robles groundwater basin to further refine the information of the 1979 Basin Study prepared by the Department of Water Resources. The study should attempt to quantify groundwater supplies for each of the principal communities in the planning area, including Garden Farms and Santa Margarita.

Recreation Services

19. Additional Parks, El Pomar-Estrella. In the El Pomar-Estrella sub-area, the County Department of General Services should work with the community, willing sellers and developers, and school districts to provide mini, neighborhood and community parks in existing and new subdivisions and adjacent to schools to serve the local population.
20. Estrella Regional Park. The County Department of General Services should work with the community and willing sellers and developers to determine a location for, acquire, and develop an Estrella Regional Park as identified in the County Parks and Recreation Element.

21. **Joint Use of School Playfields, El Pomar-Estrella.** The County should develop joint powers agreements with the Atascadero Unified School District, the Pleasant Valley Joint School District, and other school districts that develop new schools, in order to provide for public use of school playfields.
22. **School Sites, El Pomar-Estrella.** The County Department of Planning and Building should work with applicable school districts to plan for new school sites, especially in connection with major new development projects.
23. **Boat Permit System, Nacimiento.** Monterey County should establish a new boat permit system to effectively control the number of boats on Lake Nacimiento to one boat to four acres of lake surface.
24. **Operational Budget, Nacimiento.** The County should work with the Monterey County Flood Control and Water Conservation District and Monterey County Parks Department to establish a separate operational and administrative budget for Lake Nacimiento, to insure that the lake receives its share of revenues generated at the lake.
25. **Visitor Information Center, Nacimiento.** The consolidated County service area should develop a visitor information center along Lake Nacimiento Drive near the Nacimiento Dam. It could either be in conjunction with the service station proposed in Lake Nacimiento Resort, or with the proposed government and emergency services center on Lake Nacimiento Drive near the intersection of Lakeview Drive.
26. **Fire Fighting System, Nacimiento.** The County fire department should organize the Oak Shores, Heritage Ranch, and Lake Nacimiento Resort volunteer fire companies into a County service area unified system.
27. **Increased Protection, Nacimiento.** The County should work with the California Department of Forestry and South Shore area property owners to increase fire protection services from the existing CDF station at Chimney Rock. Consideration should be given to year round service, with additional equipment or a new volunteer fire company.
28. **Fire Protection.** Criteria included in the CDF/County Fire Protection Plan should be consulted to identify areas in need of a higher level of service. Costs and impacts of providing increased service levels should be evaluated, and a service enhancement program should be recommended for implementation.

Special Districts

29. **Zones of Benefit, Nacimiento.** The County should work with property owners and LAFCO to establish zones of benefit administered by a consolidated service area to provide road construction, septic tank maintenance, and solid waste disposal for the south shore of Lake Nacimiento, including:
 - a. **Properties designated Residential Rural;**
 - b. **Properties designated Recreation.**
30. **County Service Area Expansion, Nacimiento.** If needed services for Lake Nacimiento Resort and the South Shore area are not provided by developers, the County should

work with affected property owners, developers and LAFCO to provide needed services through County Service Area 19.

School Districts

31. **Boundary Adjustments, Nacimiento.** The County should work with the school districts serving the Nacimiento sub-area to adjust school district boundaries so children residing in the area can attend local schools.

Septage Disposal

32. **Septage Disposal, Salinas River.** The County should secure long-term locations for the safe disposal of septage in the Salinas River sub-area (refer to Figure 1-1).

Table 3-1: Schedule for Completing Public Facilities, Services, and Resources Programs

Program Title	Responsible Agencies	Potential Funding ¹	Priority ²	Timeframe ³ (years)
General				
1. Service Provider Information	LAFCO	County	Medium	On-going
2. Service Levels	Co. Planning, Public Works	Homeowners, districts	Medium	On-going
3. Service Levels – Public Safety	CDF/County Fire, Sheriff's Dept.	CDF/Co. Fire, Sheriff	High	On-going
4. Administrative Agency	County	Unspecified		
5. Consolidated Service Area	County, CSAs 7 and 19	Unspecified		
6. Priority System	Naciminto consolidated service area	Unspecified		
7. Biological Inventory	Co. Planning	Grants, mitigation fees	High	1-3
Drainage				
8. Areawide Drainage Planning	Co. Planning, Public Works	County	N/A	N/A
Solid Waste Disposal				
9. Rural Recycling Collection	Co. Public Works, providers	County, providers	Low	Mid-term (2010)
10. Maximize Landfill Use	Co. Planning, Public Works	Landfill owners	Medium	On-going
11. Collection Station	Co. Planning, Public Works	Unspecified		
12. Sanitary Landfill	Co. Planning, Planning and Building, Public Works	Unspecified		
13. Rural Solid Waste Collection Stations	Co. Public Works	User fees, grant	Moderate	3-5
Water Supply				
14. Service District- Rural Areas	Co. Planning, Public Works	District	Low	Long-term (2015)
15. Use of Lake Water	Co. Planning, Health Department	District	Low to medium	Varies (2005-2015)
16. Water Allocation	County, Monterey County	Unspecified		
17. Water Reclamation	County	Unspecified		

Table 3-1: Schedule for Completing Public Facilities, Services, and Resources Programs

Program Title	Responsible Agencies	Potential Funding ¹	Priority ²	Timeframe ³ (years)
18. Basin Study	Co. Public Works; Department of Water Resources	Flood Control District	High	1-3
Recreation Services				
19. Additional Parks	Co. General Services	County, grants, new development	Medium	On-going
20. Estrella Regional Park	Co. General Services	County, grants, new development	Medium	Mid-term (2010)
21. Joint Use of School Playfield	Co. General Service	County, school districts	Medium	Short-term (2005)
22. School Sites	Co. Planning and Building	Unspecified		
23. Boat Permit System	Monterey County	Unspecified		
24. Operational Budget	County, Monterey Co. Parks, Flood Control & Water Conservation District	Unspecified		
25. Visitor Information Center	Co. Planning	Unspecified		
26. Fire Fighting System	Co. Fire Department	Unspecified		
27. Increased Protection	County, California Forestry South Shore Area	Unspecified		
28. Fire Protection	CDF/County Fire	N/A	Moderate	3-5
Special Districts				
29. Zones of Benefit	County, LAFCO	Unspecified		
30. County Service Area Expansion	County, LAFCO	Unspecified		
School Districts				
31. Boundary Adjustments	Co. Planning	County	Medium	On-going
Septage Disposal				
32. Septage Disposal	Co. Public Works, Env. Health	N/A	Moderate	3-5

Notes:

1. N/A in "Potential Funding" column means that the work would be performed by County staff as a part of the normal operations of the County department. No special funding is required.
2. Priority listings are the relative importance within each timeframe: low, moderate, or high.
3. For Salinas River sub-area programs, timeframes are from the date of adoption of the Salinas River Area Plan Update (1/2/96).

Chapter 4: Land Use

4.1 Introduction

This chapter discusses land use issues affecting only the rural portions of the North County planning area. It contains policies intended to achieve the community's vision and land use goals, and programs designed to implement those policies in the rural area. The Community/Village Plans (LUCE Part III) cover these topics for the planning area's urban and village areas, except that Chapter 7 discusses land use issues within the unincorporated areas of the Atascadero and Paso Robles URLs.

The Land Use Element official maps separate the planning area into land use categories, which define regulations for land uses, density and intensity of use. The programs at the end of this chapter recommend actions by the County to address land use and growth-related issues in the rural portions of the North County planning area. Article 9 of the Land Use Ordinance (Chapter 22.92) contains development standards related to the land use categories to assist in guiding planning area development.

4.2 Rural Area Distribution of Land Use

The primary method of allocating land uses within the planning area is through the mapping of 14 land use categories. The uses that are allowed within each category are shown in Article 2 of the Land Use Ordinance. Further limitations on allowable uses may be imposed by standards located in Article 9 of the Land Use Ordinance. The location and distribution of the land use categories is shown in the official maps on file in the Department of Planning and Building and on the informational report maps at the end of this document.

Table 4-1 summarizes the acreage in the rural portions of each of the North County's seven sub-areas. Chapter 7 of this plan provides these quantities for the Atascadero and Paso Robles URLs.

As shown in Table 4-1, the rural portions of the North County planning area consist of 993,491 acres of land, approximately 95 percent of which is designated Agriculture, Rural Lands, and Open Space. Low density residential development and agriculture are the primary land uses allowed in these areas. The rural portions of the North County planning area also include areas that allow for more intensive development. An example is the Wellsona Area, which consists of 107 acres of land designated Commercial Service and Industrial.

The Camp Roberts Military Reservation, which occupies 26,146 acres, is designated Public Facilities. If any portion of Camp Roberts reverts to private ownership in the future, an LUE amendment will be required to remove the Public Facilities category and designate the property Agriculture, in recognition of the land's potential for sustaining grazing and other more intensive agricultural uses.

Table 4-1: Rural North County Planning Area Land Use by Sub-area (acres)¹

Land Use Category	Adelaida	El Pomar-Estrella	Las Pilitas	Los Padres North	Nacimiento	Salinas River	Shandon ²	Total
Agriculture	152,715	104,762	21,270	11,613	36,049	52,954	348,569	727,932
Rural Lands	26,711	14,613	3,528	21,133	31,334	7,945	3,941	109,205
Recreation	277	0	460	0	2,725	664	0	4,126
Open Space	1,352	0	3,520	74,943	9,954	13,630	1,421	104,820
Residential Rural	77	11,816	625	0	2,363	5,530	170	20,581
Residential Suburban	0	363	0	0	0	82	0	445
Residential Single Family	0	0	0	0	0	22	0	22
Residential Multi-Family	0	0	0	0	0	0	0	0
Commercial Retail	0	0	8	0	0	5	3	16
Commercial Service	0	0	0	0	0	87	3	90
Industrial	0	0	0	0	0	20	0	20
Public Facilities	26,146	2	0	0	0	86	0	26,234
Dalidio Ranch	0	0	0	0	0	0	0	0
Total	207,278	131,556	29,411	107,689	82,425	81,025	354,107	993,491

¹ Acreage quantities are current as of the last major update to each of the former North County area plans (refer to Table 1-1).

² Northern half of the former Shandon-Carrizo planning area.

4.3 Rural Area Land Use Issues

Antiquated Subdivisions in the El Pomar-Estrella Sub-area

The El Pomar-Estrella sub-area includes at least 55 nonconforming, or “antiquated,” subdivisions with as many as 3,600 potentially legal parcels in the Agriculture, Residential Rural and Residential Suburban land use categories. About 22 percent of the El Pomar-Estrella sub-area (29,000 acres) consists of parcels less than 40 acres, including about 16,000 acres in the Agriculture category. Almost all of these subdivisions were created prior to 1935 for land speculation purposes when the County had not yet adopted minimum lot size requirements.

These nonconforming subdivisions generally consist of legal lots that can be developed at urban and suburban densities if minimum requirements such as access, water supply and sewage disposal (through individual well and septic systems) are provided in accordance with the Land Use Ordinance. These land divisions could not be approved under current regulations because they do not conform to existing County policies and standards to

protect agricultural lands; prevent extension of residential uses into remote yet agriculturally productive areas; and provide adequate roads, services and other improvements.

The El Pomar-Estrella sub-area contains about half of the antiquated subdivisions in the county. These subdivisions are generally characterized by:

- Lots created for speculation rather than an immediate market;
- Parcels of various sizes from 1 acre to 20 acres;
- Agricultural capability varying with soils, topography, water availability, parcel size and ownership patterns;
- Access varying from direct access to County-maintained roads, to secondary access over roads on private property, to no vehicular access; and
- Few adequate internal roads, other improvements or services.

Roughly 40 percent of the properties in the nonconforming subdivisions in the sub-area already have been developed with at least one dwelling unit, many of which were constructed between 1980 and 2000. Under existing zoning, further division and development of parcels within antiquated subdivisions could result, in a worst-case scenario, in as many as 634 additional parcels, 3,510 total primary dwelling units, and about 9,900 total residents at build-out (refer to Appendix A.2, Table A.2-5).

Note: The discussion of land use and circulation issues contained within this document is current as of the original adoption date or last major update of the seven former North County area plans. These dates are listed in Table 1-

Such development could significantly increase the need for infrastructure and services, and impact resources such as agricultural land, sensitive habitat and water supply. It also could foster urban sprawl and increase commuting to distant employment centers, resulting in increased traffic, energy use and air quality impacts. In addition, further division of nonconforming subdivisions could lead to concentrations of development that lack a mix and balance of the various residential, commercial and other land uses found in most communities.

Although most of the antiquated-subdivision lots in the Agriculture land use category are now separately owned, they have been retained in the Agriculture category to reflect historic zoning and preclude additional land division potential. In addition to this disincentive to further subdivision, a number of incentives should be considered to encourage voluntary merger and consolidation of lots into fewer building sites, including:

- Use of transferable development credits to shift development potential from areas with agricultural potential and/or sensitive habitat to areas more suitable for residential rural and suburban development; and
- Acquisition of development rights via purchase, conservation easements, tax incentives and other mechanisms.

Jobs/Housing Balance in the Salinas River Sub-area

The Salinas River sub-area includes land from the Monterey county line on the north to Cuesta Grade on the south, three to five miles wide extending along Highway 101 and the Salinas River. Highway 101 has replaced the historical impetus that the Southern Pacific Railroad gave toward the development of the five urban areas. Although they are a series of individual communities, the five urban areas are linked economically as a region that continues to become more interdependent.

However, the economic influence of San Luis Obispo from outside the Salinas River sub-area has grown to become a major issue. Developing as the primary employment center in the county, San Luis Obispo has not provided adequate housing opportunities. The sub-area, as well as other areas around San Luis Obispo, has absorbed some of this unmet demand with housing that is more available at affordable prices. The resultant pattern of commuting from the north county to San Luis Obispo has impacts on road capacities, air quality, local government fiscal resources, and community life.

The policy response of this plan to these problems, as they are identified further in Chapters 3 and 4 and the Annual Resource Summary Report, is to support achieving a jobs/housing balance in the Salinas River sub-area, and to refrain from upzoning residential densities in outlying areas. The communities within the sub-area are becoming an economic metropolitan area. However, each community should also continue to have a distinct identity and strengthen its role in the region, which is recognized in the plan's land use pattern.

Capacity for Growth in Salinas River Sub-area

The Salinas River sub-area provides more than enough land to meet overall projected economic and population growth needs until at least 2015. Some areas may build-out sooner than others, however, depending partly on the availability of resources and services, which are analyzed in Chapter 3.

The overall capacity of the plan for residential, commercial, office and industrial growth is illustrated in Figure 4-1 (refer to Appendix C.1). The plan will permit approximately three times the amount of residential development existing in 1994. The implication for real estate and economic growth is that sufficient land is designated to accommodate demand in the real estate market. Development capacity depends on the availability of services and facilities. Some areas are better prepared to accommodate growth than others, as described in Chapter 3.

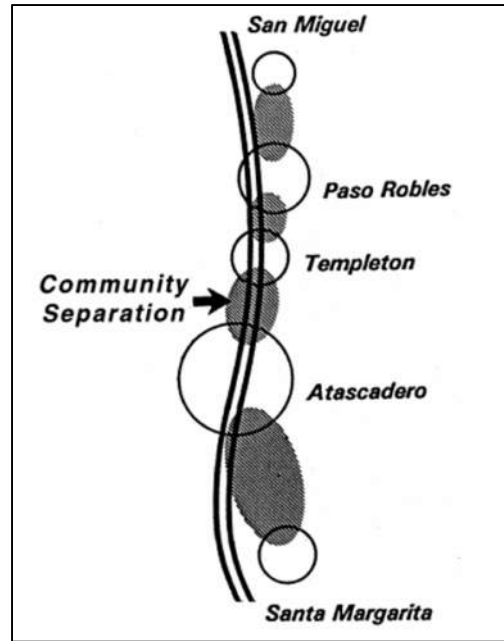
The potential for population and economic growth is termed the "build out capacity," which is an estimate of the development that can be expected as a result of the land use categories in this area plan and the standards of the Land Use Ordinance. This capacity is a function of the acreage of each residential category, the number of parcels that can be created generally within it, and the number of allowable residences and the people per household. The estimated build out capacity is shown in Table A.2-13 in the Appendix for the rural area and each community.

For build-out, the number of people that can realistically be expected is estimated to be 75 percent of the theoretical maximum development that is allowed by general standards, due to various limiting factors. Build-out capacity represents the start of a transition to a stable, slower growing population as most of the existing parcels in the sub-area become developed. It is only an estimate because each community will build-out to a different

degree, depending on such factors as its desirability, local business development and convenience to other marketing and employment centers.

Community Separation/Rural Character

This plan recognizes that separation between communities provides each community with the opportunity for developing its own distinctive identity. The physical difference between each community is strengthened by intervening rural land, which can contribute to a unique sense of arrival or departure. The open areas between each town provide rural visual character where densities in the Agriculture, Rural Lands and Residential Rural category are acceptable. Open areas that separate communities, as illustrated in Figure 4-6, should be retained through controls on the amount and location of development. This distinct change in the amount of development at the edge of a town in relation to other towns and the countryside establishes a border to the community.



Paso Robles Creek Area

Community separation between Templeton and Atascadero is centered on Paso Robles Creek, shown in Figure 4-1. The creek, its floodplain and the surrounding hills provide a rural “break” between the communities that should be continued as land development occurs. Agriculture, passive recreation and low density residential uses are appropriate for retaining a dominant rural character.

Figure 4-1: Community Separation

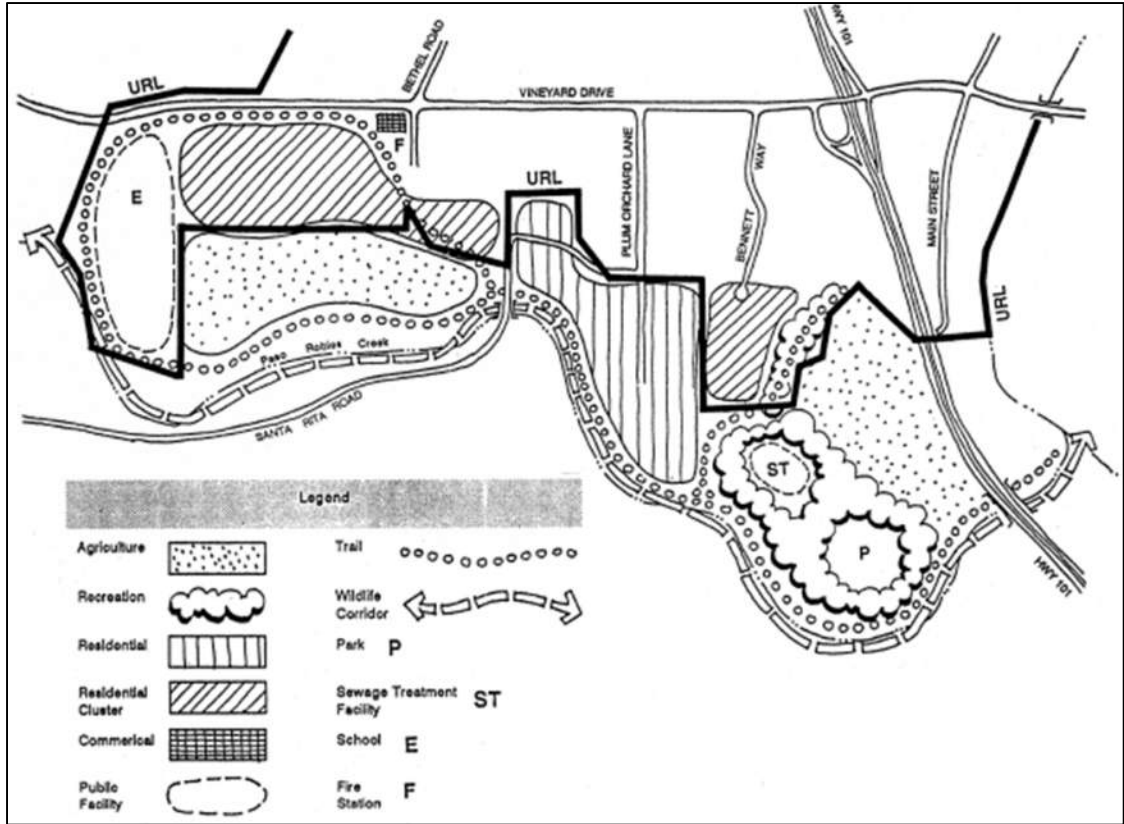


Figure 4-2: Paso Robles Creek Concept Plan

- Agriculture should be encouraged to continue through land conservation contracts and innovative approaches to supplying water and other needs.
- Passive recreation, such as walking, bike riding and picnicking, could locate so as not to interfere with biological habitats (including but not limited to riparian corridors) and existing uses. Concepts for park land should be considered adjacent to the Templeton Community Services District sewage treatment plant and next to the Vineyard Elementary School. Linear parks could connect these parks with nearby streets and perhaps the Salinas River. Active recreation areas, especially for night sports, should be located out of view of Highway 101, preferably at a regional park adjacent to Vineyard Elementary School.
- Sensitive biological habitat areas should be protected.
- Due to the visibility of part of the area from Highway 101, residential densities should be controlled by continuing to utilize the Agriculture or Recreation categories within view of Highway 101. West of Santa Rita Road, parcels north of Paso Robles Creek shown in Figure 4-7 are situated between the community and Vineyard Elementary School such that eventual suburban development may be a suitable use on parts of the property least suited for agriculture. A Conditional Use Permit could be prepared for achieving suburban densities through a transfer of development credits. Concepts as illustrated in Figure 4-7 for these properties are the following:
 - Commitment to retaining prime agricultural land where suitable for agricultural production.

- **Clustered residential areas with compatible parcel sizes near existing residential areas.**
- **Permanent open space and park land adjacent to roadways, Vineyard Elementary School and Paso Robles Creek.**
- **Land for a fire station and a neighborhood commercial site.**
- **Separated bike paths and sidewalks linking the neighborhoods to the community, the parks and Vineyard Elementary School.**

4.4 Land Use Policies

The following land use policies apply to the El Pomar-Estrella sub-area (refer to Figure 1-1):

Policies

1. Recognize existing development patterns while protecting agricultural use and the area's historic rural character.
2. Preserve agricultural operations by directing new development toward existing communities and subdivisions and away from agricultural uses, requiring new development to mitigate its impacts on existing agricultural operations, and supporting and maintaining the County Right-to-Farm Ordinance.
3. Protect the area near Paso Robles and the airport for agricultural use, and avoid any land use category changes that would diminish its agricultural potential and introduce non-agricultural uses in the area.
4. Encourage land uses that balance the area's environmental, economic and social needs.
5. Discourage new land divisions and rezoning that would intensify residential development at or adjacent to land in the Agriculture category (except to house farm workers).

Note: Many of the goals, policies, and programs in this plan apply only within certain North County sub-areas. Figure 1-1 should be referenced to determine the applicability of a goal, policy, or program to a specific parcel or region in the North

4.5 Rural Land Use Categories

This section describes the various land use categories throughout the rural portion of the North County planning area. This discussion is separated with headings for each of the seven former North County planning areas (sub-areas) and is current as of the dates specified in Table 1-1. Land use within the North County's urban and village areas is described in the Community/Village Plans (LUCE Part III).

Agriculture

Adelaida

Agriculture continues to be the dominant land use in the Adelaida sub-area. The relatively large parcels and ownerships, large areas of land under agricultural preserve contracts and good soils and grazing lands all reinforce widespread agricultural use. Almost the entire northern half of the Adelaida sub-area except Camp Roberts is presently under agricultural preserve contract.

Agricultural uses in the area include grazing, dry farming, orchards, vineyards and such specialties as wineries and horse breeding. The area along the eastern slopes of the Santa Lucia range is primarily rangeland, while rolling farmlands in the north and east support extensive dry farm, orchard and vineyard operations.

Narrow valleys in the southwestern most part of the Adelaida sub-area, including Toro Creek, Old Creek, Cottontail Creek, and Villa Creek, contain irrigated and dry farm uses associated with the livestock industry of this area. Avocado orchards have been planted in the upper sheltered portions of some of these valleys. Agricultural preserves involve most of the land north of Highway 1.

While property sizes are generally large, many smaller properties are consolidated in agricultural use. Some individually owned parcels too small to sustain independent dry farm or grazing operations are leased to nearby farmers. A concentration of such properties is in the Vineyard Drive Willow Creek Road area. These properties should be encouraged to remain in agricultural use by continuation of farm leases, intensification of agricultural uses, or consolidation into larger holdings where feasible. Intensifying agricultural uses must depend largely on existing water sources, however, as opportunities for supplemental water supplies in the Adelaida sub-area are limited. The continued viability of agriculture is essential to the Adelaida sub-area and the county as a whole. Expanded application of the agricultural preserve program should be encouraged wherever feasible. Further development of agricultural specialties, such as wineries and horse breeding, is appropriate here to complement the existing pattern of agricultural use and give this area a unique and pleasant character. Certain special secondary uses such as hunting and gun clubs, roadside produce stands, and commercial uses accessory to wineries (i.e., tasting and tours) may also be appropriate in some areas.

The Standard Oil Company storage tank farm is located in the hillsides between Cayucos and Morro Bay. The plan designates the area in the Agriculture category with an Energy and Extractive Resource Area combining designation overlay.

El Pomar-Estrella

Historically, agriculture has been a primary land use in the El Pomar-Estrella sub-area. The El Pomar and Estrella agricultural preserves encompass much of the area. Some areas designated Agriculture are in active production, with lot sizes supporting commercial operations. The intent of this designation is to support continuing availability of these areas for production of food and fiber. Of the 24,690 acres listed by the County Agricultural Commissioner's Office as producing some agricultural commodity in 2001, the largest segment by far (11,808 acres, or 48 percent) was devoted to cultivation of wine grapes. Hay was the next largest crop (2,665 acres).

The average size of agricultural parcels north of Highway 46 is about 80 acres. South of Highway 46, large agricultural holdings are interspersed between older subdivisions. Development within and near these tracts tend to create property sales pressure on nearby large ownerships. The area near Paso Robles and the airport is experiencing intensification of agricultural uses, especially to vineyards.

Where property owners have retained smaller parcels within larger ownerships, undeveloped parcels should be retained in agriculture by voluntary consolidation into larger holdings, continuation of farm leases, or intensification of production where area resources will support it. Smaller parcels under separate ownership are subject to increasing pressure to develop as rural homesites. Individually, they often are below the economic size for most commercial agricultural activities and for leasing to farmers, so that continued agriculture may be jeopardized or difficult to sustain. Unused parcels often reveal these difficulties and create management problems for adjacent owners.

As Land Conservation Act contracts are terminated, landowners may request to remove their properties from an agricultural preserve and to change the land use category from

Agriculture to another category, consistent with the Rules of Procedure to Implement the California Land Conservation Act of 1965. One area where land will no longer be subject to a Land Conservation Act contract is in the Ramona Acres subdivision along La Panza Road. In that area, the land use category of the affected parcels could be changed to Residential Rural through a landowner-initiated general plan amendment for the following reasons: the sizes of the existing lots are below the minimum parcel size for the Agriculture category, and the zoning would be consistent with the Residential Rural category that is applied to the rest of the Ramona Acres subdivision.

Las Pilitas

Agriculture comprises a substantial use of land within the Las Pilitas sub-area. Some of the best quality soils are found in the Santa Margarita Rancho lands in the southwest portion of the Las Pilitas sub-area along Pozo Road, much of which is in agricultural preserve. There are also substantial areas under agricultural preserve contracts that are used for dry farming, as in the Santa Margarita Rancho area, or for grazing, as in the area around Pozo. There are also existing agricultural operations found in the San Jose La Panza Road area north of Pozo, including a large turkey ranch east of the Las Pilitas Road/San Jose La Panza Road intersection. Lands designated Agriculture are primarily in large ownerships, and must rely on locally available water resources for continued agricultural operations. Special uses such as gun clubs and dude ranches may be appropriate in some areas.

Los Padres North

Agricultural lands in the Los Padres North sub-area are privately held and in agricultural preserve. These are mainly large cattle ranches with occasional residences or out buildings. Limited dry farming exists where soil and terrain permit.

Many ranches have obtained special Forest Service use permits allowing cattle grazing allotments on national forest lands. These permits are reviewed periodically to ensure use of recommended range and grazing practices.

Some ranches also control private access roads into portions of the national forest. Cooperative use of access is fairly well established; however, public access in most cases is permitted at the discretion of ranch operators.

Nacimiento

The majority of the Nacimiento sub-area along the western slopes of the Santa Lucia Mountains is designated Agriculture. The primary agricultural uses are grazing and dry farming.

Most properties are in large holdings except in the area east of Bee Rock Road where parcels of 40 acres are common. Since the types of agricultural practices in the Nacimiento sub-area require large acreages to be financially feasible, further divisions of property in the Agriculture category should be avoided.

Salinas River

The Agriculture land use category designates areas that have existing or potential agricultural production capability. Agriculture has historically been and still is a widespread use of land within the Salinas River sub-area. Agriculture surrounds each urban area, visually separating one community from another. This creates the distinct

character that is presently enjoyed by all. The removal of these agricultural lands that buffer these communities with open space would result in a linear city from Santa Margarita to San Miguel, thus losing the individual identity of each community. Agriculture and open space uses should be encouraged, through such incentives as Williamson Act agricultural preserves, as the primary land use.

Land with Class I and II soils along the Salinas River will be protected exclusively for agriculture. Most agricultural uses adjacent to the Salinas River are particularly dependent on well irrigation water, and inappropriate expansion of urban uses to either side of the river should be avoided if it would conflict with this supply. Loss of these productive lands should be avoided.

Santa Margarita Ranch. Of particular agricultural importance is the Santa Margarita Ranch, which is a remnant of a Spanish land grant. Santa Margarita Ranch is the largest single ownership in the Salinas River sub-area, at 13,800 acres, and was the site of the first European settlement as the rancho and granary for the Spanish Mission in San Luis Obispo.

Almost the entire ranch is designated in the Agriculture category, although 555 acres consists of 43 parcels designated in the Rural Lands category. Approximately 26 parcels underlie the Agriculture category, with 9,000 acres contained on one parcel.

The parcels in this ownership are not sized or designed in an optimal way to achieve the best agricultural use of the property. An agricultural cluster land division that would reorganize the parcels is preferred instead of a continuation of the current lot pattern and possible sale of individual parcels. An alternative is to prepare a specific plan to amend the Agriculture category for some increase in development capability. The purpose of a specific plan would be to provide an incentive to relocate the existing parcels to form more viable agricultural parcels.

Los Padres National Forest. Within the Los Padres National Forest in the southern portion of the Salinas River sub-area, agricultural lands are privately held and most are in agricultural preserve. These are mainly large cattle ranches with occasional residences or out buildings. Limited dry farming exists where soil and terrain permit.

Ranches may have special Forest Service use permits allowing cattle grazing allotments on national forest lands. These permits are reviewed periodically to ensure use of recommended range and grazing practices.

Some ranches may control private access roads into portions of the national forest. Cooperative use of access is fairly well established; however, public access in most cases is permitted at the discretion of ranch operators. The County will continue to support the private land owners' right and ability to determine public access issues on private lands.

Shandon Carrizo

Historically, agriculture has been and still is the primary use of land in the Shandon sub-area. Agricultural practices of varying intensities involve approximately 90 percent of the Shandon sub-area. The Estrella River Valley, San Juan Creek Valley and the area around Shandon Valley are generally used most intensively because of better soils and water availability. Irrigated production has increased during the last 10 years, particularly in vineyards and alfalfa. Dry farming and grazing operations encompass the rest of the agricultural uses. Much of the Shandon sub-area is within the agricultural preserve

program, with parcel sizes ranging from 40 to 640 acres depending on production capability.

Continued agricultural production is encouraged adjacent to the Shandon Urban Area. The soil capability of this area is prime farmland if irrigated, and most parcel sizes are sufficiently large to maintain a viable production.

Further division of land into parcels less than 40 acres would likely preclude effective farming operations and negatively affect neighboring farms. Their retention in agriculture will prevent premature conversion of adjacent lands due to incompatibility problems, and keep them available for production.

Rural Lands

Adelaida

Areas identified as Rural Lands are primarily steeper terrain with dense vegetation or rocky outcrops, including most of the westerly edge of the Adelaida sub-area along the more remote, rugged portions of the Santa Lucia Range. These areas include both larger ownerships and smaller ownerships amid large ranch holdings in the westernmost portion of the Adelaida sub-area. These lands are used for grazing and as watershed leading to the Salinas River, Paso Robles and coastal groundwater basins. Much of this land is owned by the Federal Bureau of Land Management (BLM). Other locations of Rural Lands include the area south of Highway 46 along Santa Rita Old Creek Road, the summit area on both sides of Peachy Canyon Road, and isolated pockets elsewhere in the Adelaida sub-area including land at the northern boundary in the vicinity of Lake Nacimiento. Another area designated Rural Lands is located in the southwestern portion of the Adelaida sub-area. This area is characterized by steep slopes, dense vegetation and property ownership sizes generally too small to support viable cattle grazing operations. The area is accessible via Santa Rita Old Creek Road.

Past residential development on these lands has been widely dispersed except for the concentration of 20 to 60 acre “ranchettes” located between Highway 46 and Santa Rita Old Creek Road. Considerable mining activity has taken place in the Santa Lucia Range with the primary ores extracted being cinnabar, quicksilver and limestone. The most notable mines in the Adelaida sub-area are the Lime Mountain, Klau, Buena Vista, Bonanza, Oceanic, and Almaden Mines, but only Lime Mountain is still in operation at the present time (see Combining Designations chapter). Other uses conducted here include seasonal cabins, private hunting clubs, and organizational camps (Camp Natoma).

Inappropriate use of Rural Lands can lead to adverse environmental impacts from loss of vegetative cover and soil erosion that impair the watershed capability. Land use in this category is to retain a low intensity agricultural character (e.g., grazing), with all development designed to minimize impacts. Development of widely dispersed rural residences and non-intensive recreational uses such as dude ranches, camps, seasonal cabins, and hunting clubs are appropriate where adequate water is provided for both domestic use and fire protection. Several BLM parcels are identified in the 1963 report, “Recreational Analysis of Bureau of Land Management Property in San Luis Obispo County,” as having potential for use as natural and special interest areas. These should remain in public ownership and proposals for passive recreational use should be formulated.

El Pomar-Estrella

The Rural Lands category is located primarily at the southerly edge of the El Pomar-Estrella sub-area in the rugged terrain of the La Panza Range. These areas are generally in larger ownership holdings and represent limited grazing and watershed uses. Portions of this area are recognized as having some mineral and rock quarry resources.

Las Pilitas

Most portions of the Las Pilitas sub-area are designated as Rural Lands. These are generally large ownerships used for grazing, and watershed leading to Santa Margarita Lake and the Salinas River. There are also many Bureau of Land Management parcels scattered throughout the Rural Lands category.

Rural residential uses have recently been established along Las Pilitas, Park Hill and San Jose La Panza Roads. Rural residential parcels are scattered and are generally 10 to 20 acres with some up to 40 acres. Due to remoteness and the rugged terrain of these parcels, they are not appropriate for the Residential Rural land use category as they would not be in keeping with the surrounding character of Rural Lands if further divided to lot sizes below 20 acres.

Inappropriate use of Rural Lands can lead to adverse environmental impacts due to a loss of vegetative cover and soil erosion that impairs the watershed capability of the land. Much of the area is a high fire hazard area and the introduction of more people into these remote areas only serves to increase the potential hazards for both the Rural Lands and the neighboring Agriculture lands. The Rural Lands should remain in low intensity residential and agricultural use. However, development of non-intensive recreational activities such as dude ranches and camps would also be appropriate as long as added precautions are taken to deal with problems of providing adequate water for both domestic use and fire protection.

Los Padres North

Due to the diversity of landforms, climate, vegetation and uses, and the large amount of land in this Los Padres North sub-area, privately owned areas in the national forest are treated separately from federal lands. The rugged, chaparral covered lands in private ownership within the forest boundary are designated Rural Lands.

These inholdings are of various sizes. Most are large acreage ranches not under agricultural preserve. They provide limited agricultural uses (primarily marginal rangeland) though some areas have orchards and limited farming operations. Other uses include rural homesites, rural recreational uses and organized group camp facilities, such as in Lopez Canyon.

Remoteness, rugged terrain and extreme fire hazard on most Rural Lands indicate that residential uses should not be encouraged. It would be more appropriate for these lands to remain in low intensity agricultural use, such as grazing and rangeland. Development of non-intensive recreational activities such as dude ranching and recreational camps would also be appropriate provided access problems, fire protection, water supply and impacts on adjacent national forest watershed areas can be resolved.

Nacimiento

Except for the western-most portion of the Nacimiento sub-area, most of the outlying portions of the Nacimiento sub-area have been classified on the land use map as Rural Lands. Steep slopes, remoteness and heavy chaparral are common in the areas designated

Rural Lands. While some of those areas are used for limited grazing, they more importantly serve as a watershed for Lake Nacimiento. A few areas in the steepest portions of the Santa Lucia Range are included in the Rural Lands category and are within the coastal watersheds. Other Rural Lands in the Nacimiento sub-area are less rugged, but poor soils and lack of water limit agricultural activities; parcels remain in large ownerships and have not experienced any substantial development.

Future uses in this land use category should minimize vegetation removal and soil erosion that would cause degradation of lake water quality and accelerated eutrophication of the lake. Rural Lands should remain low intensity in character, with development of any sort being designated to minimize impacts. Development of widely dispersed rural residences and non-intensive recreational activities such as dude ranches, camps, seasonal cabins, and hunting clubs are appropriate where adequate water is available for both domestic use and fire protection. Several Bureau of Land Management parcels are found within this land use category. These should remain in public ownership and plans for passive recreational use formulated by the BLM.

South Shore. The Rural Lands in the most northwest corner of South Shore include of large undeveloped parcels, mainly in private ownership, but with three isolated quarter sections owned by BLM and one quarter section owned by Monterey County. The Rural Lands category is also applied to properties at the southwest edge of South Shore, west of Running Deer Ranch, and also on a large parcel lying between the shoreline and Running Deer Ranch at the southeast corner of the area. Much of this area is steep, brush covered terrain lacking good access from Lakeview Drive. These lands provide some limited grazing, but more importantly serve as a watershed for the lake. Future uses must not contribute to vegetation removal soil erosion that could adversely impact the quality of lake water. Low intensity development of rural residences and non-intensive recreational activities such as dude ranches, camps, seasonal cabins and hunting clubs are appropriate where adequate water can be provided for domestic use and fire protection. Septic tank disposal systems can be utilized if they meet the criteria noted under "Sewage Disposal". The publically owned parcels should remain in public ownership and uses limited to only passive recreational activities.

Salinas River

The Rural Lands category designates several areas for rural development from 20- to 320-acre parcels that will maximize the preservation of open space or that recognizes where lot sizes and ownership are small enough to limit agricultural potential. The rugged and rolling terrain of the Santa Lucia foothills west of Highway 101 near Santa Margarita and an area east of Garden Farms are generally in large ownership holdings and represent lands used for minimal grazing and watersheds.

Santa Margarita Tract No. 1. This portion of the Santa Margarita Ranch, consists of 43 parcels of varying sizes up to 23 acres. The tract could be more appropriately arranged to fit the character of the land. Since some of the best agricultural soils in the Santa Margarita Ranch underlie this tract, the tract should be resubdivided using the cluster division provisions of the Land Use Ordinance. Another approach would be to relocate the cluster development elsewhere on the ranch as part of a specific plan. Other advantages of resubdividing would be to preserve scenic character as well as to reduce the number of roads needed to serve development. These alternatives are reflected in the standards of Article 9 of the Land Use Ordinance, requiring clustered land divisions or a specific plan for relocating the currently allowed densities.

Los Padres National Forest. Within the Los Padres National Forest in the southern portion of the Salinas River sub-area, the rugged, chaparral covered lands in private ownership are designated Rural Lands. These inholdings are of various sizes. Most are large acreage ranches not under agricultural preserve. They provide limited agricultural uses (primarily marginal rangeland) although some areas, notably the western Toro Creek valley, have orchards and limited farming operations. Other uses include rural homesites and rural recreational uses.

Remoteness, rugged terrain and extreme fire hazard on most rural lands within the National Forest indicate that residential uses should not be encouraged. It would be more appropriate for these lands to remain in low-intensity agricultural use, such as grazing and rangeland. Development of non-intensive recreational facilities such as dude ranches and recreational camps would also be appropriate, provided access problems, fire protection, water supply and impacts on adjacent national forest watershed areas can be resolved. Best management practices will be reviewed by the appropriate jurisdiction as part of the Forest Service's range management planning.

Shandon Carrizo

Rural Lands in the Shandon sub-area consist almost solely of rugged chaparral covered terrain or desert. These lands are generally in larger ownership holdings and represent lands used for grazing and watershed uses. Much of the land is owned by the federal government through the Bureau of Land Management (BLM). There are several oil well operations in areas near the Kern County line. Many areas contain unique wildlife species and plants, such as the California condor and the San Joaquin kit fox, both on the rare and endangered species list.

Residential Rural

Adelaida

Two areas designated Residential Rural just west of Paso Robles are generally unsuitable for commercial agriculture because of hilly topography, poor soil capability, small parcel sizes and prior residential use. The principal area surrounds the intersection of Lake Nacimiento Drive and Adelaida Road (extending north to Oak Flat and south to Mountain Springs Road), is developed with scattered residences, and has experienced recent land divisions.

While development has occurred on a somewhat piecemeal basis, access to most developed parcels is provided by adjoining improved public roads. This area is located in the west Paso Robles fringe area and is adjacent to rural residential lands in the Salinas River sub-area. The latter area is identified as contributing to downstream flooding problems in the city of Paso Robles and it is possible that runoff from the rural residential lands in the Adelaida sub-area may contribute to this problem also.

The Residential Rural category has also been applied to Resthaven Park, formerly the only intensive recreational use in the Adelaida sub-area. Located on Adelaida Road near Lake Nacimiento Drive, this privately operated park offers recreational day use and overnight camping. The park contains 20 mobile home spaces for full time residential use, and the property owners have obtained a permit to replace the recreation portion of the park with 20 additional mobile home spaces. The mobile home park is recognized as a nonconforming use and no further expansion is permitted.

El Pomar-Estrella

The areas included in the Residential Rural category are generally suitable for agriculture, but individual ownerships, small property sizes and prior residential commitments often preclude viable commercial agricultural production. The intent of this category is to reflect the existing rural character in areas that are generally remote from fire and police protection and lack adequate utility services and road improvements.

Nearly all of the areas in the Residential Rural category are older tracts that were subdivided in the earlier part of the 1900's. Most of the smaller lots originated with the "Almond Orchard" subdivisions between 1915 and 1925, when 10-to-20-acre orchards could provide a satisfactory farm living.

Most development consists of rural homesites and mobile homes on parcels ranging from 10 to 20 acres in size. Many parcels are suitable for vineyard, orchard or other irrigated use on a small scale. If intensive agricultural use is expanded, property owners could possibly qualify for the agricultural preserve program. On the other hand, further land divisions would reduce existing areas available for agriculture and preclude continuation of existing operations.

Las Pilitas

The two areas designated as Residential Rural are not suited for commercial agriculture because of soil conditions, topography, small property size, broken ownership patterns and prior residential commitments. The area at the westerly edge of the Las Pilitas sub-area primarily encompasses an existing group of lots that are about 10 acres in size. They have access from Highway 58 and are located near Santa Margarita, Garden Farms and Atascadero for goods and services. Building single family residences should be allowed on these parcels; however, this type of use should not be allowed to expand beyond the present locations.

The second area of rural residential uses, along Park Hill Road, has developed in recent years as properties have been divided. The area has limited water resources, and properties must rely on individual wells located in Moreno Creek and small local drainage ways. Rural residential use should be confined to existing lots in this area so as to not further over burden an already limited water capability. These lands should not be developed with agricultural uses that will require intensive irrigation, thereby adversely impacting existing users in the area. Some existing residences appear to have been located in the creekbed, which subjects them to potential flooding. This practice should be corrected, especially since many of these properties have relatively flat areas adjacent to the road located out of the flood hazard area and off of the steep, brush covered hillsides (where slopes often exceed 30 percent).

Nacimiento

Lands designated Residential Rural include areas with terrain suited for such use vistas of the lake and existing concentrations of smaller parcels under fractured ownership. The only Residential Rural area in the Nacimiento sub-area is in the South Shore area, northwest of Las Tablas Creek, including the Running Deer Ranch.

South Shore. Areas designated Residential Rural consist of two regions: the area north of Towne Creek, containing parcels ranging from five to forty acres in private ownership; and Running Deer Ranch, a seasonal use subdivision lying south of Towne Creek, characterized by scattered development of its 5 to 120 acre parcels.

While not designated as a village in the Land Use Element, the South Shore area of Lake Nacimiento is discussed separately from the rural portions of the area so that its localized land use issues can be addressed. The extent of the South Shore area is shown on Figure 4-3.

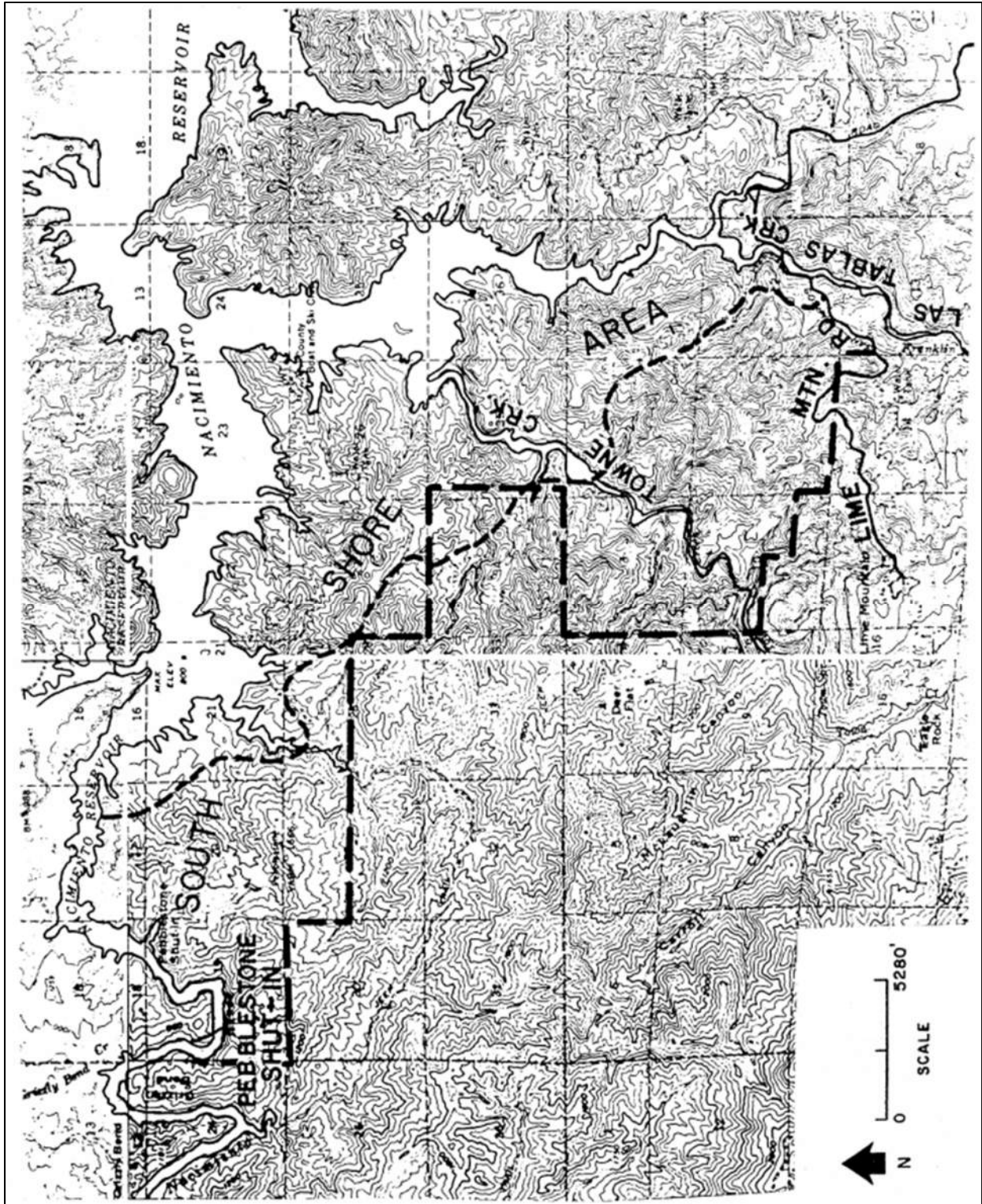


Figure 4-3: South Shore Area

The South Shore encompasses approximately 10,900 acres, bounded by the Las Tablas Creek arm of the lake on the east, Pebblestone Shut In along the Nacimiento River on the west, and extending from the lakeshore to Lime Mountain Road on the south. The area is characterized by properties ranging in size from several hundred acres to as small as three acres, in both public and private ownership. In addition to individually owned parcels, there are three “boat clubs” (Cal Shasta, Tri Counties, and South Shore Village Club) which consist of individual home or trailer sites in common ownership with surrounding acreage, used primarily on a vacation home or weekend basis. Because many properties in the South Shore area are remote from public services and facilities, have difficult access, questionable water supplies, and many land divisions in the area often appeared to be premature and speculative in nature, the parcelization which has occurred in the past several years has created substantial concerns. There has also been concern regarding possible adverse environmental impacts on the lake and its watershed due to haphazard development patterns.

In an effort to resolve some of the problems resulting from existing development and to provide guidance for the future development of South Shore, a “Community Design Element” was to be prepared for the South Shore, to be a part of the Nacimiento/San Antonio General Plan. The points to have been addressed and studied have now been considered in developing the policies of the Land use Element, and include the following:

1. Circulation – adequate roads to provide access to the many ownerships, as well as an overall circulation plan for scenic roads, major and minor roads, riding and hiking trails; public vs. private roads.
2. Public access to the lake.
3. Provision of open space.
4. Appropriate development densities.
5. Establishment of definitive criteria against which future land divisions can be evaluated, i.e., the division of land using the cluster concept vs. the conventional lot split approach.
6. Inventory of the natural features of the study area, i.e., slopes, vegetation, drainage, geologic and soil hazard areas, etc.
7. Disposal of solid waste.
8. Development of adequate public facilities, i.e., boat launch.
9. Provision of water and sewage disposal systems.
10. Implementation techniques – how to involve local property owners on an equitable basis; development of a County Service Area, zones of benefit, assessment districts, property owners association, etc.

As indicated in Chapter 5, this area has substantial access problems. Lack of agreement between Monterey and San Luis Obispo counties on the alignment and improvement of the road where it passes through land owned by Monterey County has prevented improvement of the route.

A study of soils in the South Shore area indicates that some properties could present problems if septic systems are used. Either all or a combination of the following problems exist in the area (see the Water Quality Control Plan Report, Central Coast Basin, State Water Resources Control Board, 1975).

1. Soils with a percolation rate of more than thirty (30) minutes per inch of fall.
2. Property has over twenty percent (20 percent) average slope.
3. Soil depth will not allow a distance of eight feet from the bottom of the leaching system to bedrock or an impermeable strata.

Whenever such conditions exist, the Building and Construction Code requires that septic systems be designed and certified by a registered engineer. Percolation tests and test borings should be required to determine if poor soil conditions exist at proposed septic system sites. Some existing lots will not meet County requirements for septic systems. To avoid potential contamination of a domestic water reservoir, a community or package sewage treatment plant should be required before these lots can be developed.

All land divisions in the South Shore area should make maximum use of cluster division methods with emphasis on locating the best areas for septic system use, providing coordinated interior streets and establishing common recreation or open space areas. Since many of the properties in the South Shore area also lack access to the lake, provision of adequate lake access by trail easements, roads, or common open space areas should be accomplished at the time land division occurs (as provided for in Section 66478.12 of the Government Code (Subdivision Map Act)) as may be amended from time to time).

In the area north of Towne Creek there are approximately three dozen existing parcels in the range of Residential Rural lot sizes (20 5 acres); remaining properties are in single ownership of approximately 40 acres. This entire area is quite steep; most areas exceed 30 percent slopes and only a small proportion having slopes of less than 20 percent. Many of the existing smaller lots have been created in the steep slope areas. Owners of these lots should be encouraged to consolidate their holdings for a resubdivision through the cluster method. In this way the building sites can occur on slopes of less than 20 percent, improved public roads can be installed and a sewage collection and treatment system installed to serve the residential clusters.

The Running Deer Ranch area is the most highly fractured portion of the South Shore area. It has been subdivided to the point that it appears unlikely that adequate lake access could be achieved through future land divisions. Consequently, a lot should be acquired in Running Deer Ranch for use as a marina/launch ramp and parking facility with construction and maintenance financed by the involved property owners.

Maintenance and operation of public lake access areas should be under a County Service Area zone of benefit as discussed under "Public Recreational Services" in Chapter 3.

Salinas River

Areas designated as Residential Rural are those which are generally unsuitable for commercial agriculture because of steeper slopes, poorer soils, smaller property size and prior residential commitments. Residential development is intended to range from five to 20-acre parcels.

There are eight areas designated for rural residential use. Most of these areas are older subdivisions, and there are some isolated pockets of small lots and large undeveloped acreage parcels. The properties that have developed have done so on a haphazard basis, such that residents must contend with limited fire and police protection and inefficient roads. Equestrian trails have been developed on an informal, limited basis in some areas.

Issues raised by residential rural areas concern their potential for creating pressure to convert adjacent or nearby agricultural land to similar residential densities. Subdivisions that create lots as small as the minimum size allowed in the Land Use Ordinance may cause enough development that will change the focus on agricultural investment in the vicinity to residential speculation, generating a demand for plan amendments to the Residential Rural category. To avoid that effect, this category is applied to land where properties already have smaller parcel sizes.

North Paso Robles. The north Paso Robles Residential Rural areas are located west of Highway 101 between the Paso Robles urban reserve line and Wellsona Road. The southern area is near the Stockdale Road/Highway 101 intersection on large properties where clustering or other techniques that achieve the same result as clustering would be appropriate. The second area includes River Glen Orchard Tract, which consists mostly of five and ten-acre parcels. This second area is located near Wellsona Road which is conducive to participating in a specific plan for the Wellsona Road area.

West Paso Robles. The west Paso Robles Residential Rural area has developed using the lot split process and many lots are still undeveloped. This area has a direct effect upon the city of Paso Robles, in that water runoff from the area can cause local flood conditions in the city. Future development of this area must not contribute further to downstream flooding. This area also includes orchards and vineyards, and it may be desirable that some limited roadside stands occur on collectors or arterials only. Riding academies and horse boarding would also be appropriate uses. As the west and south Paso Robles areas develop, it may be desirable to contract for police and fire services from the city of Paso Robles.

Southwest Paso Robles. Villa lots and Almira Park are old subdivisions of approximately five acre lots east of South Vine Street situated on steep rolling terrain, this area has road and access problems, and grading limitations associated with residential development. Before development, specific road grading plans should be approved by the County that minimize road cuts and visibility.

Arbor Road/Highway 46 West. The Highway 46 west area within the Salinas River sub-area is comprised of parcels that are undersized for optimal agriculture, but they are located adjacent to extensive, productive agricultural properties. The area should be limited to its current extent to avoid aggravating conflicts with adjacent agriculture.

Spanish Camp. The southeast Paso Robles residential area known as Spanish Camp has a master-planned character and should develop only as a residential area. Grading for access roads should be carefully designed when located on hillsides and common access driveways should be used in new land divisions to eliminate unnecessary grading in steeper hillside areas that front Creston Road and South River Road.

Southwest Templeton. The southwest Templeton Residential Rural area gains access from Santa Rita Creek Road. Many homesites presently exist in the area on older smaller lots, as well as some orchards and vineyards. Cluster development should be utilized west of Santa Rita Creek Road and north of Paso Robles Creek to reserve land for a regional park.

Toro Creek. The Residential Rural area along Toro Creek Road north of Highway 41 has several established homes on fairly small acreages. Most lots were created by old deeds or by lot splits in the late 1960's. The area contains about 115 acres, with lots from one to 10 acres. Individual wells and septic systems are used, and paved access is from Toro Creek Road. Residents of the area are dependent on Atascadero or Morro Bay for goods and services. Topography, soil characteristics and distance to urban areas prevent densities higher than permitted by the Residential Rural category. However, development is not precluded on existing lots that are otherwise smaller than the minimum for new land divisions in this category.

Tassajara Canyon. The Tassajara Canyon Residential Rural area gains its access from one point on Highway 101. The area is a "box canyon" that is bordered by the Los Padres National Forest on the west and south and large agricultural parcels on the north. Even though this area was devastated by the Highway 41 fire in 1994, one of the greatest concerns to the residents of the area is that it continues to be in a very high fire hazard area. Area residents also experience trespassing from the adjacent national forest and potential water problems resulting from overcrowding, siltation, and abuse of Tassajara Creek. The area is envisioned as a low density residential rural area with no anticipated public access to the national forest from the canyon floor.

Residential Suburban

El Pomar-Estrella

The main areas included in the Residential Suburban category are Tracts 17 and 19 south of Highway 46, which are mostly built out on individually owned lots. Their characteristics are similar to those in the Residential Rural category, but lot sizes are 1-to-2 acres. These isolated tracts would not be suitable as an extension of Paso Robles; however adequate roads, schools, water and sewage treatment would be beneficial.

Salinas River

The Residential Suburban category provides for single family residential development on estate sized lots from one to five acres in a semi-rural setting within urban and village areas or in older existing rural subdivisions. Within this Salinas River sub-area, there are only two areas designated for Residential Suburban development that occurs outside of the urban and village reserve lines.

Wellsona Acres. Wellsona Acres, an old subdivision along Monterey Road, is located midway between Paso Robles and San Miguel. The area is generally characterized by such as scattered oaks and suburban development. Mixed uses, proximity to the freeway and railroad, and the lack of appropriate infrastructure are limitations on full development.

The neighborhood has the potential to participate with other area residents and owners in planning a new town in the Wellsona area. A specific plan could create a way for improved facilities and services to be provided. It is desirable that the Wellsona area develop into a cohesive community with adequate services and the elimination of incompatible uses. Area residents presently utilize septic systems for sewage disposal and on site wells for water needs. However, parcel sizes below 2.5 acres should not be allowed or encouraged until the needs of the area can be properly addressed through preparation of a specific plan.

Generally, the water quality and soils are good in this area and are compatible with small hobby farms that would retain the rural character. Properties abutting Highway 101 or

the railroad could be planted with rows of trees and shrubs to lessen the noise and visual impacts of the highway and railroad. Residences should be located well away from these noise sources.

South Atascadero. The portion of Atascadero Colony south of the city of Atascadero and east of Highway 101 is characterized by rolling grasslands with scattered oak trees. Property sizes range from one to ten acres, with some of the properties supplied with water from the Atascadero Mutual Water Company. The area has partially developed with single family residences. The minimum parcel size for new lots is 2.5 acres to provide spacious open areas for the keeping of animals and preservation of rural character.

Recreation

Adelaida

Whale Rock Reservoir is being planned for limited public access for fishing. State owned land surrounds the lake, but only the easterly and northerly shores are accessible and usable. The westerly shore is a narrow fringe of varied terrain more appropriately classified as Open Space.

The proposed Jack Creek and Santa Rita Creek reservoirs have potential for future recreational use, but are not now included in the Recreation category. Appropriate levels of recreational development should be carefully assessed and determined if and when these reservoirs are implemented. The Land Use Element should then be amended to designate appropriate locations and uses. Recreational uses such as rural sports and group facilities are encouraged in areas designated as Agriculture and Rural Lands.

Las Pilitas

The Recreation category is applied to private lands along Santa Margarita Lake Road and to the lands leased by the County from the U.S. government adjacent to Santa Margarita Lake. Santa Margarita Lake is a recreational resource, but is presently under-utilized. Recreation facilities that will allow maximum use of the County lease area on the south shore of the lake should be developed. A specific plan should be prepared to determine whether intensification of recreational uses is feasible, the proper administration of recreational activities, and where those uses are most appropriately located. In addition, the feasibility of a downstream terminal reservoir to enable water sports at the lake should be studied. Unless a separate terminal reservoir were built downstream from Salinas Dam to maintain water quality for domestic use, the lake will continue to be restricted to non-water contact activities.

The private lands designated as Recreation are currently developed with a privately operated campground. This could provide a much better setting for the lake recreation area if unsightly litter and open material storage were removed from some properties. The area should develop with uses that are directly related to recreation at the lake and a design character should be established that will provide an area identity.

Nacimiento

Recreation is the most important activity in the Nacimiento sub-area, with Lake Nacimiento providing a recreational resource of greater than regional significance. Accordingly, this category has been applied to several parcels surrounding the lake either developed with existing recreational uses or suitable for future development of such uses. The Recreation land use category has also been applied to a small area near the county line,

east of Bee Rock Road, covering the southwesterly end of Lake San Antonio; as well as to an area on the north shore of Lake Nacimiento at the end of Bee Rock Road containing a boat club and scattered residences.

The Recreation category has been applied to both public and private lands. To date, private recreational developments in the rural portions of the area have been boat clubs located on the lake shore. The public lands are owned by the Monterey County Flood Control and Water Conservation District and have not been developed. Other significant recreationally oriented developments in the area are the private communities of Oak Shores and Heritage Ranch, and Lake Nacimiento Resort. Those developments now offer a variety of recreational activities to their residents and guests, and additional areas are proposed for future recreational uses within the village reserve lines. Refer to the Community/Village Plans (LUCE Part III) for more information on land use within these village areas.

Open Space

Adelaida

Adjacent to the site of the proposed Jack Creek Reservoir, two parcels of federal Bureau of Land Management (BLM) property of 25 and 230 acres are designated Open Space. The parcels are on a ridge directly south of the reservoir site shown on the combining designations map. Because completion of the reservoir would inundate Dover Canyon Road, future public access to the area should be designed to include these parcels. If and when the reservoir is constructed, the County should seek access agreements with BLM and consider inter agency purchase to provide the desired level of improvement for non-intensive recreational activities.

Another area designated as Open Space is the state owned property in the westerly half of Whale Rock Reservoir.

Las Pilitas

The Open Space designation is applied to lands surrounding Santa Margarita Lake owned by the U.S. government, except for the recreational lease area held by the County. The U.S. Army Corps of Engineers has administered the property to protect the quality of water to the lake. Leases have been granted for agricultural grazing, and limited non-vehicular public access has been permitted from the lake shore. Intensive recreational use has not been encouraged due to the possibility of wildfires or sewage contamination of the lake water. The current level of use succeeds in maintaining a low probability of these occurrences. Additional public access should be considered only if these concerns are addressed and mitigated.

Los Padres North

Public lands in the Los Padres North sub-area are managed by the U.S. Forest Service, part of the U.S. Department of Agriculture. These public lands are designated in the Open Space land use category. The Forest Service is not a land use permit agency and can only review projects and recommend conditions of approval. Uses allowed in the national forest are set by federal statute. The Forest Service may permit limited uses such as roads, grazing leases and communications facilities.

Because Forest Service policy is directed by the Department of Agriculture, the national forests are considered agricultural commodities, though resource conservation to

maintain production is also emphasized. The principal values identified for Los Padres National Forest by forest officials are:

1. Watershed (water yield, storage, transmission; protection of soil; forage for wildlife and stock, etc.)
2. Rare and endangered species (flora and fauna)
3. Wildlife protection (including aesthetic resources)
4. Wilderness resource (per the Wilderness Act of 1964).

Those values guide Forest Service multiple use management objectives, and resulting tradeoffs are evaluated for possible use and production levels under the National Environmental Policy Act. Forest Service programs emphasize:

1. Watershed management to provide high quality water and regulate distribution and timing of runoff, including minimizing soil erosion. Watershed protection and water production were the original reason for creation of the forest; this major role will continue.
2. Fire protection to continue minimizing fires and acreage burned, including limited chaparral modification and fuel reduction by fire and fuelbreaks where they make minimal physical changes, though natural fire is recognized as an integral part of the forest ecosystem.
3. Protection of threatened and endangered flora and fauna should continue, with fish and wildlife habitat management directed toward reaching and maintaining a natural population balance without habitat modification.
4. Recreation offering experiences emphasizing natural, quality wildland rather than man made attractions.
5. Study and evaluation of roadless and undeveloped areas for possible addition to the wilderness preservation system and for dispersal of recreation to lessen pressures for facilities in designated wilderness areas.

Nacimiento

The Open Space category has been applied to much of the land owned by Monterey County Flood Control and Water Conservation District, as well as to areas previously designated as open space in the Oak Shores, Heritage Ranch and Lake Nacimiento Resort specific plans. Some of these lands are now located outside the village reserve lines. The intent of retaining these areas in Open Space is not only to preserve portions of the watershed, but to provide areas for passive recreational uses such as primitive campgrounds, riding and hiking areas and picnic areas. The north shore portion of the Lake Nacimiento Resort development is included within the Open Space category. Retaining these various areas in open space will maintain the rural and scenic qualities which make the lake such a desirable recreational facility. The locations of facilities to be provided in these areas are indicated on Figure 1 and the intensity of development is discussed under "Recreational Services" in Chapter 3.

In addition to the above areas, several Bureau of Land Management parcels have been included in the Open Space category. These properties should remain under the ownership and administration of the BLM.

The portion of the Janeway property owned by Monterey County and lying south and west of the South Shore area is to be retained in public ownership. This parcel is a valuable undeveloped area proposed as a wilderness park.

Salinas River

The southern portion of the Salinas River sub-area includes public lands within the Los Padres National Forest. These lands are managed by the Forest Service, part of the U.S. Department of Agriculture. These public lands are designated in the Open Space land use category.

Commercial Retail

Las Pilitas

Commercial uses (including a small grocery store, tavern, service station, antique store, dance hall and recreational vehicle park) presently exist at “Rinconada Corner” at the intersection of Santa Margarita Lake and San Jose Santa Margarita Mountain Roads. These uses are primarily oriented to the Santa Margarita Lake recreation area but also provide limited commercial needs to the scattered rural residences throughout the area. There are also some full time residents in the recreational vehicle park. The commercial activity should be confined to a compact node near the intersection rather than strung out along the approach to the lake entrance gate and the businesses should be related to the recreation area. The existing uses should be upgraded to provide a better visual entrance to the area, setting the tone for a pleasing experience in the adjacent recreational lands. Properties designated Commercial Retail should also be included in the specific plan cited previously for the nearby Recreation area.

Other minor commercial uses in the Las Pilitas sub-area are found in the Pozo Village. Due to low demand and low population projections, the residents will continue to travel to communities outside the Las Pilitas sub-area to satisfy their daily convenience and service needs.

Nacimiento

The only existing commercial use outside of the proposed village reserve lines is located at the intersection of Bee Rock and Interlake Roads. The site is envisioned to remain a compact convenience center of a “country store” nature, oriented toward serving the recreation visitor and the local rural population. The areas designated Commercial Retail within the village reserve lines will be adequate to meet the needs of the Nacimiento sub-area for the foreseeable future.

The Commercial Retail category applies to approximately 3 acres located near the intersection of Oak Shores Drive and Lynch Canyon Drive at the north entrance to Oak Shores Village. Allowable uses will be limited to: food and beverage retail sales, general merchandise stores, service stations, and offices (real estate offices only), in addition to the existing gatehouse (Amended 1991, Ord. 2498).

Salinas River

The only area designated Commercial Retail outside of the urban or village reserve lines is located along the west side of Highway 101 north of Paso Robles, shown in Figure 4-8. The area is at the southerly end of the Commercial Service areas along Highway 101 extending to the north side of Wellsona Road. This area was recognized as commercial because of long standing commercial zoning and few other uses suitable for the immediate highway corridor. Low traffic-generating highway and tourist uses are the most appropriate for this rural location.

Commercial Service

Salinas River

Most of the Highway 101 corridor extending from a point midway between Stockdale and Exline Roads to the north side of Wellsona Road is designated for Commercial Service uses, shown in Figure 4-4. The plan recognizes the long standing commercial zoning of the area and that the highway and railroad frontage areas are not very desirable or suitable for either residential or agricultural uses. The area contains scattered existing commercial uses including the truck stop at Wellsona Road, several wrecking yards on both sides of the highway just north of Exline Road, and miscellaneous commercial uses taking advantage of highway frontage locations.

Free standing identification signs should be installed along Highway 101 alerting highway travelers of the availability of highway services rather than allowing proliferation of large on site signs competing with one another. Before commercial areas are appreciably expanded, more attention needs to be given to providing safer ingress and egress at highway intersections.

It is desirable to segregate types of commercial uses along the long highway corridor into highway services for the convenience of travelers and other users and heavy commercial use areas. The location of existing uses could be used as a guide. For example, truck stop facilities at Wellsona Road are oriented to travelers' services, while wrecking yards and other heavy commercial uses such as storage and warehousing are located in the Monterey and Exline Road areas. New uses should reflect this pattern between areas, and the potential for traffic generation should be minimized by the types of uses allowed. Project design should incorporate generous setbacks, landscaping that screens parking and outdoor use areas, and quality building design.

Wellsona Area Planning. The Wellsona area generally encompasses land between Paso Robles and San Marcos Road. Over 160 acres of Commercial Service land are designated along Highway 101 in this area. Commercial development could attract significant vehicle trips from other areas for services as well as employment. Three intersections with Highway 101 eventually will be impacted by increased traffic and would need the construction of interchanges, which is an expense that the expected type of development will not afford. The variety of uses is limited by planning area standards as a measure to minimize traffic impacts. Another approach to minimizing future vehicle trips would be to plan for residential uses to balance the existing amount of commercial land, and provide a broader mix of commercial uses for local residents. Such planning would be oriented to providing a local market or customer base for the commercial area and the financial ability to pay for highway interchanges.

It would be premature to change the plan for the area without a detailed analysis. One option that may be appropriate for planning a balanced community and financing the infrastructure would be for the property owners to request a specific plan that would prepare detailed analysis of development opportunities and constraints, and present a

financing plan for necessary services and facilities. A specific plan is defined in California Administrative Code, Section 65450. Major topics for a specific plan should include but not be limited to the following:

1. Analysis of proper relationships and ratios between different land uses that will provide a balance between commercial business attraction and housing for employment and consumer markets.
2. Full and thorough environmental analysis of environmental and service constraints for development and its potential impacts.
3. Correlation of residential uses with other public open space, recreation, community services, daily shopping needs and job-generating areas.
4. Adequate densities and proximity of uses to each other to minimize vehicle trips and to facilitate alternative transportation between different functional areas.
5. Phasing of necessary community infrastructure and services with a financial plan.
6. A design for distinct focal points to define related community functions and needs and to minimize a continuous highway frontage.

Wellsona Area Capacity. The commercial and industrial areas north of Paso Robles increase 300 percent before reaching their build-out capacity. The area has the potential to prepare a specific plan for a new town that would support residential, commercial and industrial development integrated with its infrastructure and services needs. The area is discussed in more detail in the sections on the Residential Suburban, Commercial Retail and Commercial Service categories.

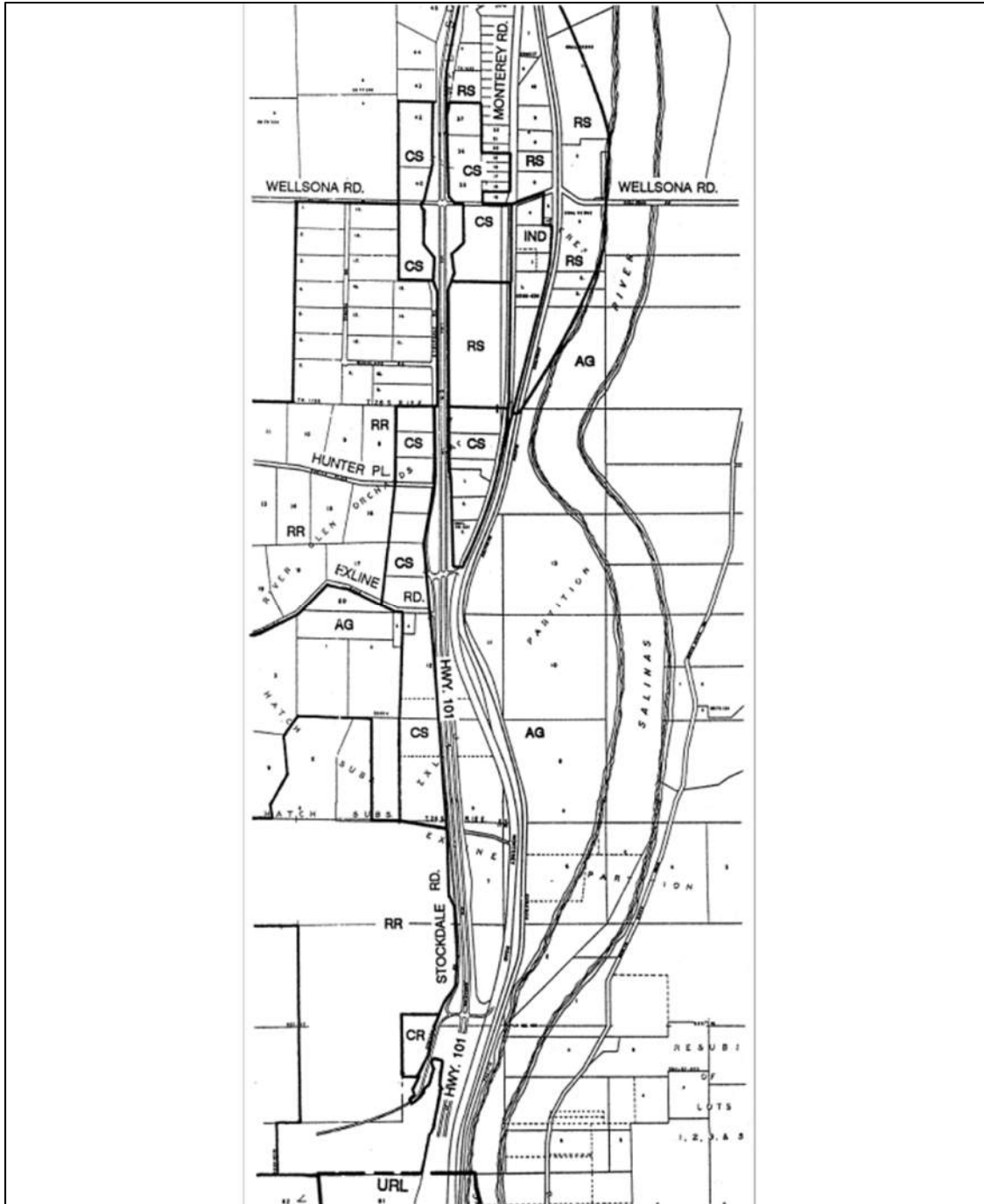


Figure 4-4: Rural Commercial Retail and Commercial Service Areas

Industrial

Salinas River

A small rural industrial area is located between Monterey Road and the Southern Pacific Railroad south of Wellsona Road, shown in Figure 4-4. Uses should be low traffic generating and land-extensive in recognition that the area is isolated from urban areas and services and near a Highway 101 intersection that has limited capacity.

Public Facilities

Adelaida

One of the principal functions of local government is providing public services as needed by the population served. For the purposes of the Land Use Element, only public services and facilities that directly affect land use (and are publicly managed) are considered; however, no additional public facilities are proposed in the Adelaida sub-area.

Existing public facilities include: the Adelaida Public Cemetery; the Las Tablas fire station and Rocky Butte lookout operated CDF; the Lincoln School, operated as a community building by the Paso Robles Unified School District; and the Camp Roberts Military Reservation. Camp Roberts is operated by the state as a “federal mobilization station” used primarily for National Guard training, with other uses including equipment and maintenance operations, training, and U.S. Army satellite communications. The camp employs over 200, mostly civilians also in National Guard reserve. Most of the camp is in Monterey County; though most employees live in San Luis Obispo County in Atascadero.

If any portion of Camp Roberts reverts to private ownership in the future, an LUE amendment will be required to remove the Public Facility category and designate the property Agriculture, in recognition of the land’s potential for sustaining grazing and other more intensive agricultural uses. Because of the lack of public services in the surrounding area, Camp Roberts is inappropriate for intensive residential development. Any proposed use of Camp Roberts by the federal or state government that would increase residential uses within the military reservation, or the surrounding area, should not be implemented until the federal or state government has made adequate provisions, including entering appropriate contracts with the County for providing and funding additional, necessary public services.

Salinas River

Existing public facilities include the Santa Margarita booster water pumping station and the cemeteries near San Miguel and Santa Margarita. Santa Margarita Booster Pumping Station, located at the base of Cuesta Grade, supplies water from Santa Margarita Lake to the city of San Luis Obispo as well as the California Men’s Colony and Camp San Luis Obispo.

4.6 Land Use Programs

“Programs” are specific, 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 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.

Note: Many of the goals, policies, and programs in this plan apply only within certain North County sub-areas. Figure 1-1 should be referenced to determine the applicability of a goal, policy, or program to a specific parcel or region in the North

The Community/Village Plans (LUCE Part III) contain land use programs for the North County’s village and urban areas. Chapter 7 of this plan contains land use programs that apply within the Atascadero and Paso Robles URLs.

Areawide

The following programs are established for the identified sub-areas, as applicable (refer to Figure 1-1):

1. BLM Lands, Adelaida. Lands in Bureau of Land Management (BLM) ownership should continue to be retained and administered by the federal government.
2. Los Padres National Forest, Los Padres. The existence of the Forest Service programs is acknowledged. Any proposed changes in these programs should be submitted to the County and affected property owners for review.
3. Agricultural Preserves, El Pomar-Estrella. The County Department of Planning and Building should continue to encourage owners of eligible land to participate in the agricultural preserve program.
4. Agricultural Use Disclosure, El Pomar-Estrella. The County Department of Planning and Building should continue to work with the public, including real estate professionals, to ensure that property buyers receive a transfer disclosure statement declaring the County policy to protect and encourage agricultural operations.
5. Agricultural Compatibility, El Pomar-Estrella. The County Department of Planning and Building should consider proposing an amendment to the Real Property Division Ordinance (Title 21 of the County Code) that would require a finding for new land divisions adjacent to land in the Agriculture category that the proposed division: (1) is compatible with any existing agricultural operations, and (2) does not adversely affect the agricultural potential on adjacent lands.
6. Agricultural Economic Study, El Pomar-Estrella. The County Agricultural Commissioner’s Office should contract with qualified professionals to prepare an in-depth economic study of the feasibility of maintaining and enhancing local marketability of local agricultural products. The study may include specific recommendations for modifications to the land use review process.

7. **Transferable Development Credits (TDCs), El Pomar-Estrella.** The County Department of Planning and Building should encourage property owners to utilize TDCs as appropriate, if TDCs can be established as a workable tool to implement the land use policies for the planning area.
8. **Density Reduction, El Pomar-Estrella.** The County Department of Planning and Building should develop incentive programs for owners of multiple contiguous properties who desire to reduce development potential through voluntary lot mergers or other appropriate measures.

Agriculture

The following land use program applies to parcels designated Agriculture:

9. **Agricultural Ownership Enlargement, El Pomar-Estrella.** The County should encourage addition of parcels to existing agricultural ownerships through such means as the agricultural preserve program and other appropriate specially funded programs that may become available.

Recreation

The following land use programs apply to parcels designated Recreation:

10. **Santa Margarita Lake Specific Plan, Las Pilitas.** The County General Services Department should work with the Planning and Public Works Departments to prepare a specific plan for the Santa Margarita Lake watershed area (including the commercial retail areas adjacent to the lake), to identify:
 - Appropriate levels of use and measures to reduce environmental and human hazards to lake water quality;
 - Proposed methods for allowing financially self-supporting recreational use of the lake and surrounding lands while protecting water quality;
 - Feasibility of a downstream terminal reservoir to enable contact water sports at the lake.
11. **Public Campgrounds, Las Pilitas.** The County General Services Department should work toward establishing public camping facilities, including both permanent and temporary facilities.
12. **Trails, Las Pilitas.** The County Public Works and General Services Departments should work with affected state and federal agencies to investigate the feasibility of establishing a riding and hiking trail system on public lands to link public and private recreational areas and related commercial uses.
13. **Public Lands, Nacimiento.** The County should work with other affected agencies to prepare implementation plans delineating compatible uses, levels of activities, and appropriate levels of service for public lands within the Recreation land use category.

Open Space

The following land use program applies to parcels designated Open Space:

14. **Wilderness Park, Nacimiento.** The County should work with Monterey County Flood Control and Water Conservation District to develop plans for a wilderness park with appropriate passive recreational uses.

Residential Rural

The following land use programs apply to parcels designated Residential Rural:

15. **North of Towne Creek, Nacimiento.** The County should encourage consolidation of separate holdings through the use of cluster development methods to locate the best areas for septic system use, coordinate interior streets, and provide common open and lake access areas.
16. **West Paso Robles Area, Salinas River.** Work with the city of Paso Robles to jointly prepare a drainage plan and implementation program.

Rural Lands

The following land use programs apply to parcels designated Rural Lands:

17. **Bureau of Land Management.** Lands in BLM ownership should be retained in public ownership, and the Bureau of Land Management should work with the County to prepare plans for determining and implementing appropriate levels of passive recreational use.
18. **Public Lands, Shandon-Carrizo.** Lands in BLM ownership should be retained and administered by the federal government except where property trades are mutually beneficial for consolidating both public and private land holdings.

Table 4-2: Schedule for Completing Land Use Programs

Program Title	Responsible Agencies	Potential Funding	Priority ¹	Timeframe ²
Areawide				
1. BLM Lands	N/A	Unspecified		
2. Los Padres National Forest	N/A	Unspecified		
3. Agricultural Preserves	Co. Planning	County	High	On-going
4. Agricultural Use Disclosure	Co. Planning	County	High	On-going
5. Agricultural Compatibility	Co. Planning	County	High	Short-term (2005)
6. Agricultural Economic Study	Co. Ag Commissioner	CalTrans	High	Short-term (2005)
7. Transferable Development Credits	Co. Planning	Property Owners	Medium	On-going
8. Density Reduction	Co. Planning	Property Owners	Medium	On-going
Agriculture				
9. Agricultural Ownership Enlargement	County	Unspecified		
Recreation				
10. Santa Margarita Lake Specific Plan	Co. General Services, Planning, Public Works	Unspecified		
11. Public Campgrounds	Co. General Services	Unspecified		
12. Trails	Co. General Services, Public Works	Unspecified		
13. Public Lands	County	Unspecified		
Open Space				
14. Wilderness Park	County	Unspecified		
Residential Rural				
15. North of Towne Creek	County	Unspecified		
16. West Paso Robles Area	County	Unspecified		
Rural Lands				
17. Bureau of Land Management	N/A	Unspecified		
18. Public Lands	N/A	Unspecified		

Notes:

1. Priority listings are the relative importance within each timeframe: low, moderate, or high.
2. For Salinas River sub-area programs, timeframes are from the date of adoption of the Salinas River Area Plan Update (1/2/96).

This page intentionally left blank.

Chapter 5: Circulation Element

5.1 Introduction

This chapter is the Circulation Element for the North County planning area. It reflects the countywide goals and policies for transportation that are in Framework for Planning (LUCE Part I). This chapter contains programs to implement those goals and policies. Chapter 7 lists road improvements and circulation programs that apply within the Atascadero and Paso Robles URLs. The Community/Village Plans (LUCE Part III) contain circulation programs for planning area's urban and village areas.

Land use and transportation planning support each other and need to be closely linked. The planned circulation system – roads, pedestrian routes, bikeways, equestrian trails, and other means of transportation – needs to take into account the planned amount and location of future development. At the same time, planning for future development must consider transportation needs and capacities. Accordingly, this element describes existing and proposed major transportation routes and public facilities that are closely coordinated with the anticipated land use pattern.

5.2 Major Issues

Countywide circulation issues, such as increased traffic congestion and insufficient transportation funding, are described in Framework for Planning. This section describes some of the key circulation issues in the Nacimiento and Salinas River sub-areas.

Note: The discussion of land use and circulation issues contained within this document is current as of the original adoption date or last major update of the seven former North County area plans. These dates are listed

Nacimiento Sub-area

Nacimiento Drive

Identified problems with the existing road system of the Nacimiento sub-area are most significant with respect to the peak period congestion of Nacimiento Drive, and the substandard and confusing parcel access network on the south shore of the lake. Nacimiento Drive frequently becomes dangerously congested during peak use summer holiday weekends, particularly over Godfrey Grade between Chimney Rock Road and Heritage Ranch, and has been recommended for improvement from Paso Robles to the lake. The existing south shore access network is a chaotic array of competing road systems lacking dedicated rights of way and improvements along their entire lengths. Inadequate roads, in part, have caused the County to deny land division applications in this area. In order for the area to develop to its maximum potential (in accordance with the standards for land divisions and other standards in the Land Use Ordinance) the southern portion of Running Deer Road and the proposed alignment of Lakeview Drive should be improved to the recreation collector standard.

The capacity of Nacimiento Drive is estimated to be approximately 6,000 – 8,000 average daily trips (ADT) (Source: Regional Transportation Plan studies). Traffic counts indicate the traffic volume to presently be approximately 1,600 - 2,700 ADT, or about 1/3 of the roadway capacity. However, significant problems are associated with the peak period

congestion during summer holiday weekends including extremely slow traffic and numerous accidents.

If development occurs to the levels projected for Oak Shores, Heritage Ranch and Lake Nacimiento Resort, the traffic levels could reach as high as 70,000 ADT, far above the roadway capacity. Based on permanent residents, Lake Nacimiento Drive could be expected to reach maximum capacity when the sub-area population reaches approximately 2,500. However, because of the peak seasonal population already experienced, the roadway is estimated to be at Level of Severity III. More detailed traffic studies should be undertaken to develop a program for road improvement as recommended in Section 5.7 (circulation programs).

Lakeview Drive

This proposed road would eventually encircle Lake Nacimiento, traversing Heritage Ranch, Oak Shores and the South Shore area on both existing and future alignments. Since completion of the route is not foreseen within the term of this plan, the proposed roadway is not shown on the maps in this plan (see previous Lake Nacimiento/San Antonio General Plan for general location). Present road alignments included in the route are Lake Nacimiento Drive, existing portions of Lakeview Drive, Running Deer Road, Oak Shores Drive and Bee Rock Road. Though sub-area growth rates indicate that the greatest needs for the entire Lakeview Drive loop system will not be experienced with the term of this plan, construction of this road should be based on a combination of user generated revenues and as requirements of developments. Maintenance responsibilities should be assumed by the County when the road is opened for through public circulation.

An issue relating to the construction of Lakeview Drive is the present status of that route as a private road within Heritage Ranch. In June, 1972, the original developer of Heritage Ranch executed an agreement with the County that designated Lakeview Drive a private road for a period of six years, at the end of which the road would become part of the County public road system. A gatehouse and guard, which restricted entry for all but Heritage Ranch residents, enforced the private road status for that six year period. On December 26, 1978, the Board of Supervisors allowed the gatehouse to be retained for an additional five years (until December 1983) or until the Board of Supervisors determines that the road is needed for circulation and accepts it into the County system under the presently existing offer of dedication.

A similar situation exists for Lakeview Drive through Oak Shores. This road will remain private until needed for areawide circulation, and accepted into the County system under the offers of dedication.

Salinas River Sub-area

A number of potential problems are associated with the state highways and major local routes in the Salinas River sub-area. One is the projected increase in traffic on Highway 101, which may reach unacceptable traffic levels before 2005. Associated with this projected traffic, access to Route 101 at the major concentrations of traffic along the corridor will become more difficult. Thirteen interchanges in this area have one or more existing configuration deficiencies. Of these, five interchanges in the north county cities are projected to require major modification and/or expansion.

As a result of increasing traffic volumes and minimal passing opportunities on Route 41 West, Caltrans is considering programming several passing lanes from the western city limits of Atascadero to Morro Bay.

Regarding major local routes, the city of Paso Robles is projected to experience significant growth east of the Salinas River. The impact of projected growth on such major arterial streets as Creston Road may be significant due to their limited existing capacity. Within Templeton, the Templeton Circulation Study monitors traffic patterns annually. The study projects capacity situations on North Main Street, Ramada Drive, Theater Drive, Las Tablas Road and Vineyard Drive.

5.3 Policies and Objectives

Two of the former North County area plans (El Pomar-Estrella and Salinas River) contain policies and objectives to implement countywide circulation goals within those sub-areas areas (refer to Figure 1-1):

Salinas River Sub-area Circulation Issues and Objectives

Note: Many of the goals, policies, and programs in this plan apply only within certain sub-areas of the North County planning area. Figure 1-1 should be referenced to determine the applicability of a goal, policy, or program to a specific parcel or region in the North County planning

The following issues and objectives apply to the Salinas River sub-area (refer to Figure 1-1):

1. **Roadway Capacities.** Population and economic growth that occurs with the land use plan will require major increases in the capacities of roadways throughout the area if the rate of vehicle usage continues to increase.

Objectives:

- a. Circulation systems should provide convenient access to destinations by a variety of transportation modes.
- b. Utilize transportation system and demand management to develop various means of reducing traffic increases and conflicts, which can reduce the need for roadway capacity improvements.
- c. Monitor roadway capacities utilizing the criteria contained in the resource management system, and evaluate alternative transportation improvements equally with road construction projects.
- d. Encourage economic development in North County to reduce intra-county commuting.
- e. Design necessary road and street expansions to include measures to minimize the amount of paved surface and retain the open visual character of the local area.
- f. Circulation routes in new development should be designed to provide direct, convenient and safe access to destinations. Circuitous streets that impede pedestrian, bike and transit use should be avoided. Design and maintain roads and streets to expedite the safe and efficient movement of commodities and products around and through the county.

2. **Transit Planning.** The pattern of development along the Highway 101 corridor will require planning for a public transit system.

Objectives:

- a. Plan where appropriate for residential development at higher densities near major employers so that transit will be convenient to more people.
 - b. Plan for a mix of fixed-route bus and door-to-door dial-a-ride services.
 - c. Support the use of rail and air services, and study the long-range feasibility of a regional light rail system
3. **Financial Capability.** Construction and maintenance of the roadway system will become more expensive, while the financial capability of local, state and federal governments may face difficult limitations.

Objectives:

- a. Give high priority to and pursue funding of low-cost projects to improve traffic flow and make the fullest use of existing facilities.
- b. Develop a funding strategy which supports regional and local transportation needs.

El Pomar-Estrella Circulation Policies

The following policies apply to the El Pomar-Estrella sub-area (refer to Figure 1-1):

1. Plan for safe road crossings for pedestrians, bicycles, horses and agricultural equipment.
2. Plan and maintain adequate right-of-way widths on roads and bridges for pedestrians, bicycles, horses and agricultural equipment.
3. Establish equestrian, bicycle and pedestrian paths both along and independent of existing and new roads.
4. Maintain adequate levels of service and pavement conditions on public roads.
5. Require new development to adequately and safely accommodate anticipated traffic volumes and drainage.
6. Encourage formation of Community Service Districts, Assessment Districts, or other tax assessment areas to provide maintenance of rural roads within older subdivisions and in other areas with privately maintained roads.
7. Work with the cities of Paso Robles and Atascadero to address regional transportation planning issues and to plan for circulation and trail improvements between the cities and the sub-area.
8. Discourage single-occupant vehicle trips, and encourage uses that will reduce the need for and/or the length of vehicle trips.

9. Plan for safe road crossings for pedestrians, bicycles, horses and agricultural equipment.
10. Plan and maintain adequate right-of-way widths on roads and bridges for pedestrians, bicycles, horses and agricultural equipment.
11. Establish equestrian, bicycle and pedestrian paths both along and independent of existing and new roads.
12. Maintain adequate levels of service and pavement conditions on public roads.
13. Require new development to adequately and safely accommodate anticipated traffic volumes and drainage.
14. Encourage formation of Community Service Districts, Assessment Districts, or other tax assessment areas to provide maintenance of rural roads within older subdivisions and in other areas with privately maintained roads.
15. Work with the cities of Paso Robles and Atascadero to address regional transportation planning issues and to plan for circulation and trail improvements between the cities and the sub-area.
16. Discourage single-occupant vehicle trips, and encourage uses that will reduce the need for and/or the length of vehicle trips.

5.4 Roads

The circulation system is planned to accommodate anticipated traffic along existing roads and new routes as development occurs. The Land Use Element recommends construction of sufficient access to new developments, as well as upgrading existing routes. Transportation in the planning area will likely continue to be automobile based, but alternatives such as transit, bikeways and inter-regional air traffic should be important parts of the areawide system to divert trips from roadways. The Regional Transportation Plan, which is adopted by the San Luis Obispo Council of Governments, contains detailed information concerning the existing size, capacity and traffic volumes of major highways, streets and roads.

Existing public roads are classified as Principal Arterials, Arterials, Collectors and Local Streets (the Land Use Element maps show the functional road classifications). Road improvement and maintenance is required for development and proposed land divisions by the County Land Use Ordinance, County Real Property Division Ordinance and applicable planning area standards. Since CDF road construction standards apply areawide, the general absence of planning area standards pertaining to road construction requirements and specifications in Article 9 of the Land Use Ordinance (Chapter 22.92) is intended to defer to Land Use Ordinance and CDF requirements at the time of road construction.

Principal Arterials

Following is a list of the principal arterial roadways within the North County planning area:

- **Highway 101.** The section of Highway 101 from the Monterey County line to the Cuesta Grade is the primary north-south arterial in the planning area. Caltrans has proposed some modifications to the roadway in order to increase safety (i.e., widened traffic lanes, a truck lane, etc.). Proposed improvements should be carefully reviewed to minimize possible environmental impacts.
- **State Highway 46 (West).** This is a main route serving as a link between Highways 101 and 1. Travel on this highway is characterized by high seasonal peaks due to tourist related traffic. The present facility should be able to accommodate this traffic level with only minor improvements.
- **State Highway 46 (East).** This is the major transportation link between San Luis Obispo County and the San Joaquin Valley. Seasonal tourist traffic in the summer contributes significantly to the volume on the corridor, which is highly directional during peak weekends. To ensure that projected increases in traffic volumes do not exceed the desired level of service for rural highways, Caltrans is widening Highway 46 to four lanes.
- **Highway 41.** This highway traverses the county in a northeast direction from Morro Bay to Shandon. It is located entirely within the North County planning area, except for a section in the Coastal Zone.
- **Highway 58.** This highway runs northeast from Highway 101, through Santa Margarita, and then southeast into Kern County.
- **Highway 229.** This highway is located entirely within the North County planning area. It runs from Highway 58 north to Highway 41, through the Creston village area.

Arterials

Arterial roads within the North County planning area include:

- **Lake Nacimiento Drive and Interlake Road.** These roads (portions of which are designated as State Scenic Highways) are the major arterials providing access to and through the Nacimiento sub-area. Lake Nacimiento Drive connects to Adelaida Road outside of Paso Robles; on the north it connects to Monterey County Road G 14, and on to U.S. 101 at Bradley. Interlake Road intersects Nacimiento Drive south of the county line and continues north around Lake San Antonio to the Bradley Jolon Road at Lockwood.
- **Creston Road (west of South El Pomar Road).** This segment of Creston Road is located in the El Pomar-Estrella sub-area.
- **La Panza Road (west of Penman Springs Road).** This segment of La Panza Road is located in the El Pomar-Estrella sub-area.
- **Union Road (west of Penman Springs Road).** This segment of Union Road is located in the El Pomar-Estrella sub-area.

Collectors

Collector roads within the North County planning area include:

- **Bee Rock Road.** This road will eventually be improved to Recreational Collector Standards as part of Lakeview Drive.
- **Running Deer Road.** The northern section of this road will become a portion of Lakeview Drive. The southern portion is also to be developed to Recreational Collector standards and will connect to Lime Mountain Road.
- **Lakeview Drive.** As of the adoption of the Nacimiento Area Plan in September 1980, Lakeview Drive was a private road within Heritage Ranch. As described in the next section, this road would eventually encircle Lake Nacimiento, traversing Heritage Ranch, Oak Shores and the South Shore area on both existing and future alignments.
- **Heritage Ranch collectors.** There are several collector roads, proposed and existing, which will be needed to provide access to the various development clusters. Heritage Ranch Road is a partially constructed connection between Lake Nacimiento Resort and Heritage Ranch.
- **Oak Shores collectors.** There are several collector roads, proposed and existing, which are to provide access to the developments. They are to be designed in loops and connected to the major arterial loop.

Rural Collectors

In addition to the collectors listed above, several roads are designated rural collectors, indicating they collect and channel traffic to arterials. As shown below, these rural collectors are located in the Adelaida, Las Pilitas, and Los Padres North sub-areas:

Table 5-1: North County Rural Collectors by Sub-area		
<u>Adelaida</u>	<u>Las Pilitas</u>	<u>Los Padres North</u>
<ul style="list-style-type: none"> • San Marcos Road • Chimney Rock Road • Adelaida Road • Peachy Canyon Road • Mountain Springs Road • Vineyard Drive • Klau Mine Road • Cypress Mountain Drive • Santa Rita Old Creek Road 	<ul style="list-style-type: none"> • Pozo Road • Park Hill Road 	<ul style="list-style-type: none"> • Santa Margarita Mountain Road • Pozo-Hi Mountain Road

Local Streets

New local streets will be needed as areas with suburban-sized lots develop. Many locations lack adequate local streets, especially older tracts where roads exist on private property or easements. Some areas are served by a single access point, which does not provide secondary or emergency access in the event of road closure. Most private roads are not maintained by any agency or association and many are in disrepair. Adequate equestrian, pedestrian and bicycle passage typically is not provided. Local streets should

be constructed with adequate alignments for all uses in these areas as new development occurs, and long-term maintenance and other needs should be addressed.

5.5 Road Improvement Projects

The following sections identify major improvements as the land uses envisioned by this plan develop along with growth in Atascadero, Paso Robles and the larger area. The circulation plan maps show functional classifications of existing and proposed roads within the planning area. Improvements will be required with proposed land divisions by the County Real Property Division Ordinance and planning area standards.

The Resource Management System (RMS), through the annual Resource Summary Report, identifies the necessary timetables for making road improvements with timely funding decisions. It also describes procedures for revising Land Use Element policies if timely funding decisions cannot be reached. The RMS utilizes a level of service “C” in rural areas, which begins at 33 percent of capacity, and level of service “D” in urban areas, which begins at 58 percent of capacity, to identify the threshold at which traffic congestion is of concern. The annual report utilizes an analysis by the Public Works Department to identify those roads nearing or exceeding capacity. The Final Environmental Impact Report for the 1995 Salinas River Area Plan update identifies existing traffic and capacities for major roads in the Salinas River sub-area. Improvement standards are more specifically shown in the Public Works Department’s “Standard Improvement Specifications and Drawings.” Funding decisions for road improvements will consider the feasible use of County general funds, state and federal grants and funding sources, and development fees.

The following are major proposals for the road system that is shown on the LUE circulation maps. The listed order does not imply any priority.

Principal Arterials

Highways 101, 41, 46 and 58 serve as the area’s principal arterials, with the function to carry traffic on trips connecting population centers. This section describes anticipated improvements to these roadways.

1. Highway 101. The following improvements are anticipated in the North County planning area:
 - a. Conduct a major investment study of the Highway 101 corridor to identify and evaluate the full range of feasible alternatives for relieving traffic congestion in conformance with the requirements of the Intermodal Surface Transportation Efficiency Act of 1991. This study should identify methods, feasibility and costs of accommodating future travel through the use of alternative transportation modes, parallel and alternative routes, operational improvements and/or widening to six lanes and modifications to related infrastructure.
 - b. On Cuesta Grade, construct truck lanes and other improvements as based on environmental and engineering analysis with additional review of a runaway escape lane.
 - c. At the Route 58 interchange near Santa Margarita, widen the bridge at the existing northbound on-ramp and extend the on-ramp.

- d. Provide highway planting in the right-of-way through Templeton.
 - e. At Wellsona Road, northbound and southbound, provide or extend: left turn pockets, median acceleration lanes, and deceleration lanes.
 - f. Implement the adopted Highway 101 corridor improvements for the planning area in accordance with the findings and recommendations of the major investment study as prepared by SLOCOG.
- 2. Highway 41. Improve alignments and sections between Atascadero and Morro Bay with passing lanes and channelization. Realign Highway 41 through Atascadero from El Camino Real and across the Salinas River. Improve the sections from Shandon to Kern County as necessary.
 - 3. Highway 46. Highway 46 West will be maintained as is west of Highway 101. East of Highway 101, it will be expanded to a four lane divided highway from Route 101 to Branch Road; from there provide additional passing lanes and operational improvements.
 - 4. Highway 58. In Santa Margarita, realign the highway to intersect with El Camino Real and the railroad at a point outside the urban area. At the Highway 58 interchange near Santa Margarita, expand and improve the interchange to a full diamond standard and provide improved access to Tassajara Creek Road. Within the Shandon sub-area, construct minor road improvements on Highway 58 including shoulder and culverts as necessary.
 - 5. Highway 58 and El Camino Real. Widen the roadway shoulder from Atascadero to Route 58. Highway 58 (El Camino Real) in Santa Margarita should be improved from the Highway intersection with El Camino Real to Wilhelmina Avenue as shown in Figure 5-1. The median strip should use low water-consuming plants and should not be constructed until there is adequate water available and upon the agreement of an appropriate agency to assume maintenance.

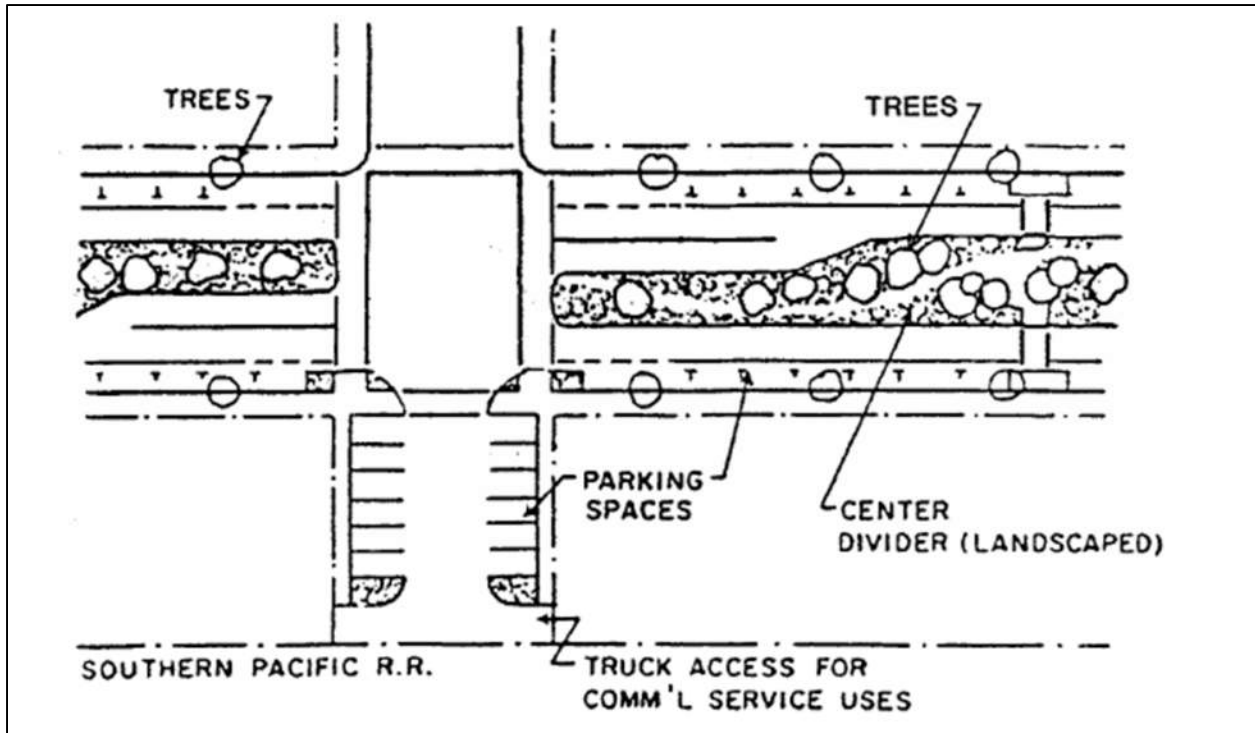


Figure 5-1: El Camino Real Parkway - Santa Margarita and Templeton

Arterials

The functional purpose of arterial roads is to carry traffic between principal arterial roads, centers of population, and to serve large volumes of traffic within an urban area or rural area. Several roads shown as existing arterials in the rural area are being used for this purpose. Improvements will be needed to achieve County standards in addition to making the proposed realignments and extensions shown on the circulation plan map. Road improvements that can link Paso Robles, Templeton and Atascadero will need to be considered as important alternatives to widening Highway 101.

1. Airport Road. Extend from Creston Road to the boundary of the El Pomar-Estrella sub-area.
2. La Panza Road. Widen for 3 miles south of State Hwy. 41; make minor alignment and grade improvements near junction State Hwy. 41.
3. Highway 41. Within the boundaries of the El Pomar-Estrella sub-area, widen pavement and shoulder and correct poor alignments.
4. Paso Robles Parkway. Construct a parkway loop road around the eastern city limits, beginning at the Highway 46 West interchange east to an intersection with Creston Road, then north to a proposed Airport Road/Highway 46 interchange, then north along Airport Road, and west to a new interchange at Highway 101.
5. Lake Nacimiento Drive and Interlake Road. These roads are intended to be upgraded to the Recreational Arterial standard to increase capacity for accommodating existing and future traffic volumes. Lake Nacimiento Drive is scheduled to be improved from Paso Robles to the lake. Those roads should be

improved to the recreation arterial standard, and where topography allows, they should be constructed as four lane parkways through the village areas. Financing improvement to these roads should be based on user revenues obtained through an assessment district, of the consolidated County service area, or from a financial pool maintained by the developers, rather than being general County expense.

Collectors

Collector roads or streets function to enable traffic to move between minor roads or streets and arterial roads or streets.

Wellsona Area

These following improvements are proposed within the Wellsona area:

1. Wellsona Road. Near Highway 101, widen roadway.
2. San Marcos Road. Realign the intersection of San Marcos and Wellsona Roads and pave Wellsona Road to Highway 101.
3. Monterey Road. Extend to connect with Spring Street in Paso Robles at the existing Spring Street on-ramp.
4. Stockdale Road. Extend to connect with Villa Lots Road in Paso Robles.

El Pomar-Estrella Sub-area

The following improvements are proposed within the El Pomar-Estrella sub-area:

5. Creston Road. Construct intersection operational improvements where warranted.
6. El Pomar Drive. Construct operational improvements where warranted.
7. Geneseo Road. Repair “Arizona-style” crossing at Huerhuero Creek.
8. Templeton Road. Construct one-mile alignment upgrade along north end and intersection operational improvements where warranted.
9. Palo Prieto Road. Replace existing bridge Number 1 near Cholame.

Las Pilitas Area

The following improvements are proposed within the Las Pilitas sub-area:

10. Pozo Road. Improve to rural collector standards with bicycle lanes to Santa Margarita Lake Road.
11. Park Hill Road. Improve to rural collector standards to accommodate local traffic.

Los Padres North Area

The following improvements are proposed within the Los Padres North sub-area:

12. Santa Margarita Mountain Road. Improve to rural arterial standards between Pozo and La Panza/Highway 58.
13. Pozo-Hi Mountain Road. Relocate the right of way to the alignment previously used by the County. The County and the U.S. Forest Service should work in a cooperative effort to complete the relocation and return the land to its natural state when possible. Hi Mountain Road should be maintained so that conventional vehicles will be capable of access during at least three seasons.

Adelaida Sub-area

The following improvements are proposed within the Adelaida sub-area:

14. Rural Collectors. Pavement widths from 20 to 24 feet are appropriate except where shoulders are needed for safety or drainage. In hilly areas, appropriate standards should assure proper cut and fill and provision of safe shoulders. Minor improvements to the collectors shown on the LUE maps may be needed for safety as road conditions worsen, development occurs, or recreational traffic increases; however, these roads are generally expected to remain at a lower overall level of improvement.

Local Streets

Local roads and streets function to carry traffic and alternative transportation at low volumes within neighborhoods and non-residential areas. Road improvements, including walkways for pedestrians, will be determined at the project and subdivision review stage consistent with adopted plans and regulations.

El Pomar-Estrella Sub-area

The following improvements are proposed within the El Pomar-Estrella sub-area:

1. Mill Road. Upgrade to provide year-round access (as easement allows).
2. Penman Springs Road. Upgrade to provide year round access across Huerhuero Creek.

5.6 Other Means of Transportation

Bikeways

A goal of this plan and the County Bikeway Plan is to provide a framework for establishment of a safe and efficient bikeway system. Planned projects should not only include the construction of bikeways, but also consider the installation of facilities such as bike racks, bike lockers, bike and ride racks, signs, showers, the creation of bike maps and safety and education programs. The County Bikeways Plan lists and maps the bikeway system, and includes policies for integrating bike-related facilities within the transportation system.

Objectives

1. Regional Bikeway System. Create an area-wide bikeway system to provide for efficient and safe transportation.

2. **Safe Bikeway Improvements.** Provide safe travel for both the commuter and the recreational rider.
3. **Bike and Ride Service.** Implement and market bike and ride services on all fixed regional transit routes.

Existing and Planned Bikeways

1. Several roads should include Class II bike lanes as part of future improvement projects: Lake Nacimiento Drive, State Highway 46 and Vineyard Drive southeast of Highway 46.
2. Highway 46 should be improved through the El Pomar-Estrella sub-area with Class II bike lanes located in the road right-of-way at the edge of the vehicle lanes. The difficulty of crossing major highways for pedestrians, equestrians, and bicycles in certain locations has led to consideration of the possibility of developing non-vehicular undercrossings.
3. Pozo Road is designated a Class II bikeway from the western edge of the sub-area to Santa Margarita Lake. A Class II bikeway is a “bike lane” within the road right of way at the edge of the vehicle lanes. Recommended bike lane width is four to six feet on each side of the road.
4. Lake Nacimiento Drive is a Class II Bikeway from Paso Robles to the dam. The recommended width of the bike lane is 5 to 6 feet, on both sides of Lake Nacimiento Drive.

Airports

Paso Robles Municipal Airport

The Paso Robles Airport is owned by the city of Paso Robles and provides an important service to commercial and recreational flight as the only commercial airport serving the North County planning area. Public transit currently serves the airport through the Paso Robles Dial-A-Ride system. Land uses surrounding the Paso Robles Municipal Airport are planned to include:

- The existing state youth authority school facility for boys to the west, with the remaining adjacent lands devoted to agricultural uses,
- Industrial uses on the south, north and east sides, and
- Suburban Residential uses and golf course to the east.

Public properties in the northwest and south sector of the airport property have been designated on the airport land use for commercial and industrial leases. The city of Paso Robles continues to promote industrial development adjacent to the airport with the expectation of serving commuter, air-freight and executive based aircraft. In addition, the airport has been designed to accommodate jet air passenger services. In order to protect the future operation of the airport, land uses surrounding the airport must be compatible with airport uses and the Paso Robles Municipal Airport Land Use Plan.

Private Airstrips

Two privately owned airstrips are located in the planning area: the MacGillivray airstrip is classified as a general aviation airport with local area service which is open to public use; the JRK Ranch airstrip is privately used only. Each is comprised of one runway with runway lengths being 3,000 feet for the MacGillivray strip and 2,300 feet for the JRK Ranch strip. No improvements are planned for either facility.

The 1974 Oak Shores Specific Plan proposed an airport with 3,000 foot runway in the northerly portion of the development. If such a facility is constructed, the County Airport Land Use Commission should initiate preparation of an airport land use plan for the airport, and should define the area covered by the Airport Review combining designation.

Trails

Low density development in the planning area is generating a large hiker and equestrian population and a corresponding need for trails. As called for by the County Parks and Recreation Element, a trail system for horse riding and walking needs to be established that will link the major creeks and suburban and rural residential areas to recreation areas and National Forest lands. Trails along Rocky Canyon Road and the Salinas River currently are frequently used for recreation. New trails could be developed on existing road rights-of-way, publicly-owned properties, or privately owned lands that are offered voluntarily.

Off road vehicle, hiking and equestrian trails run throughout the national forest. Some are well identified and marked, while others are more “cross country” oriented. Permitted off road vehicle trails (both two wheel and four wheel) are shown on the 1976 ORV Plan Map developed by the U.S. Forest Service. Restricted off road vehicle use is allowed on approximately 320 acres in San Luis Obispo County. Proposed equestrian and hiking trails are shown in the County Parks and Recreation Element.

Two major trail systems are identified in the planning area: the state hiking and riding trail along the Santa Lucia range and a loop trail encircling Lake Nacimiento. Both trail systems are envisioned to include periodic trailside camps, lookout points, and staging areas. The lake loop trail system could be coordinated with the alignment of Lakeview Drive along much of its route. A network of local trails serving commercial, residential, and recreational areas both in rural areas and within the village areas should be established on public lands and within acquired easements. This local trail network should interconnect with the two major trail systems.

Public Transit

The following discussion applies only within the Salinas River sub-area (refer to Figure 1-1):

A County goal is to provide convenient and timely public transit for all residents. Achieving this goal will reduce air pollution, traffic congestion, parking problems and foreign oil imports. Objectives to meet these goals include the following:

1. Increase service levels. Develop and support a regional and community fixed route transit system that connects all major population and employment centers.
2. Increase convenience. Increase the frequency, location and convenience of transit service to make it an attractive transportation mode.
3. Reduce pollution. Use transit services as one part of a coordinated effort to reduce air pollution.

Current Transit Needs

With the formation of a Regional Transit Authority in 1989, a regional transit route was established between Paso Robles and San Luis Obispo (Central Coast Area Transit). Large increases in ridership have prompted periodic expansions of the regional service.

A variety of public and private transportation systems currently serve the Salinas River sub-area. Approximately 100,000 trips a year are made on the various public transit systems in this area. These include dial-a-ride systems in Atascadero and Paso Robles, one special purpose demand-response system (Runabout) and the fixed route regional transit system (CCAT). Major population centers are connected through CCAT, which is operated by the San Luis Obispo Regional Transit Authority. Social service agencies, non-profit organizations and senior clubs supplement the local and regional systems. About fifteen vans and other vehicles are operated by these services in the Salinas River sub-area. Two private sector bus companies also provide intercity service in the area (Greyhound, Orange Belt).

The Regional Transportation Planning Agency conducts an annual hearing soliciting public input on transit needs, evaluates the testimony and recommends service options for each community. As these studies are updated in the future, recommendations will be reflected through updates of this area plan. The annual transit needs study is the most recent reference for short-term improvements.

Planned Transit Development

The short-term plan for transit service to the Salinas River sub-area is to increase the frequency of regional transit runs (Route 9, Central Coast Area Transit), and augment Dial-A-Ride in all population centers, including Templeton and Santa Margarita.

The long-term plan for transit development, as densities and total population build, is the creation of routes connecting north county residential and commercial centers along the Highway 101 corridor. In this way the frequency can be increased to half-hour periods between buses, attracting residents to consider transit as a viable alternative to the private automobile.

Bus stops will be divided into regional stops and sub-regional stops. The sub-regional stops can be bus pullouts that will accommodate school buses, and can be converted to full regional bus stop standards if population densities increase. Shading at bus stops should be provided to reduce heat and exposure in the north county climate. Other details of bus stop development should be utilized that are listed in the Regional Transportation Plan.

Land Use and Transit

Highway 101 is the major transit corridor through the Salinas River sub-area. Land use decisions adjacent to this major highway are expected to continue to impact the efficiency and usage of transit. Land use planning that maximizes access to transit locates employment and residential areas in close proximity to existing or potential transit stops.

While transit is most efficient through high density corridors, many of the potential corridors are designated for low density development in response to other planning goals for the area. However, concentrations of development are planned that can facilitate and encourage the use of public transit as illustrated in Figure 5-3. Transit centers work best when oriented to a neighborhood within a convenient walking distance between residential and employment uses. This encourages residents to travel by bus, walking or bicycling.

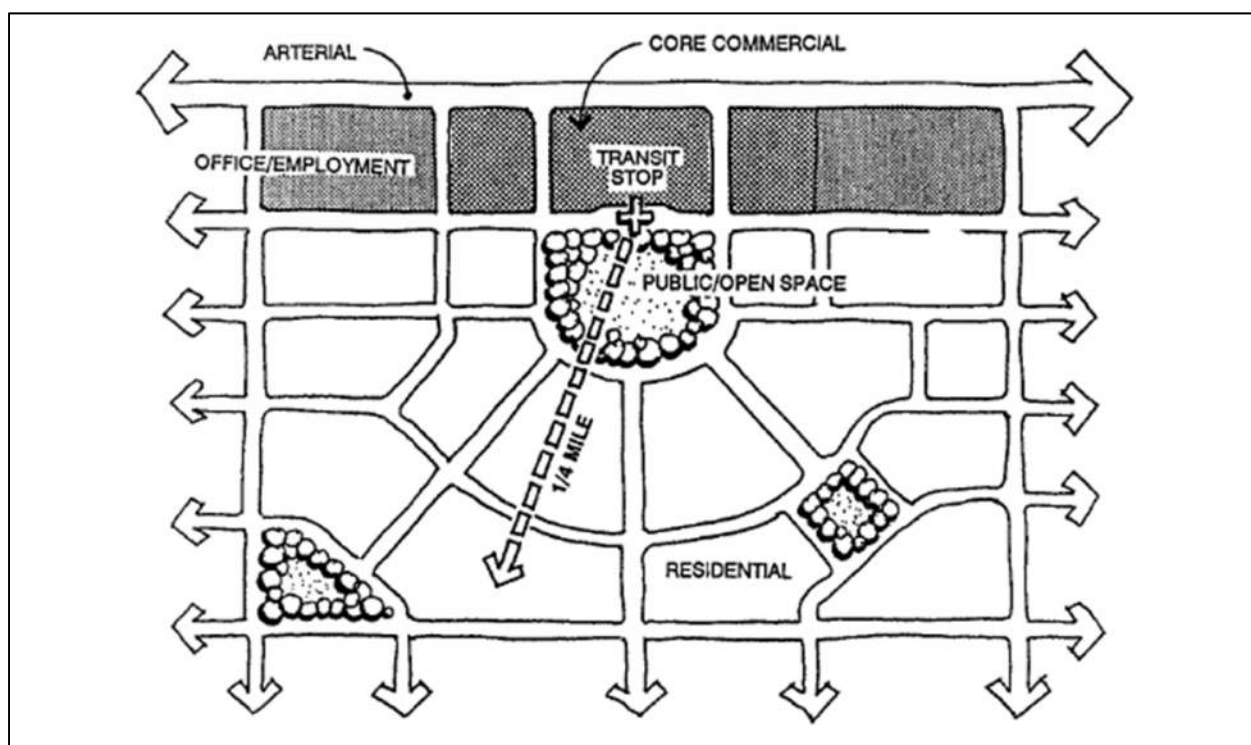


Figure 5-2: Transit Center Development

Transit-Oriented Development Policies

Transit-oriented development policies are needed in land use planning and in the review of discretionary project and subdivision applications to encourage and enhance transit usage within the Salinas River sub-area. Transit-oriented standards apply to development in Article 9 of the Land Use Ordinance (Chapter 22.94.080 - Salinas River Sub-area Standards). The following policies should guide land use planning:

1. Employment centers, such as the proposed north county Government Center, should be encouraged to include bus stops.
2. Mixed compatible land uses should be encouraged within or adjacent to employment centers, allowing for the development of areas where walking can connect homes, offices, stores and bus stops. Housing density near bus stops should be high enough to provide an adequate population base for effective transit operations.
3. Easements and rights-of-way for routes parallel to Highway 101 should be obtained to facilitate connecting transit stops and bicycle access with general transportation.
4. Transit facilities should be integrated into new development and be accessible by bike, walking and car.

Carpooling – Park and Ride Lots

The overall goal for park and ride lots is to increase their numbers throughout the county. Park and ride lots are transfer areas where people may drive or carpool to the lot, park their vehicles and continue on with another carpool or transit route. The Clean Air Plan and the Regional Transportation Plan have emphasized park and ride lots as transportation system management measures to shift away from single occupancy vehicle travel. Funding should be obtained for park and ride lots.

Lots proposed for the future should be along busy corridors and highways, where there is high visibility, adjacent to regional transit stops. Currently there are three park and ride lots in Atascadero, located on Curbaril, Santa Ysabel and Santa Barbara Road.

Railroad

Rail transportation provides an important method of conveying goods and people within the transportation system. The railroad runs parallel to Mission Street in San Miguel, Main Street in Templeton, and “G” Street in Santa Margarita. The railroad divides San Miguel and Santa Margarita. The commercial areas of these towns are in close proximity to the railroad. For this reason the railroad should be considered in central business district design plans recommended by the LUE for those urban areas. The County should work with the operator of the railroad line to resolve the issue of blockage of particular crossings so as not to affect the health, safety and welfare of the general public. When the County discovers a health and safety issue concerning the railroad, it should communicate the deficiency to the railroad.

Rail transit should be studied for its feasibility within the planning area, and perhaps to San Luis Obispo and other regions. The addition of this mode of transportation could be integrated with the transit-oriented planning policies mentioned above concerning activity centers. It would be necessary to integrate any light-rail trolley system with freight and passenger operations.

Telecommunications

Personal computers enable people to perform work, research and communications at home or other sites that are separate from traditional locations, communicating electronically or “telecommuting.” Decentralizing work to people instead of moving people to work has the potential to reduce commuting trips and employer/employee costs. Telecommuting worksites should be established that have computer workstations,

electronic network service and teleconferencing capabilities. In conjunction with the Highway 101 Cuesta Grade widening, scheduled for 1996-97, Caltrans has organized a multi-agency project for a telecommute site with connections to city, County and other agency offices and allow access to the general public.

5.7 Circulation Programs

“Programs” are specific, non-mandatory actions or policies recommended by the Land Use Element to achieve rural area or areawide objectives identified in this area plan. Implementation of each LUE program is the responsibility of 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.

Note: Many of the goals, policies, and programs in this plan apply only within certain sub-areas of the North County planning area. Figure 1-1 should be referenced to determine the applicability of a goal, policy, or program to a specific parcel or region in the North County planning

Chapter 7 lists circulation programs that apply within the Atascadero and Paso Robles URLs. The Community/Village Plans (LUCE Part III) contain circulation programs for the North County planning area’s village and urban areas.

Adelaida

The following circulation programs apply to the Adelaida sub-area (refer to Figure 1-1):

1. Chimney Rock Road. The County should construct a cul-de-sac at the west end of the public portion of Chimney Rock Road.
2. Highway 101 Interchange. The state Department of Transportation should construct a grade separated interchange at Highway 101 and San Marcos Road.
3. Lake Nacimiento Drive. The County should improve Lake Nacimiento Drive to the recreational arterial standard, including turn outs, passing lanes and bicycle lanes as necessary.
4. Highway 46/Vineyard Drive and Oakdale Road. The County and the state Department of Transportation should establish a method to provide funding for future left turn channelization when required [Amended 1987, Ord. 2331].

El Pomar-Estrella

The following circulation programs apply to the El Pomar-Estrella sub-area (refer to Figure 1-1):

5. Secondary Access. The County Department of Public Works and CDF/County Fire should provide technical assistance to existing subdivisions in identifying and improving primary and secondary collector roads to alleviate traffic congestion and improve emergency access.

6. **Existing Deficiencies.** The County Department of Public Works should identify existing deficiencies on public roads and establish a program and priorities for improvement that includes carefully considering whether “Arizona-style” crossings are appropriate before installing any new ones.
7. **Road Classification.** The County Department of Public Works should continue to review traffic volumes and levels of service for major roads, and update road classifications as necessary to reflect circulation patterns.
8. **Non-Vehicular Undercrossings.** The County Department of Public Works and Caltrans should analyze the need for, and the feasibility of, constructing non-vehicular undercrossings at major highways, such as Highways 41 and 46, and determine whether such improvements should be pursued.
9. **Trails and Bikeways.** The community should form a committee to work with the County Departments of General Services and Public Works to make recommendations on pedestrian/equestrian trail and bikeway routes and specifications that should be incorporated into the Parks and Recreation Element and the County Bikeways Plan. Subsequently, pedestrian/equestrian trails can be provided with new development in accordance with the Parks and Recreation Element.
10. **North County Traffic Circulation Study.** The County Department of Public Works, in cooperation with the cities of Paso Robles and Atascadero, should prepare a North County traffic circulation study that will develop a regional traffic model to quantify impacts to area roadways and bridges from new development. The study should be coordinated with the San Luis Obispo Council of Governments and Caltrans. The circulation study should be used to develop a traffic impact fee program to fund future circulation improvements in the North County.

Los Padres

The following circulation programs apply to the Los Padres North sub-area (refer to Figure 1-1):

11. **Pozo Hi Mountain Road.** The County should relocate the Pozo Hi Mountain Road to the old County right-of-way and maintain on a seasonal basis.
12. **Roads in the National Forest.** The County Public Works Department should work with property owners and the Forest Service to transfer road rights of way providing public access to forest lands to Forest Service control. Access to forest lands from such roads should be limited to hikers and equestrian use, and motor vehicles where permitted. Where rights of way cannot be transferred, an agreement should be negotiated between the Forest Service, property owners and the County to allow year round public access to forest lands. Such agreements should include provisions for road maintenance, rubbish and litter control, and road closure in designated wilderness areas and during high fire hazard periods.

The following programs regarding trail circulation within the national forest are proposed to the U.S. Forest Service as recommendations only. Any proposal by users to extend or establish trails on private lands is to be submitted to the County for review, comment and approval. County review is to include affected property owners.

13. **Off Road Vehicles.** ORV trails and ORV rules should be clearly identified and enforced.
14. **Trail Systems Coordination.** Any proposal by the Forest Service to extend or establish trails on private lands is to be submitted to the County and affected property owners for review, comment and approval.
15. **Trail Crossings.** The Forest Service should work with the County and state Department of Transportation to establish trail crossings at all major roads, especially at Highway 101, allowing continuous trail passage.
16. **Trail Systems.** Coordinate hiking and equestrian trails with the state trail system and adjacent county trail systems. Obtain trail easements from private property owners linking various sections of recreational trails together.

Nacimiento

The following circulation programs apply to the Nacimiento sub-area (refer to Figure 1-1):

17. **Off Road Vehicle Access.** The County should not create or improve any public access which would allow or encourage use by off-road vehicles.
18. **Road Improvements - Lake Nacimiento Drive.** The County should improve Lake Nacimiento Drive from Paso Robles to Interlake Road to the arterial standard.
19. **Funding Road Improvements.** Improvements to Lake Nacimiento Drive and Interlake Road should be financed by user revenues obtained through an assessment district of the existing County service areas (or the consolidated county service area recommended under Planning Area Service Programs), or from a financial pool maintained by the developers.
20. **Scenic Highway.** The County should retain Interlake Road as a designated state scenic highway.
21. **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 ownerships.

South Shore

The following program applies only to the Running Deer Ranch area of the South Shore Nacimiento:

22. **Road Improvements.** The County Public Works Department should work with property owners to acquire offers of dedication for undedicated portions of Running Deer Road, and construct the road to collector standard

Salinas River

The following circulation programs apply to the Salinas River sub-area (refer to Figure 1-1):

23. **Wellsona Area - Interchange Improvements.** Formation of benefit assessment districts to address drainage, interchanges may need to be constructed at the Highway 101/Wellsona Road, Exline and Stockdale intersections in order to accommodate potential cumulative development allowed by the land use categories in this area. The specific improvements needed at this location are described in the Final Environmental Impact Report for the Moe and Dotson General Plan Amendments, ED 85-195 and 85-223. A funding mechanism such as an area- wide assessment district may need to be established to pay for the cost of the needed interchange. Other alternative solutions should be considered in the Wellsona Specific Plan.
24. **Transit-Oriented Development Planning.** The County should work with SLOCOG to implement more specific design guidelines and land use planning techniques to minimize traffic impacts. Encourage new development to be conducive to transit and alternative transportation, within the context of the Congestion Management Plan. Encourage measures to extend transit to San Miguel.
25. **Additional Park-and-Ride Lots.** Park-and-ride lots should be developed in accordance with the Caltrans Park-and-Ride Lot Report (May, 1993). This report identifies four potential locations for park-and-ride lots in the Templeton area, including: Vineyard Drive east side of Route 101; Rossi and Vineyard; Las Tablas and Duncan at Route 101; Bennett and Las Tablas.
26. **Bikeways Plan Element.** The County should consider adopting the Bikeways Plan as part of the Circulation Element of the General Plan.
27. **Trails Plan.** The County should consider adopting the Trails Plan as part of the Parks and Recreation Element of the General Plan.
28. **Rail Transit.** Prepare a feasibility study of rail transit that could serve the sub-area and extend to other areas.
29. **Railroad Safety at all Grade Crossings.** The railroad should identify hazard areas and correction measures at all grade crossings, such as speed controls, additional warning devices, or fencing or landscaping treatment to reduce railway access and accidents.

Table 5-2: Schedule for Completing Circulation Programs				
Program Title	Responsible Agencies	Potential Funding¹	Priority²	Timeframe³ (years)
Adelaida				
1. Chimney Rock Road	County		Unspecified	
2. Highway 101 Interchange	Cal-Trans		Unspecified	
3. Lake Nacimiento Drive	County		Unspecified	
4. Highway 46/Vineyard Drive and Oakdale	County, Cal-Trans		Unspecified	
El Pomar-Estrella Sub-area Programs				
5. Secondary Access	Co. Public Works,	County,	High	Long-term

Table 5-2: Schedule for Completing Circulation Programs

Program Title	Responsible Agencies	Potential Funding ¹	Priority ²	Timeframe ³ (years)
	CDF/Co. Fire	Developers		(2015)
6. Existing Deficiencies	Co. Public Works	County	High	Short-term (2005)
7. Road Classifications	Co. Public Works	County	Medium	Ongoing
8. Non-vehicular undercrossings	Co. Public Works, CalTrans	CalTrans	Low	Long-term (2015)
9. Trails and Bikeways	Community, Co. General Services, Public Works	County	Medium	Short-term (2005)
10. Traffic Circulation Study	Co. Public Works	County	Medium	Short-term (2005)
Los Padres North				
11. Pozo Hi Mountain Road	County		Unspecified	
12. Roads in the National Forest	Co. Public Works		Unspecified	
13. Off Road Vehicles	U.S. Forest Service		Unspecified	
14. Trail Systems Coordination	U.S. Forest Service		Unspecified	
15. Trail Crossings	U.S. Forest Service		Unspecified	
16. Trail Systems	U.S. Forest Service		Unspecified	
Nacimiento				
17. Off Road Vehicle Access	County		Unspecified	
18. Road Improvements - Lake Nacimiento Drive	County		Unspecified	
19. Funding Road Improvements	County		Unspecified	
20. Scenic Highway	County		Unspecified	
21. Trails	County		Unspecified	
22. Road Improvements, South Shore	Co. Public Works		Unspecified	
Salinas River Sub-area Programs				
23. Interchange Improvements - Wellsona Area	Co. Planning, Public Works	State STIP; Assessment District; private funding	Low	10+
24. Transit-Oriented Planning	Co. Planning, Public Works; APCD; SLOCOG	General Fund; SLOCOG funds	High	1-3
25. Additional Park-and-	Co. Public Works;	CalTrans; County	High	1-3

Table 5-2: Schedule for Completing Circulation Programs

Program Title	Responsible Agencies	Potential Funding¹	Priority²	Timeframe³ (years)
Ride Lots	SLOCOG; CalTrans			
26. Bikeways Plan as Part of the Circulation Element	Co. Planning, Public Works; SLOCOG	N/A	Moderate	1-3
27. Trails Plan as Part of the Recreation Element	Co. Planning, Public Works, General Services	N/A	Moderate	1-3
28. Rail Transit	SLOCOG	SLOCOG; State funds	Moderate	1-3
29. Railroad Safety at all Grade Crossings	Railroad Operator	N/A	High	1-3

Notes:

1. N/A in "Potential Funding" column means that the work would be performed by County staff as a part of the normal agenda of a County department. No special funding is required.
2. Priority listings are the relative importance within each timeframe: low, moderate, or high.
3. For Salinas River Sub-area Programs, timeframes are from the date of adoption of the Salinas River Area Plan Update (1/2/96).

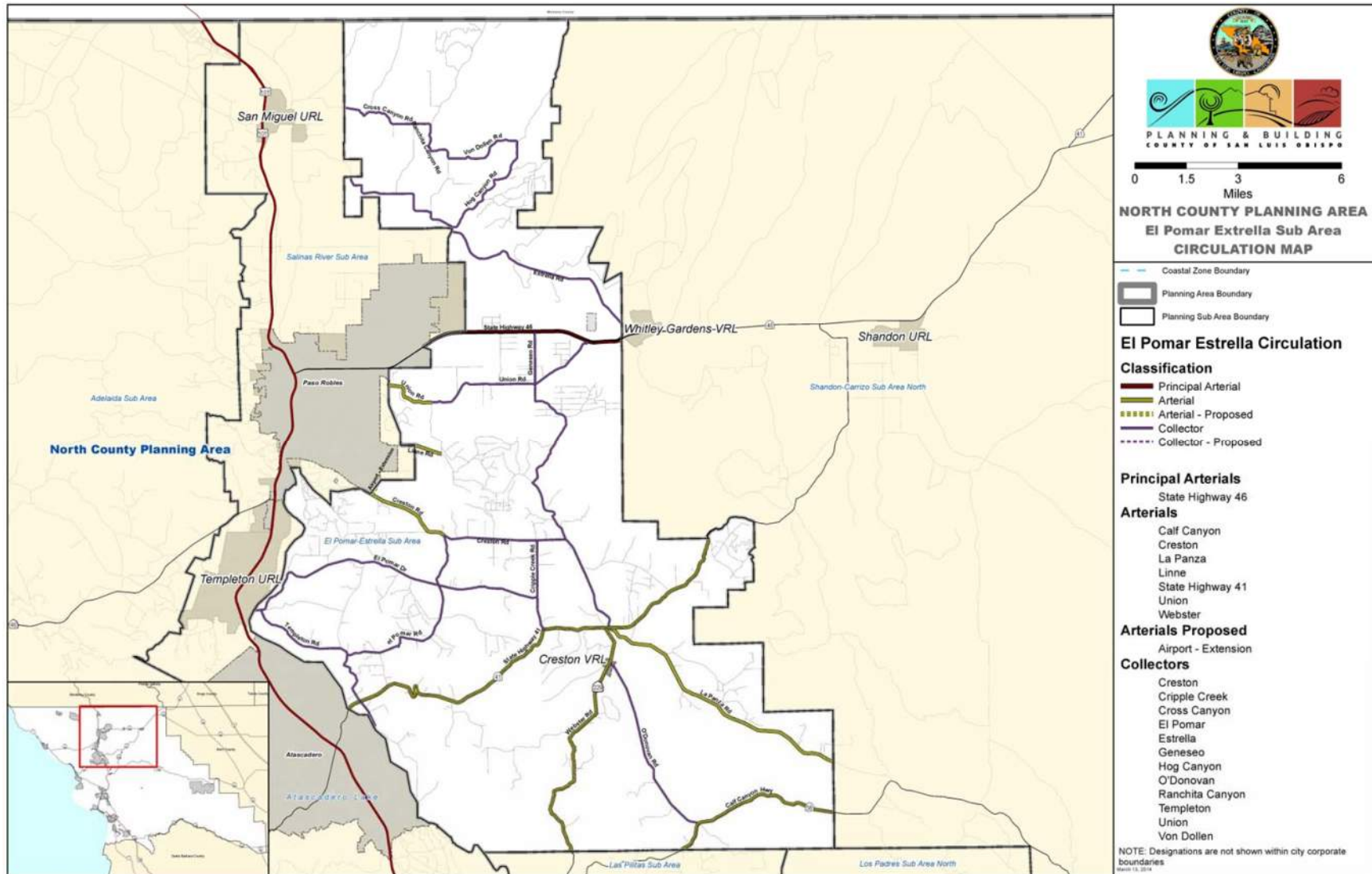
This page intentionally left blank.

Figure 5-3: Adelaida Sub-area Circulation Element Map



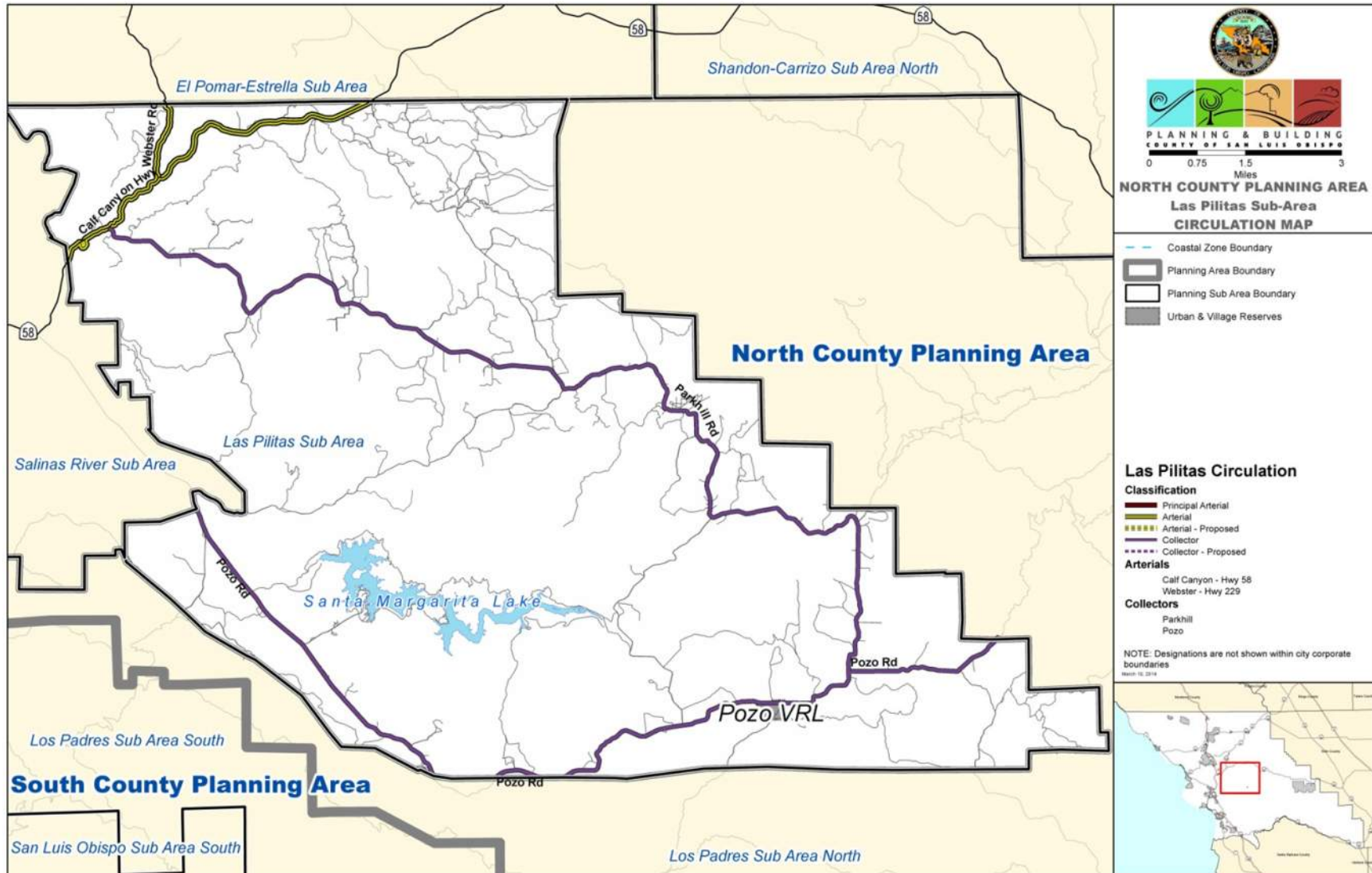
This page intentionally left blank.

Figure 5-4: El Pomar-Estrella Sub-area Circulation Element Map



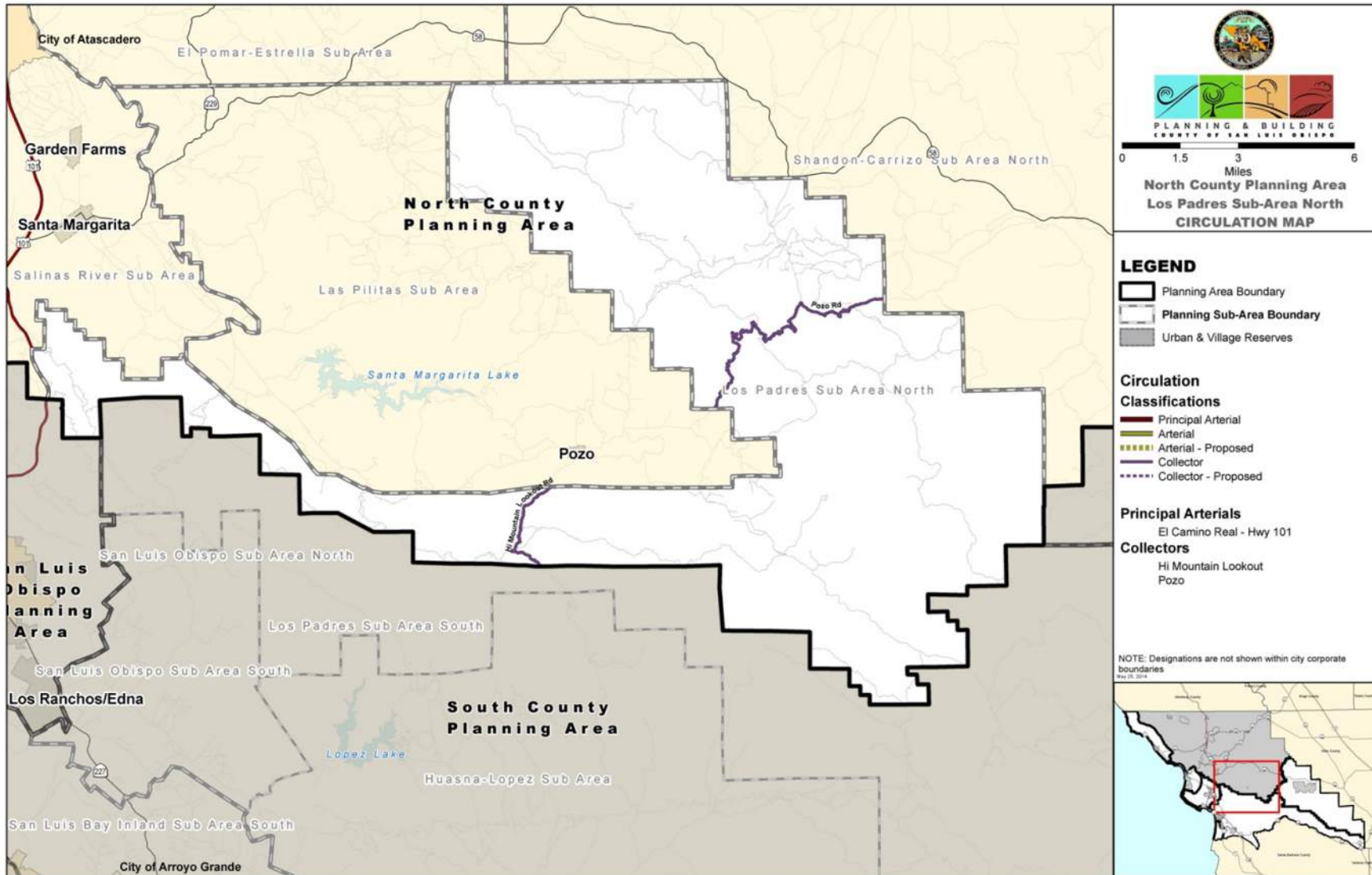
This page intentionally left blank.

Figure 5-5: Las Pilitas Sub-area Circulation Element Map



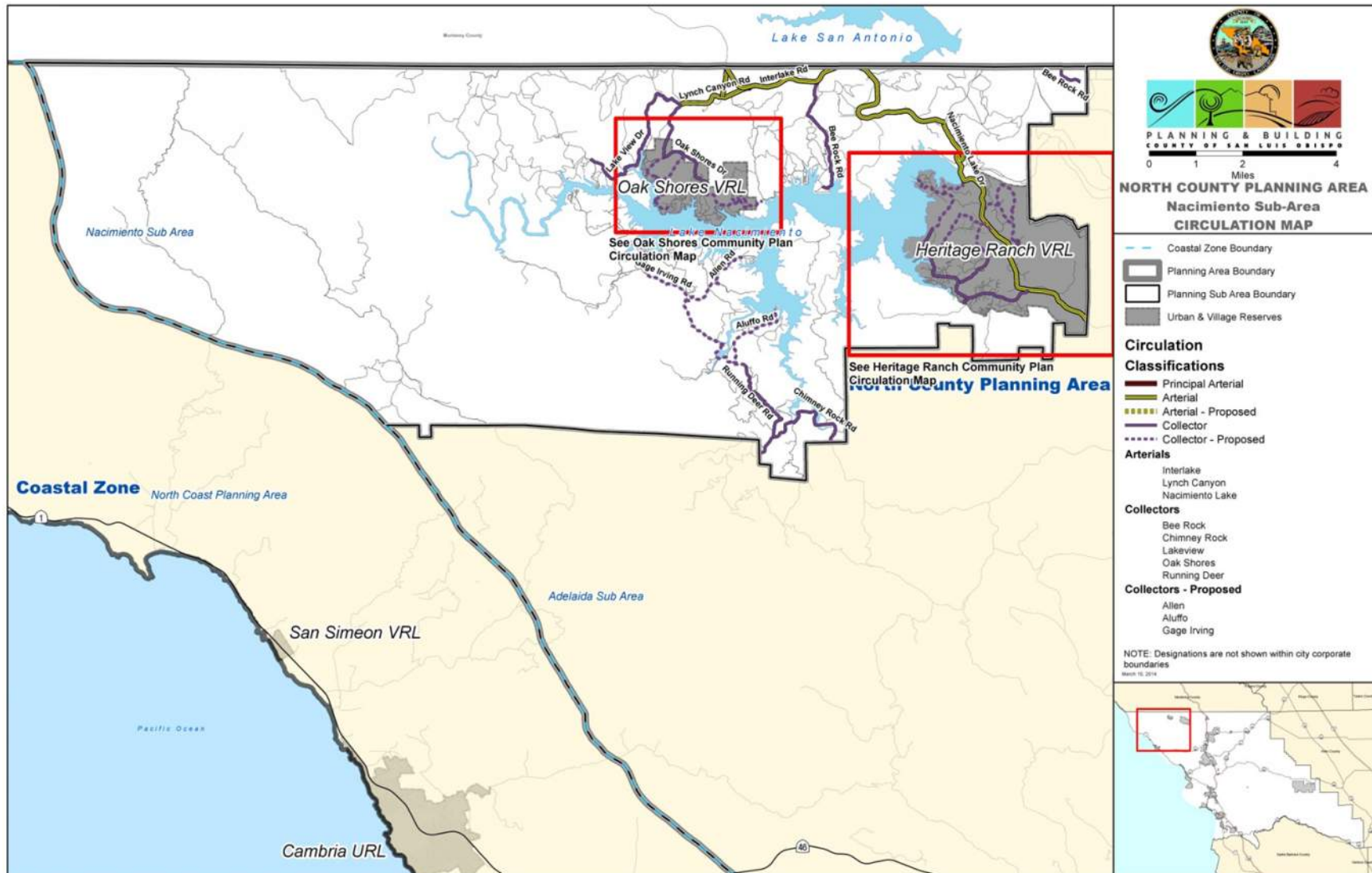
This page intentionally left blank.

Figure 5-6: Los Padres North Sub-area Circulation Element Map



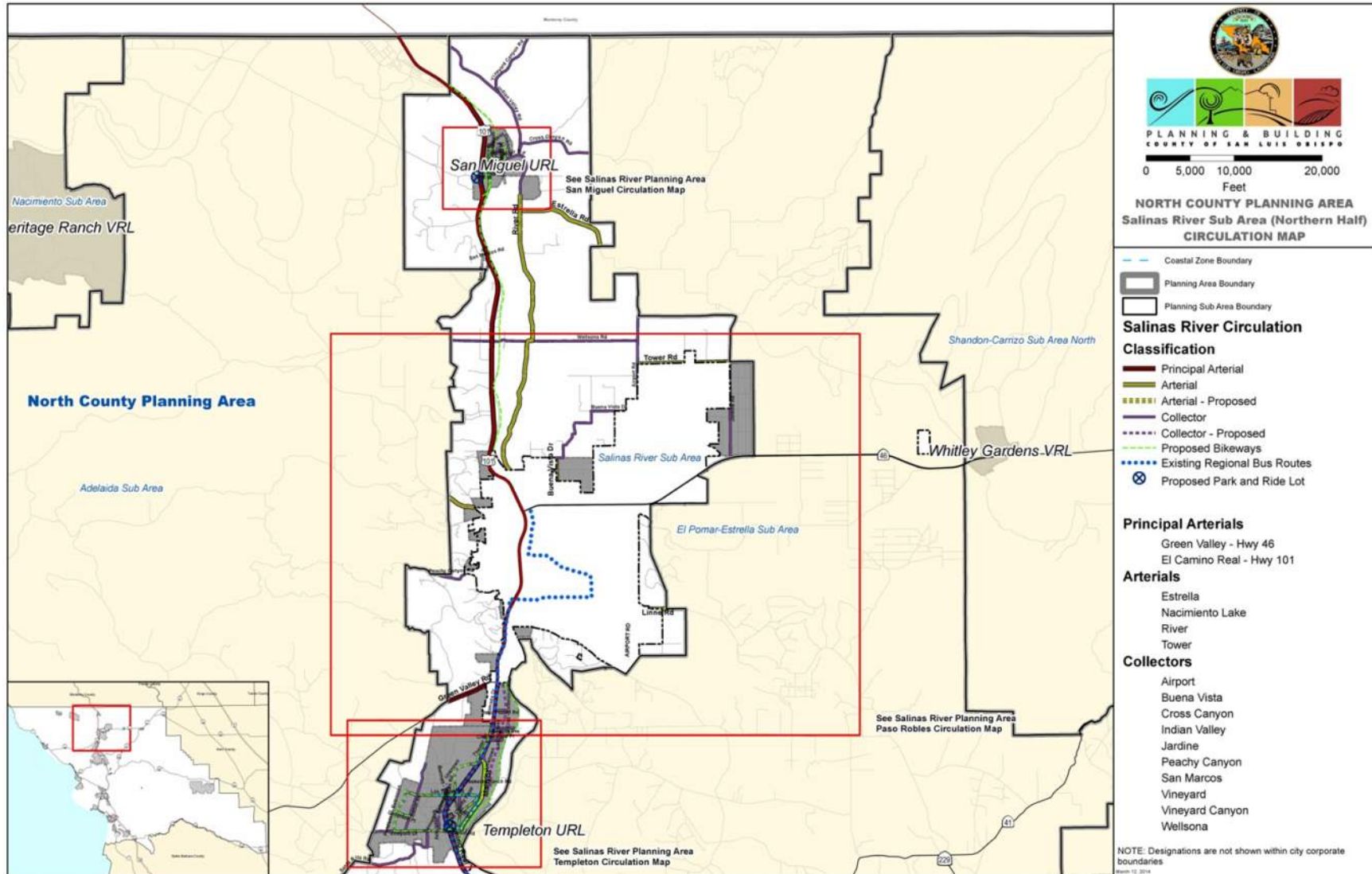
This page intentionally left blank.

Figure 5-7: Nacimiento Sub-area Circulation Element Map



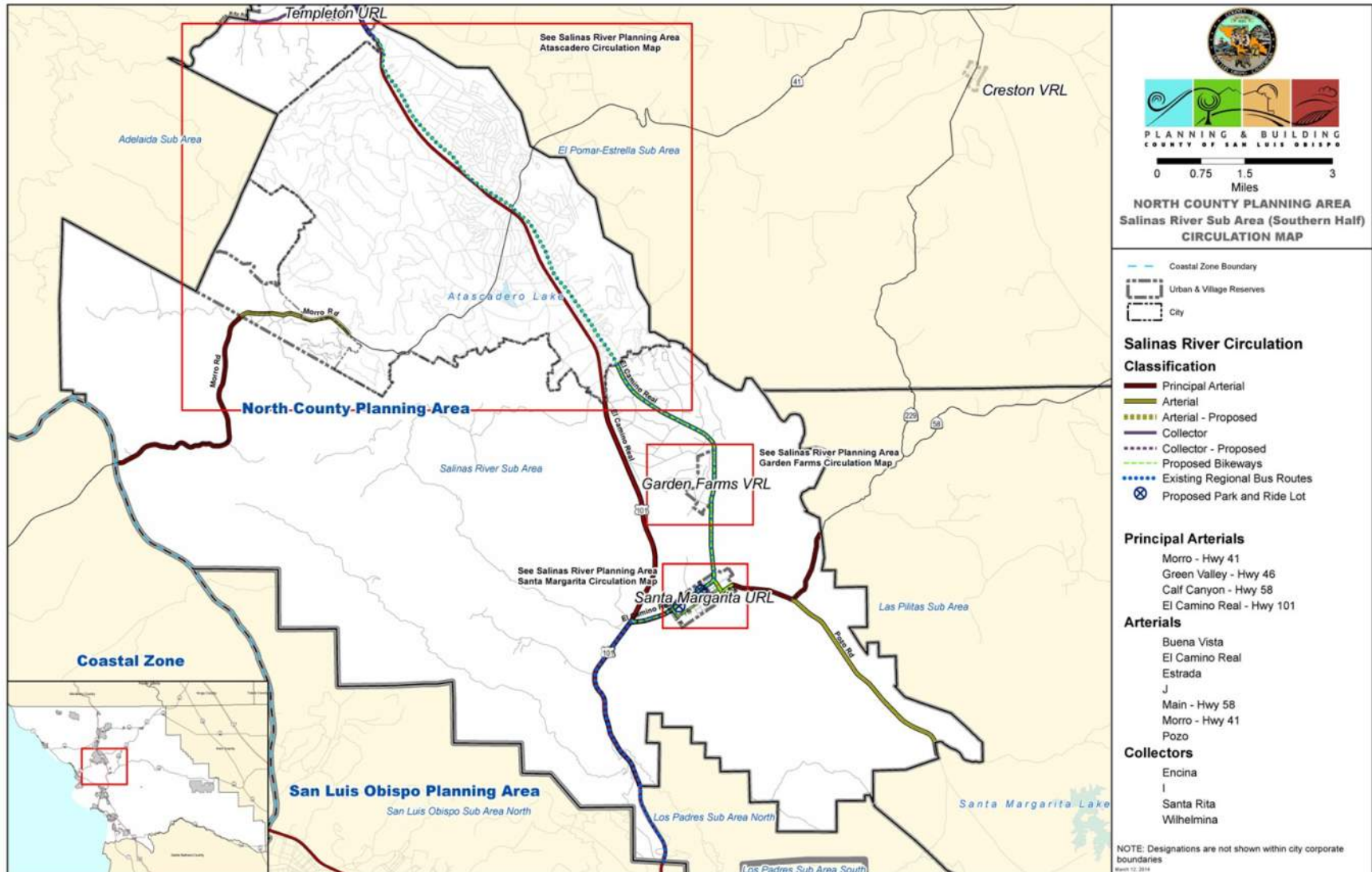
This page intentionally left blank.

Figure 5-8: Salinas River Sub-area (North) Circulation Element Map



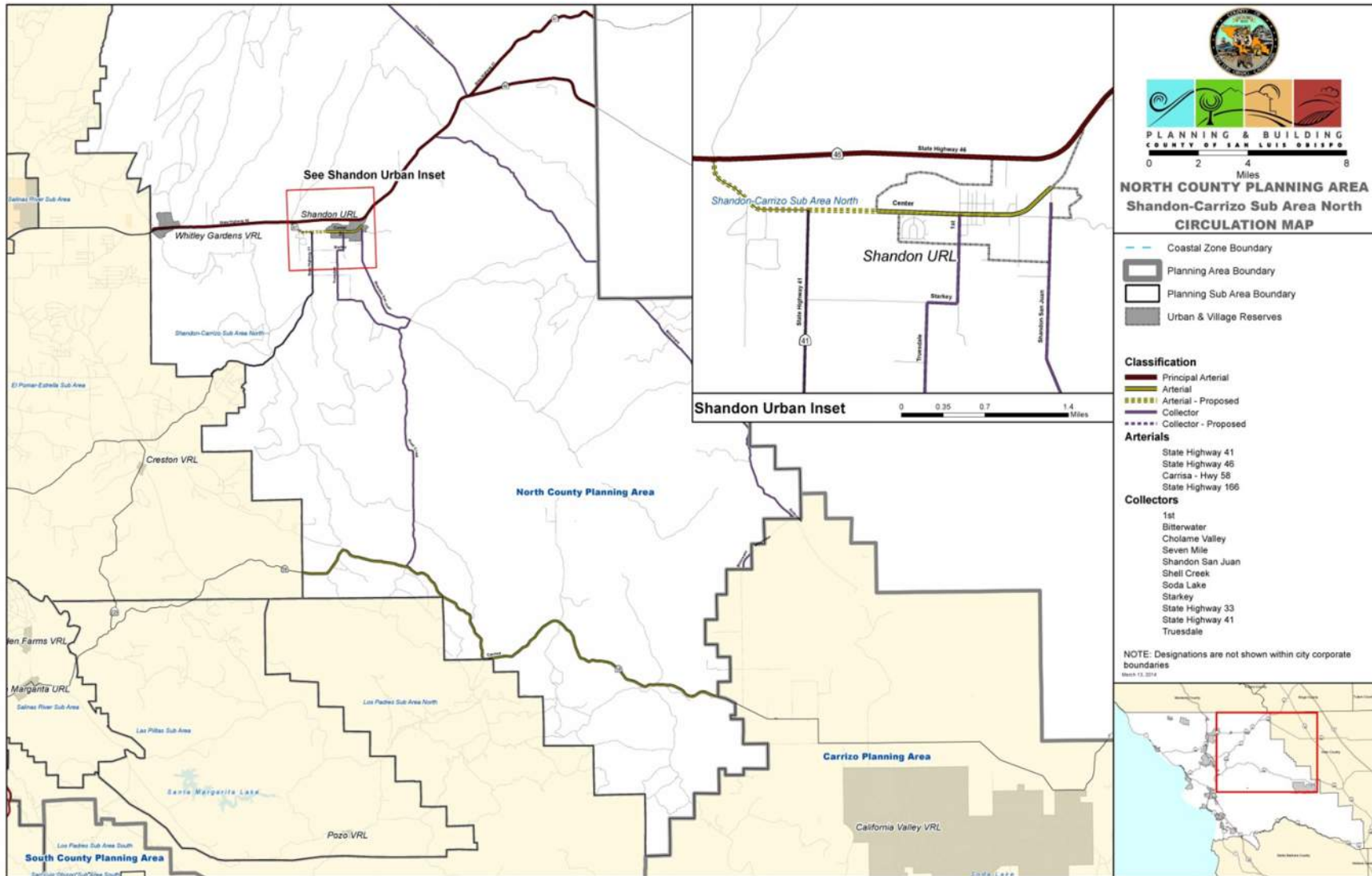
This page intentionally left blank.

Figure 5-9: Salinas River Sub-area (South) Circulation Element Map



This page intentionally left blank.

Figure 5-10: Shandon-Carrizo North Sub-area Circulation Element Map



This page intentionally left blank.

Chapter 6: Combining Designations

6.1 Introduction

Combining designations are special overlay categories applied in areas of the county with hazardous conditions or special resources, where more detailed project review is needed to avoid 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 Article 9 of the Land Use Ordinance (Chapter 22.92 - Carrizo Planning Area) and are applicable to development proposals in addition to the standards of Chapter 22.14 (Combining Designation Standards) of the Land Use Ordinance.

6.2 Area Plan Combining Designations

The following combining designations are located within the Carrizo planning area.

1. **Portions of the Temblor Range, Red Hills, Hubbard Hill Freeborn Mountain and Caliente Mountain (GSA).** This designation includes lands with high landslide risk potential, as identified in the Seismic Safety Element.
2. **Cuyama River (FH).** This is a flood plain as shown on the Combining Designations map.
3. **San Andreas Fault Zone (GS) (SRA).** Identified as a Special Studies Zone by the state Geologist under the provisions of the Public Resources Code, the San Andreas fault zone traverses the east county and is one of the most seismically active faults in North America. The fault zone is also important from a botanical and geological standpoint. The area near Poso Ortega Lake has particular interest, with a profusion of spring wildflowers and other plant species as well as several narrow endemics. Because of the scarcity of wetlands in this arid part of the county, the sag ponds along the fault have special ecological significance. The geological features along the fault have national significance due to the extraordinary preservation of the fault trace in the arid climate. Much of the fault zone already has been given agricultural preserve status. Voluntary measures should be taken to protect geological features and to prevent destruction of natural vegetation along the fault zone. The dry beds of the intermittent sag ponds have been cultivated in the past, and some of these small depressions should be set aside as natural areas.
4. **Hubbard Hill Freeborn Mountain (SRA).** These ridges along the westerly border of the Carrizo Plains, include 7,000 acres under Bureau of Land Management control. Diverse native species are found in the area, with no single dominant plant association. The area should be reverted to state ownership, with designation as a state nature preserve. Acquisition of some areas along San Juan Creek by the state or BLM is desirable. BLM is conducting a Wilderness Review of the federally owned land in response to the Federal Land Policy and Management Act of 1976. Development should not interfere with the area's potential status as a wilderness.

5. **Painted Rock (SRA).** Painted Rock is an isolated rock formation which Chumash Indians decorated with unique rock paintings ("pictographs") and "petroglyphs" (figures scratched into rocks). These magnificent rock paintings have almost been entirely vandalized.
6. **Soda Lake (SRA).** This large ephemeral alkaline lake is one of the county's most unusual ecological areas. Filled with water in winter and spring, the lake serves as a key wintering area for sandhill cranes. The surrounding area is included in the general range of endangered wildlife species, the San Joaquin Kit Fox and Blunt Nosed Leopard Lizard. The alkaline conditions in the area support one of the most highly localized plant species in the world, alkaline peppergrass (*Lepidium jaredii*). The lake covers about 13,000 acres, with the central portion administered by the Bureau of Land Management and the fringes in private ownership. Soda Lake should receive designation as a natural area along with appropriate protection.
7. **Caliente National Cooperative Land and Wildlife Management Area (SRA).** The existing preserve includes 58,000 acres of Bureau of Land Management property. This range is considerably different than most areas in the county. There is very little tree cover (occurring primarily on northern slopes), yet this scenic backdrop is one of the most striking in the county. Caliente Mountain, the highest peak in the county at more than 5,100 feet, is located here and is the prominent peak in this outstanding scenic backdrop.

In addition to the rather unique natural values, this area is either partially or entirely within the general range of the California Condor and Blunt Nosed Leopard Lizard, both of which are listed as endangered species, and the San Joaquin Kit Fox, listed as a rare species.

The San Joaquin Kit Fox is naturally restricted to areas of native vegetation including rolling hills, canyons and arid flatland, unsuited to agriculture or urbanization. The California Condor is North America's largest land bird. It is threatened with extinction with about thirty birds remaining in existence.

The Bureau of Land Management is conducting a Wilderness Review of a large portion of the area in response to the Federal Land Policy and Management Act of 1976. BLM will recommend to Congress whether or not the area should be designated a wilderness area after studying it in relation to the Wilderness Act of 1964 and public opinion. Development should only be permitted in accordance with BLM standards authorized by the Federal Land Policy and Management Act.

8. **Temblor Range (SRA).** The Temblor Range is the easternmost mountain range in the county, bordered on the west by the San Andres Fault. The Bureau of Land Management is conducting a wilderness review of the federal lands which are designated as a Sensitive Resource Area. BLM will recommend to Congress whether or not the area should be designated a wilderness area after studying it in relation to the Wilderness Act of 1964 and public opinion. Development should only be permitted in accordance with BLM standards authorized by the Federal Land Policy and Management Act of 1976.
9. **Renewable Energy (RE).** Identifies areas where renewable energy production is favorable and prioritized. Within these areas, the County encourages distributed renewable energy development by streamlining permit requirements and environmental review in a manner that would not degrade ecosystems, agricultural resources, and other environmental resources. [Added 2015, Reso. 2015-75]

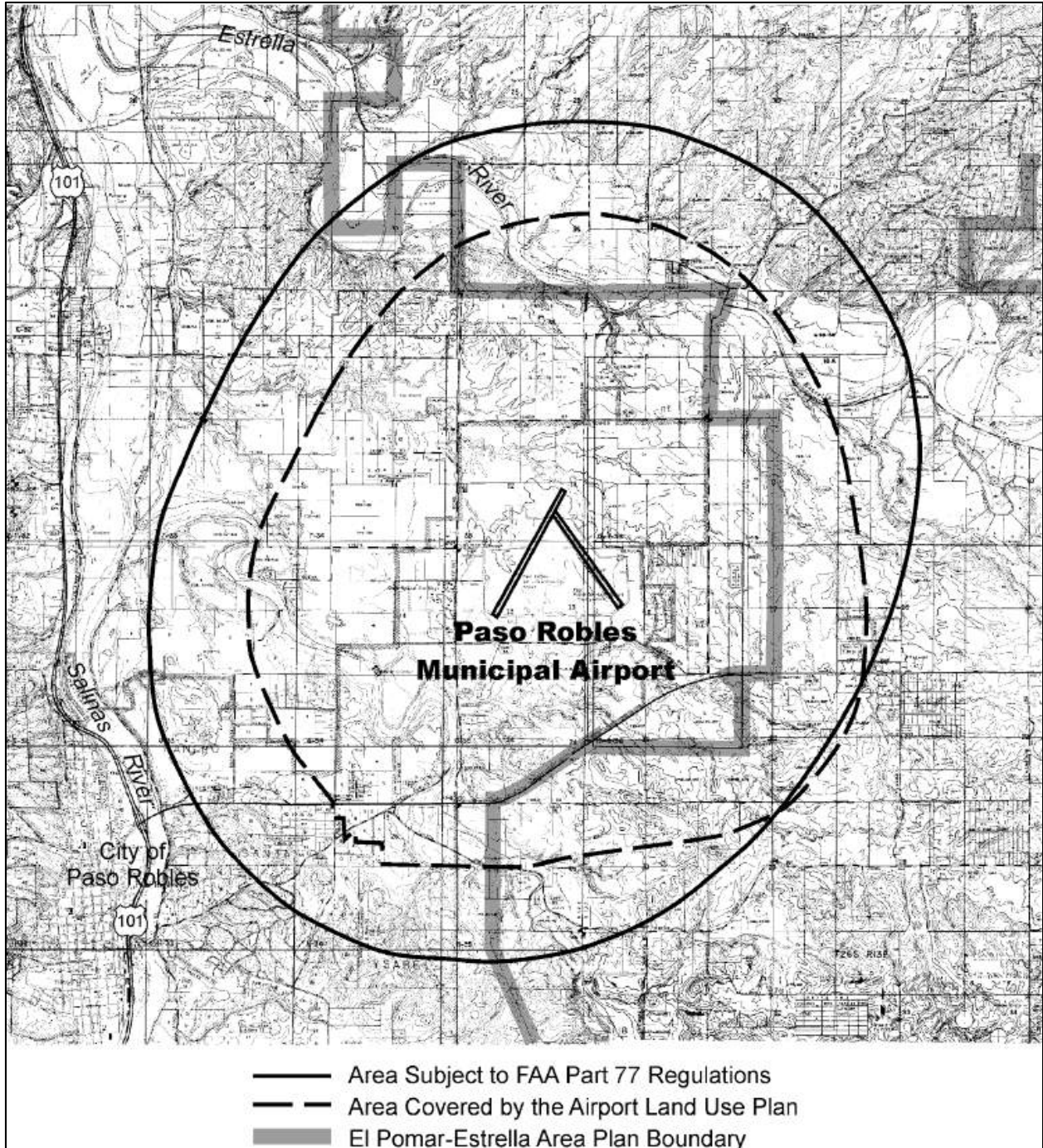


Figure 6-1: Paso Robles Airport Review Area

Flood Hazard (FH)

4. **Estrella River, San Juan Creek, Cammatti Creek, and Cholame Creek (FH).** As designated on the plan map, they are flood plains.
5. **Huerhuero Creek (FH).** Portions of the Huerhuero Creek are designated flood plain.
6. **Morro, Toro, Cayucos, and Villa Creeks and Tributaries (FH).** These flood prone natural drainage courses should be maintained in their natural state to protect native vegetation and wildlife habitats. Little Cayucos Creek should remain as a natural undisturbed drainage course because it has dense vegetation and fairly steep side slopes that would require a considerable amount of alteration to make it accessible for trails or other recreational uses.
7. **Nacimiento River and San Marcos, Las Tablas, Jack, Summit & Dover Canyons, Sheeppcamp, Willow, Paso Robles, and Santa Rita Creeks (FH).** These creeks are identified as having potential flood hazards and development proposals must incorporate mitigation measures. All are natural drainage courses which should be maintained in their natural state with native vegetation and habitats retained. This designation is also applied to the portion of the Nacimiento River flowing through Camp Roberts, two unnamed creeks in the vicinity of Live Oak Road and Highway 46, and one unnamed creek near Shadow Canyon and York Mountain Roads.
8. **Nacimiento River and Canyon; Dip, Franklin, Las Tablas, Snake and Town Creeks; and Lake Nacimiento (FH).** These water courses are identified as having potential flood hazards and development proposals must incorporate mitigation measures. All are natural drainage courses which should be maintained in their natural state with native vegetation and habitats retained. At Lake Nacimiento, the 800 foot elevation constitutes the lake's high water level and no habitable structures are permitted below the 825 foot elevation.
9. **Salinas River (FH).** The Salinas River and the immediate area are designated on the Combining Designations map as a flood plain.
10. **Santa Rosa and San Simeon Creeks (FH).** These creeks are identified as having potential flood hazards; development must be avoided or incorporate mitigation measures.
11. **Santa Margarita Creek, Yerba Buena Creek, Estrella River and Huerhuero Creek (FH).** These creeks are designated on the official maps as flood plains.

Historic Site

12. **Adelaida Cemetery (c. 1891) (H).** This cemetery served the small, early European immigrant community of Adelaida, and is still in use as a public cemetery.
13. **Adelaida School (1917) (H).** This school served early area ranchers. The simple wood structure is in good condition and is still in use as a community building.
14. **Creston Cemetery (H).** This cemetery, located just south of Hwy. 41 on the west side of Little Farm Road, has served the community since the days of its founding.
15. **Creston Community Church (H).** The church, built in 1886, was the second Protestant Church north of Cuesta Grade. It is a typical example of Pioneer architecture that played

an important role for early settlers in the plains area of the county. It has been designated by the County Historical Society as a County Historical Landmark.

16. **Chandler House (Webster) (H).** This two-story Victorian wood home represents an American Colonial Revival architectural style unique for this part of the county. It was built around 1882.
17. **Eight-Mile House and Stagecoach Road – Cuesta Pass Area (H).** The Eight Mile House is one of San Luis Obispo County’s earliest hotels, built in 1877 on Stagecoach Road north of Cuesta Pass. The hotel was located on an important route built in 1876, of which a remnant survives on this property.
18. **Estrella Adobe Church (H).** This well preserved and restored church built in 1878 is an example of adobe construction and was the first Protestant church in the county (State Historical Landmark No. 542). The intent of this Combining Designation is to preserve the rural character of the surrounding area in order to preserve this important landmark.
19. **Geneseo School (H).** This school was built in 1886. It was used as a school until 1961/62 when it was sold and moved to Chandler’s Webster Ranch, where it is preserved.
20. **J.F. MacGillivray Residence (c. 1879) (H).** This large two story Victorian, located on Adelaide Road was built by the Smith Brothers, early builders in the area. It is a well preserved example of American Colonial Revival architecture.
21. **Linne School (H).** This school was built for the town of Linne where a Swedish community was established late in the nineteenth century. It has been moved to the Chandler Ranch for preservation.
22. **Pozo Saloon (H).** This fine example of Pioneer architecture built in 1865 was and still is the main social gathering place for the Pozo area. It was a rest stop for riders and stagecoaches in earlier days, and the saloon is still in operation today.
23. **Rinconada School (H).** This school is typical of early facilities in the county and was originally located near Pozo around 1880. It has been relocated on the Chandler Ranch and is used as a museum.
24. **Rotta Winery (c. 1856) (H).** This winery was originally constructed of brick and plaster. A main feature of the structure is a 7,000 gallon redwood wine cask converted to a sales room. The winery is still operating today.
25. **San Marcos Cemetery (c. 1889) (H).** Members of the Mennonite Church worshiped at this site, located near Chimney Rock at the intersection of Lake Nacimiento Road and Chimney Rock Road, from 1889 to 1911. The church building and cemetery were moved to the Willow Creek area in 1911.
26. **Willow Creek Cemetery (c. 1911) (H).** After relocation from the San Marcos area, members of the Mennonite Church worshiped at this site, located at the intersection of Vineyard Drive and Dover Canyon Road, from 1911 to 1967. The original church building was destroyed by fire in 1967. The site is still in use today as a private cemetery.
27. **York Mountain Winery (1882-1890) (H).** Also still in operation, this winery is an example of local indigenous architecture constructed of local stone and set into a hill.

Later additions included an outer office and accessory additions of red brick with heavy timber roofs. The style is Pioneer, with arches over some windows and doors.

Sensitive Resource Area

28. **Black Mountain Wild Horse Range (SRA).** Is located in the Los Padres National Forrest on the east side of the La Panza Mountain Range. This area is the known range of several wild horses. Under 1971 legislation, all wild horses are considered integral to the natural system and are protected. These wild horses have been officially designated by congress.
29. **Camp Natoma (SRA).** An organizational camp run by the Campfire Girls, Camp Natoma is located on Cypress Mountain Road. This damp limestone habitat includes a very rare fern among other vegetational types of botanical value. A related community along nearby Franklin Creek includes several other valuable plant species. These sites should be protected as natural areas by the Campfire Girls management.
30. **Chimney Rock (SRA).** This significant natural landmark is near the intersection of Lake Nacimiento Drive and Chimney Rock Road. The designation applies only to the rocky outcropping and the immediately encircling area and not the surrounding privately owned farmlands which are currently in agricultural preserve status.
31. **Cuesta Ridge Botanical Area (SRA).** This scenic ridge northwest of Cuesta grade contains a Sargent cypress grove with a rare local endemic plant, Cuesta Pass checkerbloom (*Sidalcea hickmannii* ssp. *Anomala*), along with other restricted endemic species. The largest officially registered Sargent cypress is located in this stand.
32. **Cypress Mountain (SRA).** This peak is in a remote area of the Santa Lucia Range. It includes a large Sargent cypress grove and several rare and endemic plant species. The area is approximately 1,000 acres in total size and includes parcels in BLM ownership. The BLM parcels should be retained in public ownership as a natural area with open space easements acquired on privately owned portions of the site.
33. **Klau Mine Botanical Area (SRA).** This area is located in the Santa Lucia Range near Cypress Mountain Drive and Klau Mine Road. *Arctostaphylos luciana*, a rare species of manzanita restricted to this county and known only in a few isolated locations, is found on this site. Streamside flora in this area is also of botanical interest. Considerable damage to the species has occurred from mining activity and protection should be provided for remaining stands. 270 acres is owned by the BLM and should be retained in public ownership as a natural area with open space easements acquired on privately owned portions of the site.
34. **Lake Nacimiento Drive Interlake Road (SRA).** The portion of this route from Chimney Rock Road northwest to the Monterey County line is an adopted State scenic highway route. All development in this corridor must be sited to minimize visual impacts.
35. **Hi Mountain Road (SRA).** The Regional Transportation Plan designates this as a scenic road and recommends it for scenic highway standards.
36. **Knobcone Pine Forest (SRA).** Knobcone pine (*Pinus attenuata*) is restricted to an area of several square miles east of Highway 101 at Cuesta summit. Coulter pine (*Pinus coulteri*) is also in this area.

37. **La Panza Ranch Natural Area (SRA).** This remote ridge includes several square miles with little alteration and is one of the more primitive areas in the county.
38. **Pine Mountain (SRA).** This section of the La Panza range has botanical, wildlife, scenic and historic value. An extensive Coulter pine forest is included in the parcel, as well as a California condor nest site. The La Panza gold rush of the 1870's took place in this area. The mountain range, extending south to Machesna Peak, has been relatively unscarred by human intrusion.
39. **Rinconada Mine Botanical Area (SRA).** About 800 acres of foothill woodland are in this site located off Highway 58 near Santa Margarita Lake. *Monardella palmeri*, a plant on the California Native Plant Society's list of rare and endangered species, is known to this area. In addition, the site is botanically significant as an outstanding representative of foothill woodland with a wide diversity of species.
40. **Rocky Butte Botanical Area (SRA).** Located along the west of Lake Nacimiento, this high ridge between Rocky Butte and Monterey County has outstanding botanical value and serves as a valuable scenic backdrop. Approximately 460 acres in the SRA consist of several small parcels owned by the Bureau of Land Management (BLM). These BLM parcels should be retained in public ownership as natural area and open space easements should be encouraged on privately owned portions of the area.
41. **Tierra Redonda Mountain (SRA).** A major landmark located north of Lake Nacimiento, this broad table top mountain encompasses approximately 1300 acres with 320 acres under Bureau of Land Management (BLM) ownership. The mountain is of outstanding ecological importance and has been given a high priority for preservation by the State Department of Parks and Recreation. Natural communities include grassland, savannah, chaparral, limestone streamside habitat, sand dunes, marshland, and the predominant oak woodland community. Several rare or endemic plant species are found here including *Baeria letalea*, *Adenostemma sparsifolium*, and others. Most of the public lands are generally designated for open space use only. Emphasis should be placed on maintenance of the entire mountain as an undisturbed ecosystem rather than several small isolated preserve areas. Use should be carefully regulated because of fire hazard problems and potential damage to fragile ecosystems.
42. **Rinconada Mine Botanical Area (SRA).** Most of this area is within the Las Padres National Forest. *Monardella palmeri*, a plant included on the California Native Plant Society's list of rare and endangered species, is known to this area. In addition, the site is significant as an outstanding representative foothill woodland community, with a wide diversity of species.
43. **Santa Margarita Lake Watershed (SRA).** This area is comprised of the public and private lands that are within the immediate watershed of the lake. While the County has no jurisdiction over the public lands (BLM), every effort should be made to establish a working arrangement between the County and the federal government to carefully review any development proposals. Low intensity recreational uses would be appropriate, but these watershed lands should not be used for resource extraction operations of any kind.
44. **Santa Lucia Wilderness Area (SRA).** This rugged area is extremely important for its wilderness wildlife value, and is one of the most primitive in the county. Several rare and endemic plant species are present, and the area is valuable as a wildlife habitat, watershed and scenic backdrop.

45. **Shandon Vicinity Creek Area and Habitat Area (SRA).** The riparian forest and a portion of the adjacent upland areas associated with the Estrella River and San Juan Creek in the vicinity of Shandon are important wildlife habitat for the San Joaquin kit fox, Western burrowing owl and other wildlife species, and serve as important corridors for wildlife movement. Another important wildlife movement corridor is located near the base of the hillside near the eastern edge of Shandon. Development will need to comply with the applicable provisions in the Shandon Community Plan Habitat Conservation Plan (HCP) or other applicable HCP. Until such time as an HCP exists for this area, equivalent measures may be used on a case-by-case basis.
46. **Waterdog Creek (SRA).** This remote mountainous area is located in the Santa Lucia Range near the Monterey County line. The large site includes an extensive Sargent Cypress Grove with associated flora. Approximately 1400 acres is owned by the Bureau of Land Management (BLM), but the more botanically significant portions of the site are privately owned. The BLM parcels should be retained in public ownership as natural areas with open space easements acquired on privately owned portions of the site.
47. **Whale Rock Reservoir Watershed (SRA).** This area encompasses the immediate watershed of Whale Rock Reservoir owned by the state. Rangeland uses surrounding the state owned land should provide sufficient protection of the watershed.

Energy or Extractive Area (EX)

48. **Klau Mine (EX).** This designation refers to several intermittently operated mercury mines and prospects along Klau Mine Road. Mercury exploration and mining activities must be carefully regulated to minimize physical landscape scarring and creek pollution that may result from mineralized waters leaching from mine tailings and mill ponds. [Amended 1981, Ord. 2089.]
49. **Lime Mountain Mine (EX).** This surface mine is located on Chimney Rock Road in the Santa Lucia Range and has been in operation for approximately thirty years. Limestone is mined here for use by sugar companies in their refining processes. Excavated rock is transported by trucks to a railroad loading facility at San Miguel. The most apparent off site features of the operation are noise, traffic and visual impact. The operation recently received approval to install additional processing equipment on the site subject to submittal of a reclamation plan and other performance oriented conditions. When the quality limestone reserves on the 45 acres presently being mined are exhausted, the operator intends to develop additional surface mine sites on adjoining properties under existing mineral rights leases. Any further expansion of this mining operation should be reviewed carefully to minimize such off site impacts as noise, traffic, and visual impacts.
50. **Sand and Gravel Quarries (EX).** There are six quarries located within the Salinas River sub-area. Five of the quarries are located in or adjacent to the Salinas River. They all supply sand and gravel and are open pits. Kaiser Quarry is the sixth and largest, and is located east of the Garden Farms village area. It is also the largest sand, gravel and crushed rock operation in the county.
51. **Standard Oil Company Tank Farm (EX).** This facility, located in the hills northeast of Morro Bay, is surrounded by open lands designated Agriculture. No site expansion is proposed.

Extractive Resource Area (EX_i)

52. **Navaho Creek (EX_i).** This area consists of approximately 135 acres in and adjacent to the Navaho Creek channel, southeast of the intersection of Highway 58 and Red Hill Road, beginning one and one half miles south of the Highway 58 crossing and extending for about two miles upstream. This area is included in the EX combining designation to reflect that it is classified by the State Department of Conservation's Division of Mines and Geology as containing or being highly likely to contain significant deposits of Portland cement concrete aggregate materials. As of 1989, one company was mining sand and gravel along Navaho Creek. [Amended 1991, Ord. 2498]
53. **Salinas River and La Panza Granitics (EX-1).** The Salinas River EX-1 combining designation consists of approximately 1,731 acres in the unincorporated area in and adjacent to the Salinas River channel, extending from the Paso Robles city limits to and area east of the southern portion of the city of Atascadero. This area is included in the EX-1 combining designation to reflect that it is classified by the State Department of Conservation's Division of Mines and Geology as containing or highly likely to contain significant deposits of Portland cement concrete aggregate materials. As of 1994 89, there were five sand and gravel operations along the unincorporated portion of the Salinas River within both the Salinas River and El Pomar - Estrella sub-areas (Amended 1991, Ord. 2498).

Another area is also classified by the state as containing or being highly likely to contain significant deposits of Portland cement concrete aggregate. It is part of a larger area identified as the La Panza Granitics and is located adjacent to the Salinas River southeast of the city of Atascadero. As of 1994 89, one quarry was operating in the portion of the La Panza Granitics included within the Salinas River sub-area. Most of the La Panza Granitics are located within the Las Pilitas and El Pomar - Estrella sub-areas (Amended 1991, Ord. 2498).

There is also a sand and gravel mine in Huerhuero Creek near Creston. That site is included in the EX combining designation.

Transfer of Development Credits Site (TDCS)

54. **Bonnheim Ranch (TDCS).** The ranchlands bordered on the north by Lake Nacimiento, and the west, east and south by Chimney Rock Road, have been determined to be eligible to be considered for the Transfer of Development Credit Sending Site (TDCS) Combining Designation. Sites in this area shall only be reviewed as to method of determining development value and issuance of bonus credits by the Review Authority. The guarantee of conservation shall be based on the method that would otherwise have been used to determine eligibility as a sending site. [Amended 1996, Ord. 2776]
55. **Denney Property Transfer of Development Credits Sending Site (TDCS).** A conservation easement restricting development potential has been recorded on this approximately 52-acre parcel located on the south side of Creston Road, southeasterly of Beachwood Drive. This site was approved as a sending site for transfer of development credits (TDCs) in accordance with the Land Use Ordinance.

Transfer of Development Credits Receiving Site

56. **Smith Property Transfer of Development Credits Receiving Site (TDCR).** A parcel map (CO 98-194, Smith) has been recorded on this site located at the intersection of El

Pomar Drive and Moss Lane. This parcel map was approved as a receiving site for transfer of development credits (TDCs) in accordance with the Land Use Ordinance.

57. **Spanish Lakes Transfer of Development Credits Receiving Site (TDCR).** A cluster subdivision (Tract 2308, Spanish Lakes) has been recorded on a site located between Creston Road and South River Road, south of Paso Robles. This tract was approved as a receiver site for transfer of development credits (TDCs) in accordance with the Land Use Ordinance, and the TDCs were used to achieve higher density than would otherwise be allowed for the applicable land use category.

Renewable Energy (RE)

58. **Renewable Energy (RE).** Identifies areas throughout the North County Planning Area where renewable energy production is favorable and prioritized. Within these areas, the County encourages distributed renewable energy development by streamlining permit requirements and environmental review in a manner that would not degrade ecosystems, agricultural resources, and other environmental resources. [Added 2015, Reso. 2015-75]

6.3 Combing Designation 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. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, their implementation should be based on consideration of community needs and substantial community support for the program and its cost.

Note: Many of the goals, policies, and programs in this plan only apply to certain sub-areas of the North County planning area. Figure 1-1 should be referenced to determine the applicability of a goal, policy, or program to a specific parcel or region in the North County planning area.

The Community/Village Plans (LUCE Part III) contain combining designation programs for the North County’s village and urban areas.

Sensitive Resource Areas

1. **BLM Lands.** The County should encourage retention all of BLM parcels in the Sensitive Resource Area in public ownership as natural areas.
2. **Sensitive Resource Areas - BLM Lands.** The Bureau of Land Management should retain their parcels in the Rocky Butte Botanical Area, on Tierra Redonda Mountain and along Waterdog Creek in public ownership as natural areas.
3. **Camp Natoma.** The County should encourage natural habitat protection by camp operators.
5. **Granite Ridge Natural Area.** The County Department of General Services should work with willing sellers and donors to secure easements and then provide for habitat protection and restoration and access in connection with the Granite Ridge Natural Area identified in the Natural Areas Plan (Rocky Canyon Park and Trails System in the County Trails Plan).

4. **Klau Mine Botanical Area – Plant Inventory and Protection.** The County should work with property owners to support completion of an inventory of the limits of *Arctostaphylos luciana* by a qualified botanist and to investigate means of protecting remaining stands from disturbance by mining or other development.
5. **Klau Mine Botanical Area – Protective Easements.** The County should work with property owners to obtain open space agreements for privately owned lands in the area containing *Arctostaphylos luciana* to protect the species from intrusion and destruction.
6. **Salinas River Natural Area.** The County Department of General Services should work with willing sellers and donors and coordinate with public agencies to acquire and provide areas for habitat protection, environmental education and passive recreation in connection with the Salinas River Natural Area identified in the Natural Areas Plan (Salinas River Trail in the County Trails Plan).
7. **Tree Protection.** A countywide tree protection ordinance should include the El Pomar-Estrella sub-area
8. **SRA Identification.** The County Department of Planning and Building should conduct a study identifying locations where the Sensitive Resource Area combining designation for biological resources should be applied within the El Pomar/Estrella sub-area, and countywide amendments to the Land Use Element should be initiated accordingly.
9. **Santa Margarita Lake Watershed.** The County should work with affected state and federal agencies to prepare a resource protection plan for the watershed area.
10. **Hi Mountain Road.** The County and U.S. Forest Service should prepare a study of Hi Mountain Road to establish the limits of the scenic corridor and to develop appropriate standards for land use and development within their respective jurisdictions.

Historic Site

11. **Identify Historic Structures.** The County Department of Planning and Building should work with recognized preservation organizations and interested individuals to determine whether additional churches, schools and other structures deserve designation and protection as historic resources.
12. **Mission Santa Margarita de Cortona Asistencia.** The County should provide encouragement and support for the preservation and reconstruction of the old rancho headquarters and the mission outpost with the cooperation of the rancho owners.
13. **Future Historic Sites.** The County should coordinate with historical societies to provide assistance and in determining appropriate places for historic site designations.

Table 6-1: Schedule for Completing Combining Designation Programs

Program Title	Responsible Agencies	Potential Funding ¹	Priority ²	Timeframe ³ (years)
Sensitive Resource Area (SRA)				
1. SRA Identification	Co. Planning	County	Medium	Mid-term (2010)
2. Tree Protection	Co. Planning	County	High	Short-term (2005)
3. Salinas River Natural Area	Co. General Services	County, grants, landowners	Medium	Long-term (2012)
4. Granite Ridge Natural Area	Co. General Services	County, grants, landowners	Medium	Long-term (2012)
5. Klau Mine Botanical Area - Plant Inventory	County	Unspecified		
6. Salinas River Natural Area	Co. General Services	Unspecified		
7. Tree Protection	County	Unspecified		
8. SRA Identification	County	Unspecified		
9. Santa Margarita Lake Watershed	County	Unspecified		
10. Hi Mountain Road	County, U.S. Forest Service	Unspecified		
Historic Site (H)				
11. Identify Historic Structures	Co. Planning	County	Medium	On-going
12. Mission Assistencia	Co. General Services	N/A, grant, private	Medium	3-5
13. Future Historic Sites	Co. Planning, General Services	N/A, grant, private	Medium	3-5

Notes:

1. N/A in "Potential Funding" column means that the work would be performed by County staff within their budget. No special funding is required.
2. Priority listings are the relative importance within each timeframe: low, moderate, or high.
3. For Salinas River Sub-area Programs, timeframes are from the date of adoption of the Salinas River Area Plan Update (1/2/96).

6.4 Proposed Public Facilities

A principal function of county government is to provide services to the extent needed by the population served. In this section, only public services and facilities that have a direct effect on land use (and are or will become publicly managed) are considered. Development guidelines for proposed public facilities are contained in Framework for Planning.

The Public Services and Facilities Element of the Nacimiento/San Antonio General Plan proposed specific recommendations for the solution of problems related to sewage disposal, water treatment, drainage and solid waste management. The Land Use Element updates that previous document; however, the data presented in that report remains valid and is recommended for use in the planning of future facilities.

Future locations of public facilities proposed for the North County planning area are noted on the combining designations map. These facilities are described below:

1. **Jack Creek and Santa Rita Creek (R-Reservoir).** Privately owned parcels on these creeks would be inundated by proposed water conservation reservoirs that would be used to supply water to urban areas located away from the Adelaida sub-area. Until such time as the reservoirs are actually constructed, or the proposals are dropped from County policy, all development should be located above the proposed maximum elevation of the lakes. Alternate access roads should also be provided to any proposed development site so that the future reservoir will not deny proper access. If the County decides to implement the reservoir projects, the recreation potential of the lakes and surrounding properties should be fully explored through an amendment to the Land Use Element.
2. **Santa Rosa and San Simeon Creek (R-Reservoir).** Potential reservoir sites are identified on Santa Rosa Creek and on San Simeon Creek (only a small portion of the proposed San Simeon Creek Reservoir site is located within the Adelaida sub-area). Recent studies indicate that development of surface storage facilities, including transmission and treatment, would be exorbitantly expensive in relation to storage capacities.

Also, environmental concerns surrounding such development include impediments to anadromous fish and loss of riparian habitat. Nevertheless, these reservoir sites are indicated on the combining designations map as a potential future source for supplementary water.

3. **Sewage Treatment.** Sewage treatment plants are proposed to serve Lake Nacimiento Resort and Oak Shores.
4. **Solid Waste.** A future landfill site has been reserved in the eastern portion of the Heritage Ranch development, east of Lake Nacimiento Drive. The County owns the site. The landfill site is not centrally located for the planning area and an alternative site should be selected.
5. **Government and Emergency Services Center.** Proposed to be located near the intersection of Lake Nacimiento Drive and the future extension of Heritage Road within the Heritage village reserve line, this highly visible and accessible area would provide the visitor and residents with physical evidence of the availability of emergency services. The center would include fire, police and emergency medical services, as well as providing a central location for the administration and provision of other local government services throughout the planning area (Amended 1983, Ord. 2133).
6. **Schools.** Potential school sites are located in the Heritage Ranch and Oak Shores village areas. One site is reserved in Oak Shores and the County has already obtained a school site within Heritage Ranch. At present, there are no plans to build schools in the planning area. However, the site at Heritage Ranch should be redesignated after a more developable location is chosen and agreed to by the developer and the San Miguel Joint Unified School District. (Amended 1982, Ord. 2112)
7. **Parks** – Potential future public parks within the Salinas River sub-area are shown in general vicinity locations on the combining designation maps, where each park symbol denotes a preferred area within 1,000 feet of the symbol for a site. The adopted Parks and Recreation Element indicates additional potential park locations for further planning.

Chapter 7: Atascadero and Paso Robles Urban Reserve Lines

7.1 Introduction

The Atascadero and Paso Robles urban areas are located just outside of the Atascadero and Paso Robles city-limits. Unlike the other North County urban and village areas, the Paso Robles and Atascadero URLs are not distinct communities; rather, they are unincorporated extensions of the adjacent cities. Residents of these areas not only share urban infrastructure and government-operated facilities and services, such as schools, libraries, and parks, with city residents, but they also shop, work, and perform business in the same commercial and office areas.

Paso Robles URL

As an incorporated city, Paso Robles administers and operates services through its own municipal government to serve areas within the city limits. The Paso Robles urban reserve line encompasses a slightly larger area. The incorporated area and the county areas within the URL are shown in Figure 7-1.

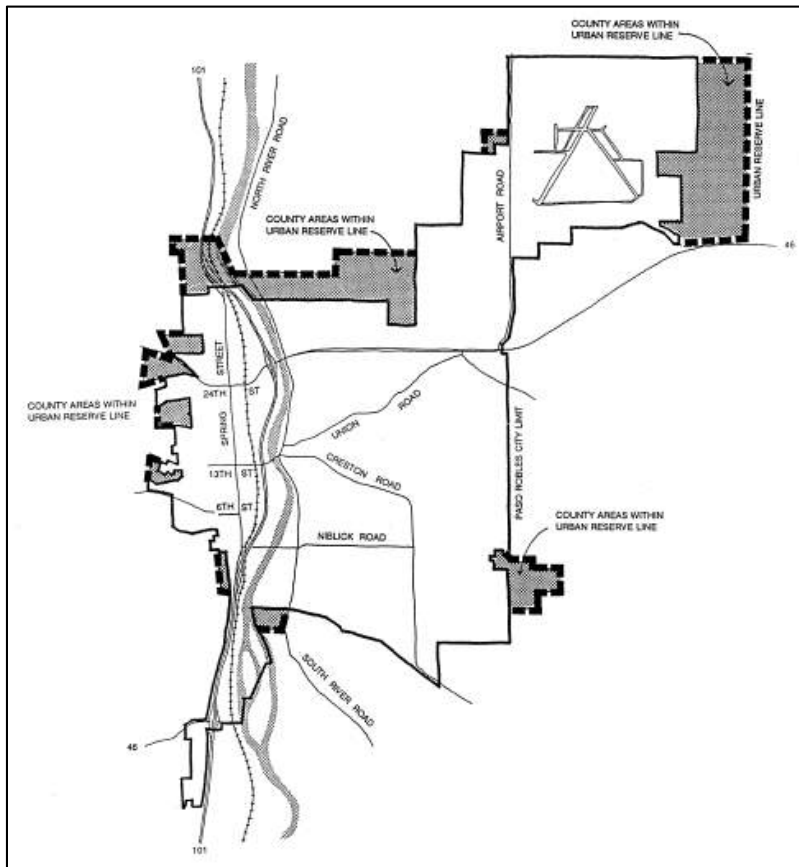


Figure 7-1: Paso Robles City Limits and Urban Reserve Area

7.2 Public Facilities, Services, and Resources

Water Resources

Atascadero URL

Water is provided to the city of Atascadero and the developed areas within the Atascadero Colony by the Atascadero Mutual Water Company. This is a private company jointly owned by the individual property owners within E. G. Lewis' original Atascadero Colony subdivision.

The water company is currently entitled to 3,372 acre-feet per year from the Salinas River. It also has groundwater wells within a subsection of the Paso Robles basin. In 1993 the company pumped a total of 5,456 acre-feet of water, with approximately 68 percent taken from the Salinas River and 32 percent from the groundwater wells. During dry years, relatively more water is extracted from the groundwater basin.

Company officials indicate that their present delivery system can be expected to deliver an average of 9,080 acre-feet annually, with a maximum peak capacity of about 1.68 acre-feet per hour.

Paso Robles URL

Water supplies are obtained from some wells near the Salinas River and others that pump from the Paso Robles groundwater basin. The current water supply and distribution system are estimated to be adequate to serve a population of 35,000, about 3,600 less than the build-out population. Future water service expansion to urban areas and full extension of services to the airport area will eventually require additional water supplies and infrastructure facilities. Accordingly, the city has requested a 4,000 acre-foot allocation from the Lake Nacimiento project. Another potential source is the extraction and treatment of lower quality "sulfur water" from the Paso Robles groundwater basin east of the city.

Sewage Disposal

Atascadero URL

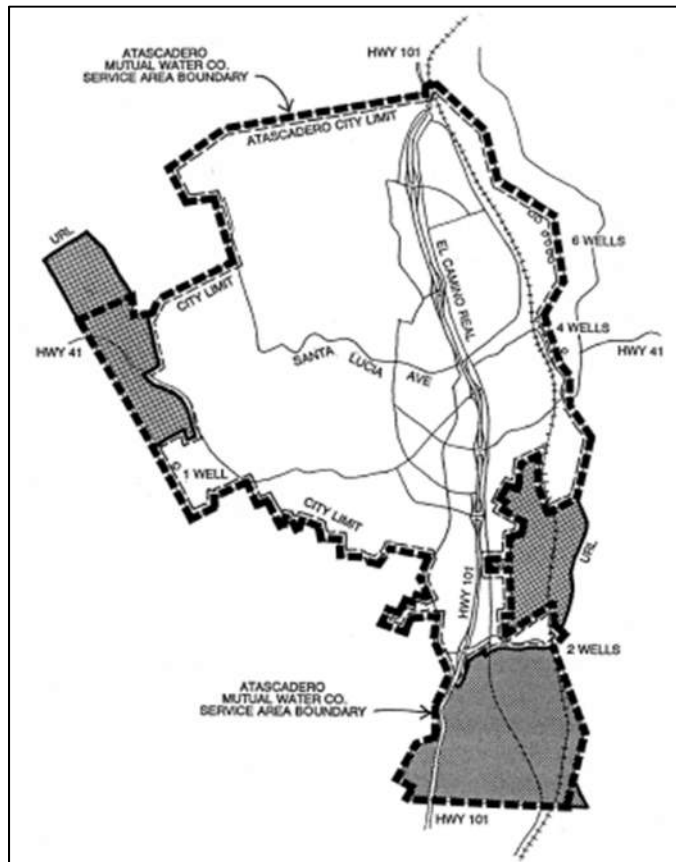


Figure 7-2: Service Area - Atascadero Mutual Water Company

The city of Atascadero operates its own sewage treatment plant, which serves a relatively small portion of the incorporated area. Properties in the balance of the city and the adjoining unincorporated area use individual septic systems.

Paso Robles URL

The city of Paso Robles sewage treatment plant serves both Paso Robles and Templeton. The plant has a total capacity of 4.9 million gallons per day (mgd). There is 4.5 mgd reserved for the city of Paso Robles. Existing treatment are adequate to serve a projected Paso Robles population of 41,000. At 75 percent of capacity (31,000), the state requires that planning for expansion must begin.

Schools

Atascadero URL

Atascadero Unified School District operates schools in Carrizo Plains, Creston and Santa Margarita, as well as four elementary schools, a junior high school and high school in Atascadero, itself.

Paso Robles URL

The Paso Robles public school systems (Paso Robles Union School District and Paso Robles Joint Union High School District) operate 5 elementary schools, a middle school and a high school.

Parks

Atascadero URL

Parks in the Atascadero urban area include four city parks and the County's Heilmann Regional Park. Because of its proximity to the city, Heilmann Regional Park also functions as a community park. Six public school sites provide additional recreational facilities. Future demand for park facilities is shown in the Parks and Recreation Element.

Table 7-1: Atascadero Area Neighborhood & Community Parks	
Facility	Size (acres)
Sunken Gardens	1
Paloma Creek Park	23.0
Traffic Way Park	6.2
Atascadero Lake Park (including zoo)	50.0
Heilmann Regional Park ¹	37.0
School Playgrounds, six schools ²	33.5
Total Acres²	132

Notes:

¹50 percent of Heilmann Regional Park acreage is included in total, since it also functions as a community park.

²School acreage credit is 50 percent of actual acreage.

Paso Robles URL

Ten city parks are located in the Paso Robles urban area. Seven public school sites provide additional recreational facilities. The parks are listed in Table 7-2.

Table 7-2: Paso Robles Area Neighborhood & Community Parks	
Facility	Size (acres)
Robbins Field Ballpark	2.4
Paso Robles City Park	4.80
Pioneer Park	6.10
Melody Park	3.00
Sherwood Park	12.30
Mandella Park	0.25
Niblick Park	0.25
Barney Schwartz Park	39.00
Royal Oak Park	1.30
Turtle Creek Park	4.50
Centennial Park	16.00
School Playgrounds, seven schools ¹	35.00
Total Acres²	132

Notes:

1. 50 percent of Heilmann Regional Park acreage is included in total, since it also functions as a community park.
2. School acreage credit is 50 percent of actual acreage.

Fire Protection

Atascadero URL

Fire protection in the city of Atascadero is provided by its own fire department. The city has two fire stations and is manned by a combination of paid and volunteer fire fighters. Mutual and automatic aid agreements exist between the city, Atascadero State Hospital, CDF/County Fire and the Templeton Community Services District. Other portions of the urban area outside the fire district are protected by the CDF/County Fire station located south of Paso Robles or the Parkhill Station.

Paso Robles URL

Within the city of Paso Robles, fire protection is provided by a fire department which has a combination of paid and volunteer personnel. The city has an automatic and mutual aid agreement with CDF/County Fire. The Paso Robles Department has three stations. One station is located in the old downtown area of Paso Robles, a second is located on the east side of the city of Paso Robles and the third is located at the Paso Robles Airport. The downtown station is scheduled for renovation during the 1997-99 period. A fourth station will be located in the vicinity of Highway 46 and Golden Hills Road. Construction is projected for the year 2000.

Drainage

Atascadero URL

Creeks in Atascadero occasionally overflow their banks and cause some local flooding. These areas are within the city of Atascadero and are identified in the Atascadero General Plan.

Paso Robles URL

The major flood prone areas are the Salinas River bed, the Huerhuero Creek and smaller areas in the canyons west of the city. These areas are the subject of floodplain regulations (see Flood Hazard combining designation). Drainage studies were initially made in 1954, and should be updated to reflect present and future development, determining problem areas and remedial actions. The city and County Engineering Departments should jointly prepare such a plan, particularly for the area west of the city where future development can have a severe drainage impact on portions of the city.

7.3 Public Services and Resources Programs

The following programs apply within the Paso Robles URL:

1. **Tract 7 East of Paso Robles Airport.** Work with area property owners to identify the potential extent of water supply and septic system problems. Consider the formation of an assessment district, service district, or County service area to provide road improvements, a community water supply system and septic system monitoring and maintenance.
2. **Drainage Control in the Paso Robles Area.** The County should work with the city of Paso Robles to establish a joint powers agreement to develop an areawide drainage study and implementation plan.

7.4 Land Use

Summary

The following discussion of land use within the Atascadero and Paso Robles URLs is limited to areas between the city limits and the urban reserve lines. Land within the city limits is discussed and mapped only to support an understanding of relationships to surrounding land uses.

The Paso Robles urban reserve line encompasses 2,147 acres outside the city limits, which includes the Jardine Road area. This acreage is estimated to be adequate for the city to expand and accommodate population growth beyond the year 2010.

The city of Paso Robles is seeking economic development to balance current and projected residential growth, while maintaining resource and service capabilities. The major issue concerning this strategy will be how well the city can sustain local and regional resources. Areas of concern are the capacities in the schools, the water supply system, Highways 46 and 101, and air quality in the north county region. Urban expansion is planned to be contingent on adequate resources and services for existing as well as new incorporated areas.

Residential Rural

Atascadero URL

This portion of the original Atascadero Colony has steep slopes substantially covered with chaparral on the western edge of the urban area. Like other areas of the colony, roads have been platted and water service can be extended by the Atascadero Mutual Water Company. Most of the area is difficult to develop due to steep slopes and the expense and difficulty of extending services in this remote area of the colony. The Atascadero City General Plan designates this area for lots from 2 to 10 acres. However, with the terrain and service constraints, it does not appear that development below 5 acres is feasible nor appropriate. The area is far from the urban core and is a transition area to adjacent rural uses.

Paso Robles URL

Two areas - 1) Buena Vista Road/Golden Hill Road and 2) Linne Road - are designated in the Residential Rural category to recognize existing land uses until annexation by the city. This category will retain the capability for the city to determine urban uses, densities and layout upon future annexation.

Residential Suburban

Paso Robles URL

There are five Residential Suburban expansion areas outside of the city limits that are within the Paso Robles URL. The areas are characterized by scattered development of various intensities, many with moderate homes, some with orchards and gardens, and many with horse corrals and farm animals. The Residential Suburban designation generally corresponds to the city's Residential Suburban category in the Paso Robles Land Use Element. A limitation on the allowable density to 2.5 acres per parcel will be consistent with city policy for the ultimate urban density.

- **West Paso Robles.** The west Paso Robles Residential Suburban area is situated in the hilly areas adjacent to the city limits. This area is similar to the west Paso Robles Residential Rural area that has developed using the lot split process. It has a direct effect upon the city of Paso Robles in that water runoff causes local flood conditions. Future development of this area must not further contribute to downstream flooding. Access roads should be carefully graded on hillsides with common access driveways to eliminate unnecessary paving in steeper hillside areas. All development should conform to city development standards.

- **Jardine Road Area.** The second Residential Suburban area is the old Tract No. 7 subdivision, east of the Paso Robles Municipal Airport. The subdivision is primarily accessed by vehicles only. While roads are platted for the area, they have not been adequately developed except for Jardine Road, which is a County-maintained road through the center of the tract. The area is flat to gently rolling and has been developing with single family residences on the existing one and two acre lots. To prevent access problems from becoming intolerable, road improvements should be required before the issuance of building permits.

As the old lots continue to build-out there exists the potential for conflicts between domestic wells and the use of septic tanks on the small lots. As build-out occurs, consideration should be given to installing a community water supply system in order to avoid possible water supply/sewage disposal conflicts. Efforts should be made to form an assessment district to provide local funding for the development of a community water system and an adequate network of local roads.

The nearby Paso Robles Municipal Airport is vital to both the city's and the county's economy. It needs to be protected from conflicts with residential development. In order to minimize conflicts between airport operations and residential development and to avoid exacerbating potential water quality problems, second units are prohibited by the Land Use Ordinance.

- **South Vine Street.** The Residential Suburban areas south of Paso Robles and west of Highway 101 have direct access to South Vine Street paralleling the freeway. Slopes are moderate and should accommodate the allowed 2.5-acre density if clustered. Clustering or other techniques that achieve the same result as clustering will be important in order to use open space to buffer residential sites from nearby agricultural uses.
- **Rosemead Farms.** The Rosemead Farms Residential Suburban area south of Highway 46 is relatively flat and appropriate for estate sized suburban parcels. It should develop with an internal circulation system connecting all the suburban residential developments. Landscaping is desirable to lessen visibility of suburban residential uses and should also occur along lots and uses adjacent to commercial uses.
- **South Paso Robles.** The south Paso Robles Residential Suburban area is located on the south side of the city between the Southern Pacific Railroad tracks and River Road. It is generally level and is used for crop production. The western portion of the area lies within the Salinas River flood hazard area. Building within the flood hazard area should be avoided.

Public Facilities

Paso Robles URL

The Paso Robles District Cemetery is located within the Public Facilities category.

7.5 Land Use Programs

The following programs apply within the Paso Robles URL:

1. **Land Use Conversion.** Encourage continued residential rural, agricultural and other low density uses within the urban reserve line until annexation by the city of Paso Robles.
2. **Rosemead Farms Area.** The Planning and Public Works Departments should prepare an internal circulation plan to guide future land division.

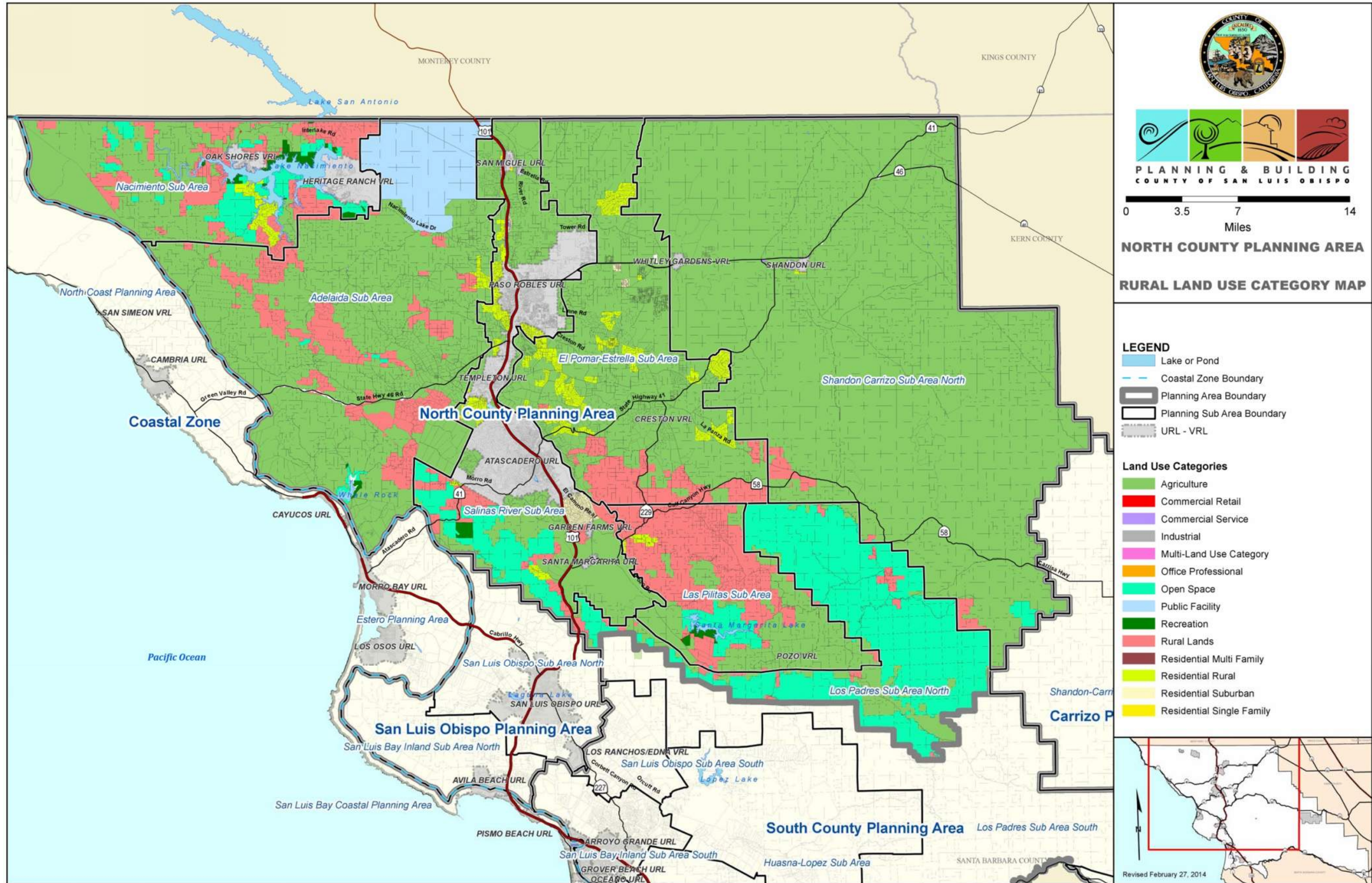
Table 7-3: Schedule for Completing Land Use Programs - Paso Robles URL

Program Title	Responsible Agencies	Potential Funding ¹	Priority ²	Timeframe ³ (years)
Sensitive Resource Area (SRA)				
1. Land Use Conversion	Co. Planning, City of Paso Robles	No increase	High	On-going
2. Rosemead Farms Area	Co. Planning, Public Works, City of Paso Robles	N/A, grant	Low	3-5

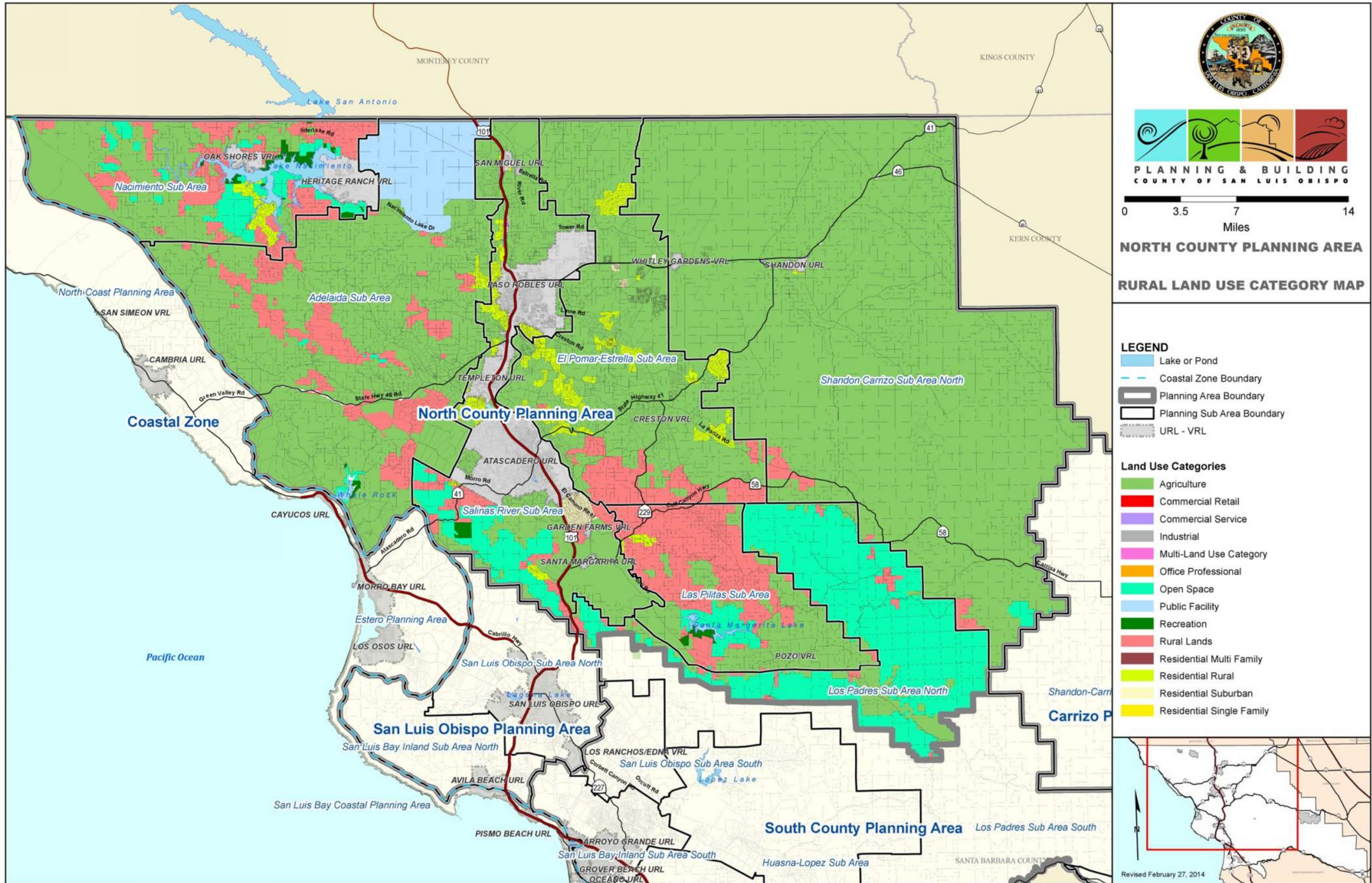
Notes:

1. N/A in "Potential Funding" column means that the work would be performed by County staff as a part of the normal agenda of a County department. No special funding is required.
2. Priority listings are the relative importance within each timeframe: low, moderate, or high.
3. For Salinas River Sub-area Programs, timeframes are from the date of adoption of the Salinas River Area Plan Update (1/2/96).

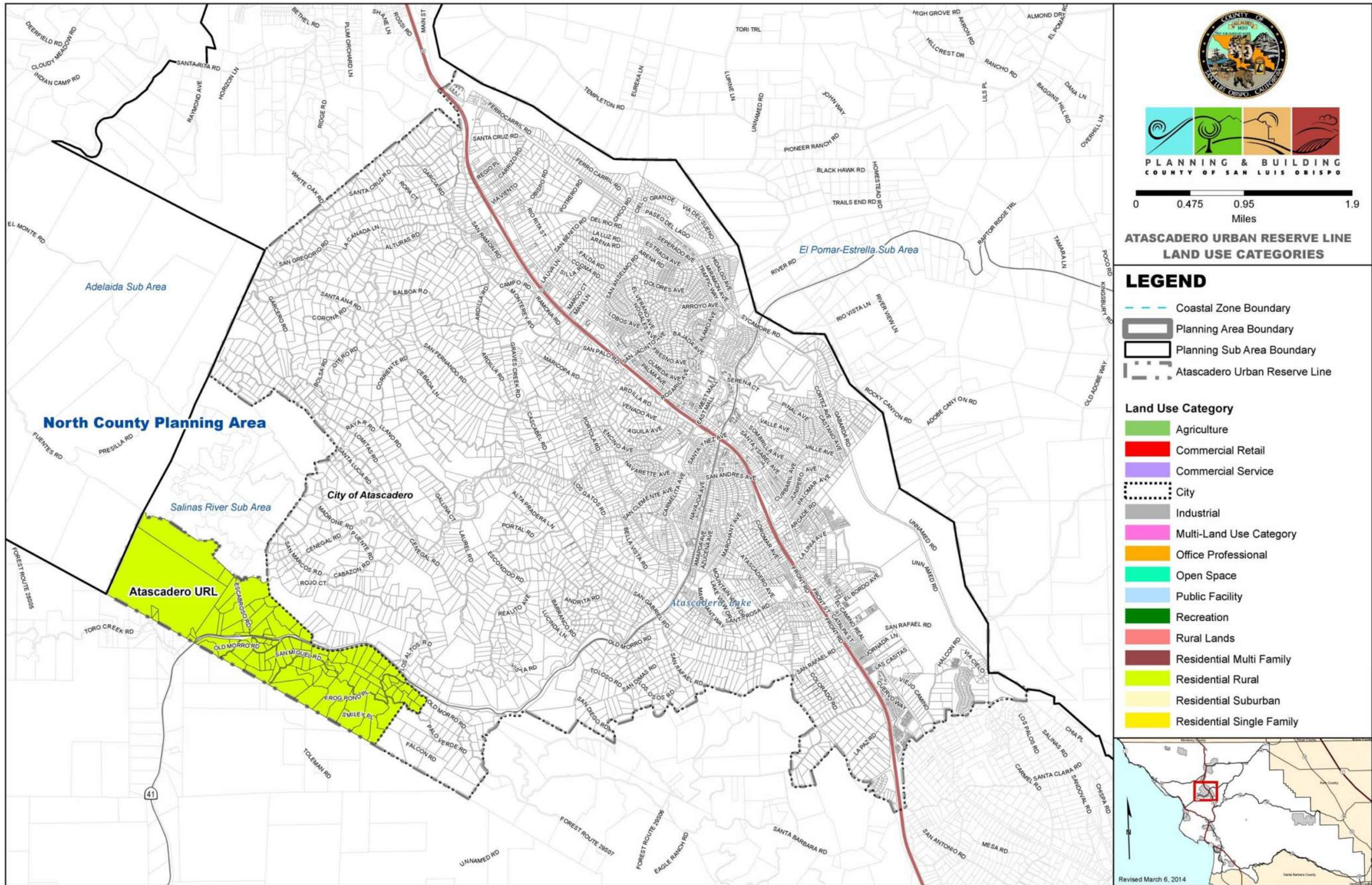
This page intentionally left blank.



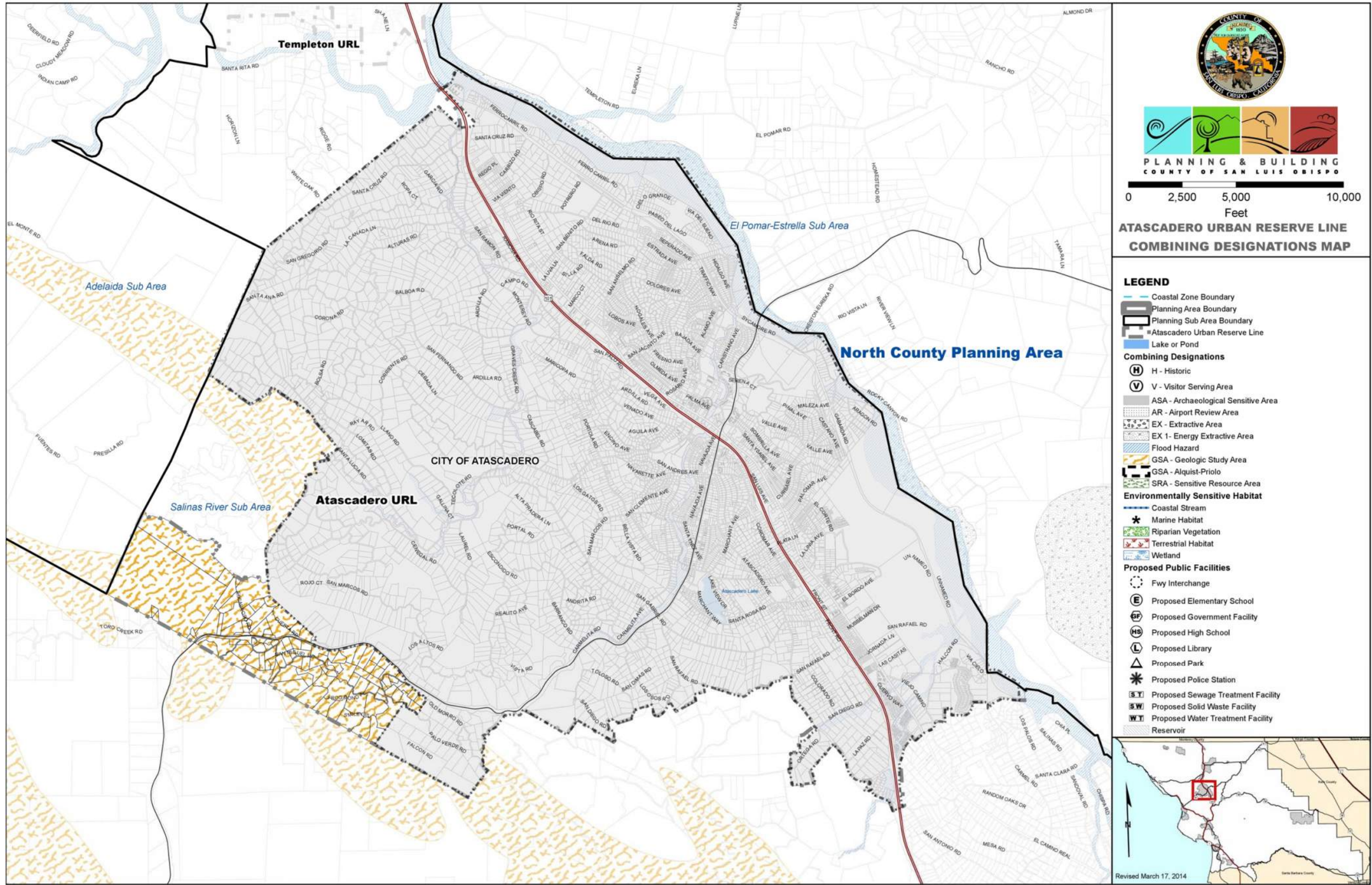
This page intentionally left blank.



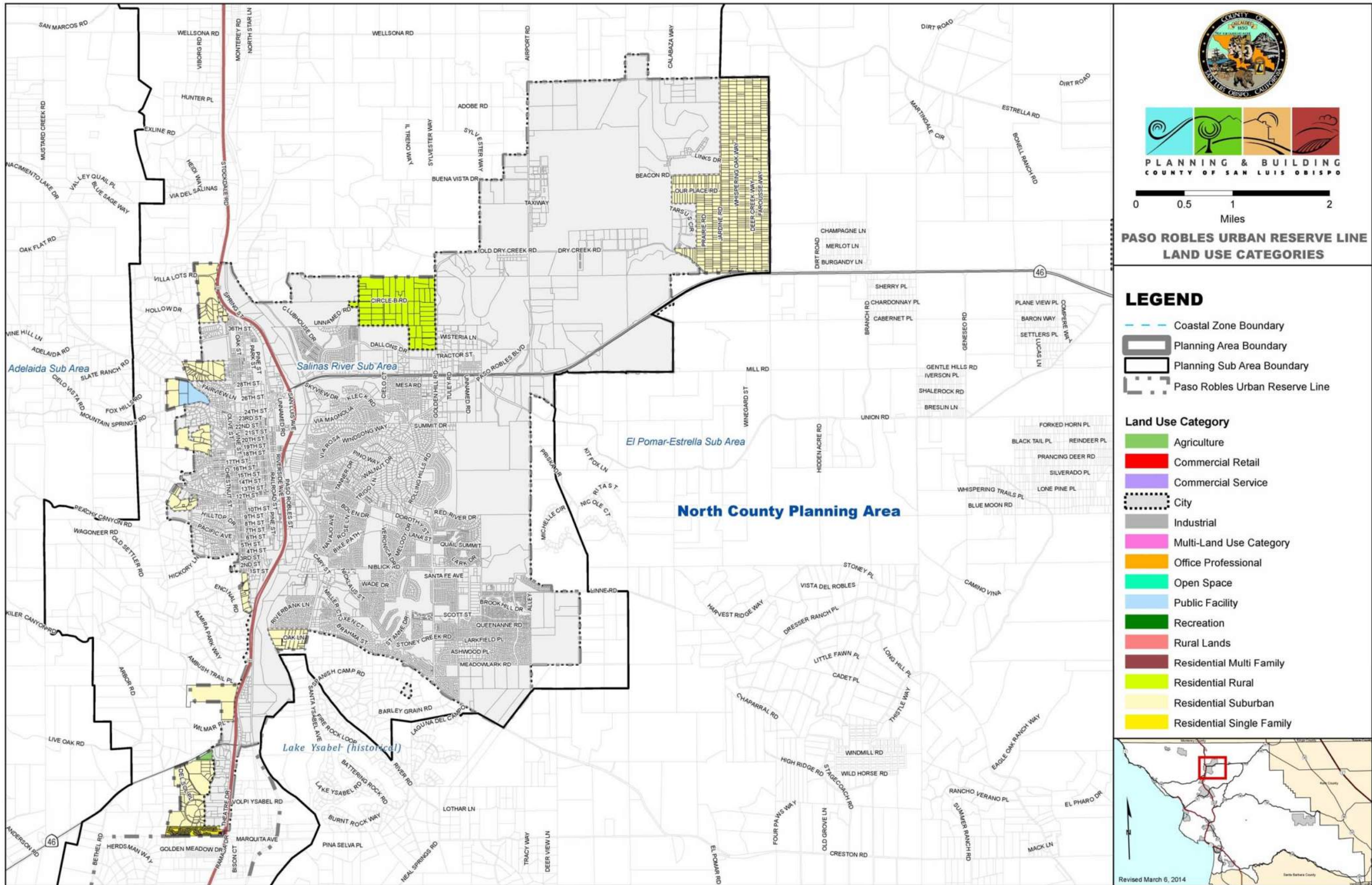
This page intentionally left blank.



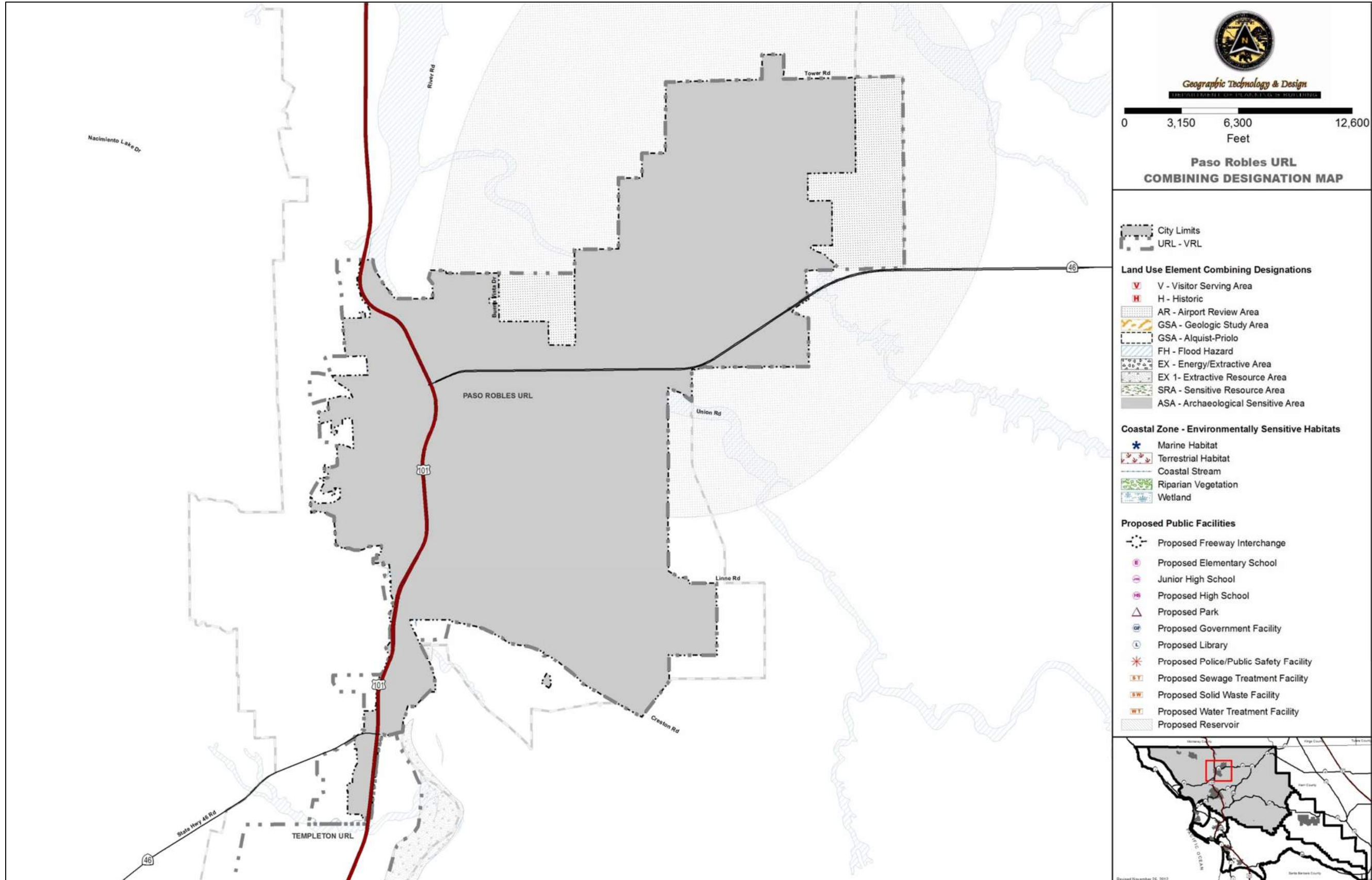
This page intentionally left blank.



This page intentionally left blank.



This page intentionally left blank.



This page intentionally left blank.

IV. San Luis Obispo Area Plan

This page intentionally left blank.

Table of Contents

Chapter 1:	Introduction and Goals.....	1-1
1.1	Overview.....	1-1
1.2	Relationship to General Plan.....	1-2
1.3	Content of the Plan.....	1-2
1.4	Planning Area Watersheds.....	1-5
1.5	Current Conditions.....	1-5
1.6	Vision for San Luis Obispo North Sub-area.....	1-9
1.7	Goals.....	1-9
Chapter 2:	Population and Economy.....	2-1
Chapter 3:	Public Facilities, Services, and Resources.....	3-1
3.1	Introduction.....	3-1
3.2	Natural Resources in the San Luis Obispo North Sub-area.....	3-1
3.3	Special Districts.....	3-7
3.4	Water Supply.....	3-8
3.5	Wastewater Disposal.....	3-11
3.6	Schools.....	3-11
3.7	Solid Waste Disposal.....	3-12
3.8	Drainage.....	3-12
3.9	Emergency and Social Services.....	3-13
3.10	Recreation Services.....	3-15
3.11	Public Services and Resources Programs.....	3-16
Chapter 4:	Land Use.....	4-1
4.1	Introduction.....	4-1
4.2	Distribution of Rural Land Use.....	4-1
4.3	San Luis Obispo Sub-area Land Use.....	4-2
4.4	Rural Land Use Categories.....	4-10
4.5	Land Use Programs.....	4-17

Chapter 5: Circulation Element.....	5-1
5.1 Introduction	5-1
5.2 Major Features of the Transportation System.....	5-1
5.3 Major Issues.....	5-2
5.4 Policies and Objectives	5-4
5.5 Transportation Systems and Demand Management	5-6
5.6 Road Improvement Projects.....	5-6
5.7 Road Improvement Projects.....	5-7
5.8 Other Means of Transportation	5-10
5.9 Circulation Programs	5-14
Chapter 6: Combining Designations.....	6-1
6.1 Introduction	6-1
6.2 Combining Designations.....	6-1
6.3 Combining Designation Programs	6-8
Chapter 7: San Luis Obispo Urban Reserve Line	7-1
7.1 Introduction	7-1
7.2 Land Use	7-2
7.3 Land Use Categories.....	7-14
7.4 Land Use Programs	7-19
7.5 Public Facilities, Services, and Resources Discussion	7-19
7.6 Public Facilities, Services, and Resources Programs	7-20
7.7 Circulation Element.....	7-21

List of Figures

Figure 1-1: San Luis Obispo Sub-areas	1-3
Figure 1-2: San Luis Obispo Water Planning Areas	1-7
Figure 3-1: Earthquake Faults	3-6
Figure 3-2: Groundwater Basins.....	3-10
Figure 4-1: Rural edge to a community.....	4-5
Figure 4-2: Proposed San Luis Obispo Greenbelt.....	4-7
Figure 4-3: Highway 101 gateway to SLO as viewed from the north.....	4-8
Figure 4-4: Potential RR area south of Rolling Hills	4-13
Figure 4-5: Potential site for a golf course.....	4-17
Figure 5-1: Illustration of Highway 227/Broad Street improvements	5-8
Figure 5-2: Squire Canyon Area Proposed Emergency Access	5-10
Figure 5-3: San Luis Obispo North Sub-area Circulation Element Map	5-18
Figure 5-4: San Luis Bay Inland Sub-area (North) Circulation Element Map.....	5-20
Figure 6-1: Location of unique plant communities on the Ruda Ranch.....	6-6
Figure 6-2: Freshwater marsh around Laguna Lake	6-6
Figure 6-3: Locations of native bunchgrass on Cal Poly campus.....	6-7
Figure 7-1: The Airport Area.....	7-5
Figure 7-2: Attachment C - Dalidio Ranch Initiative.....	7-12
Figure 7-3: Attachment D - Dalidio Ranch Initiative.....	7-13
Figure 7-4: Business Park area	7-16

List of Tables

Table 1-1: Former Area Plans - Date of Adoption or Major Update.....	1-2
Table 3-1: Special Districts in San Luis Bay North Sub-area	3-7
Table 3-2: Schedule for Completing Public Services, Facilities, and Resources Programs	3-17
Table 4-1: Rural San Luis Obispo Planning Area Land Use by Sub-area (acres)	4-1
Table 4-2: Schedule for Completing Land Use Programs.....	4-20

Table 5-1: Schedule for Completing Circulation Programs..... 5-15

Table 6-1: Schedule for Completing Combining Designation Programs.....6-9

Table 7-1: San Luis Obispo URL Land Use7-2

Table 7-2: Schedule for Completing Land Use Programs in the San Luis Obispo URL..... 7-19

Table 7-3: Schedule for Completing Public Services, Facilities, and Resource Programs – San Luis Obispo URL 7-21

Chapter 1: Introduction and Goals

1.1 Overview

This plan consolidates and reorganizes the northerly portions of the former San Luis Bay and San Luis Obispo planning areas into a single watershed-based planning area called the San Luis Obispo planning area (refer to Figure 1-1). The two former planning areas are referred to throughout this document as the San Luis Bay North sub-area and the San Luis Obispo North sub-area. The southern portions of these former planning areas are incorporated into the South County Area Plan. Chapter 7 of this plan addresses planning issues in the unincorporated area within the San Luis Obispo Urban Reserve Line (URL).

Encompassing about 72,600 acres, the San Luis Obispo planning area includes most of Montana de Oro State Park, as well as Cuesta College, Camp San Luis Obispo, and the California Men's Colony. It is bounded by the coastal zone to the west and the Los Padres National Forest to the east. The southern portion of the planning area includes the Irish Hills, See Canyon and Squire Canyon. It contains the rural areas surrounding the City of San Luis Obispo, the inland portion of the Avila Beach urban area and the village of Los Ranchos/Edna.

The San Luis Obispo planning area can be viewed as a single, distinctive community with a very high quality of life. At its center lies the city of San Luis Obispo, an attractive and compact urban community whose shape has been defined by the hills and mountains that surround it. This planning area possesses natural and man-made attributes which have made it a desirable place to live, conduct business or be on vacation. The relatively high cost of housing in the planning area (compared to most other areas of the county) reflects its desirability.

Some of the factors which have contributed to the unique and desirable character of the planning area include the presence of a compact urban center surrounded by open agricultural lands, meandering streams, rolling hills, and ridges, clean air and relatively little traffic congestion. The volcanic morros give additional character to the area, marching from the city west to Morro Bay. The presence of a state university and a community college has provided educational opportunities for local residents and an educated labor force for local employers. These educational institutions have also brought many students from other areas, contributing to social diversity and a high level of consumer activity in the city.

Within the context of state and national economic conditions, the policies and actions of the County, the City and other public agencies can influence the future of the area. Public policies can assist in encouraging appropriate, integrated patterns of land use. Land use strategies need to balance economic growth with the equally important need to protect and enhance the local environment. Conservation of the area's resources is an integral part of economic development in order to have a lasting economy that is strengthened by the region's environmental assets.

1.2 Relationship to General Plan

This area plan is part of Part II of the Land Use and Circulation Elements (LUCE) of the County General Plan. This plan is consistent with the other elements of the County General Plan. All other County plans, policies, and programs that involve the unincorporated portions of the San Luis Obispo planning area and are subject to the County General Plan are to be consistent with this plan. In addition, where applicable, all public and private development is to be consistent with this plan. It should be recognized, however, that this plan is subject to higher legal authority: for example, federal and state statutes, case law, and regulations.

Note: The terms “Land Use and Circulation Elements (LUCE)” and “Land Use Element (LUE)” are used interchangeably throughout this document and the County Land Use

This plan contains policies and programs for the rural portions of the San Luis Obispo planning area and the area within the San Luis Obispo Urban Reserve Line. It also contains regional policies and programs that affect both urban and rural areas. The Community/Village Plans (LUCE Part III) contain policies and programs for the Avila Beach urban area and the Los Rancho/Edna Village.

1.3 Content of the Plan

This plan describes population, housing, and economic trends for the San Luis Obispo planning area. It establishes policies and programs for land use, circulation, public facilities, services, and resources for the rural portions of the planning area.

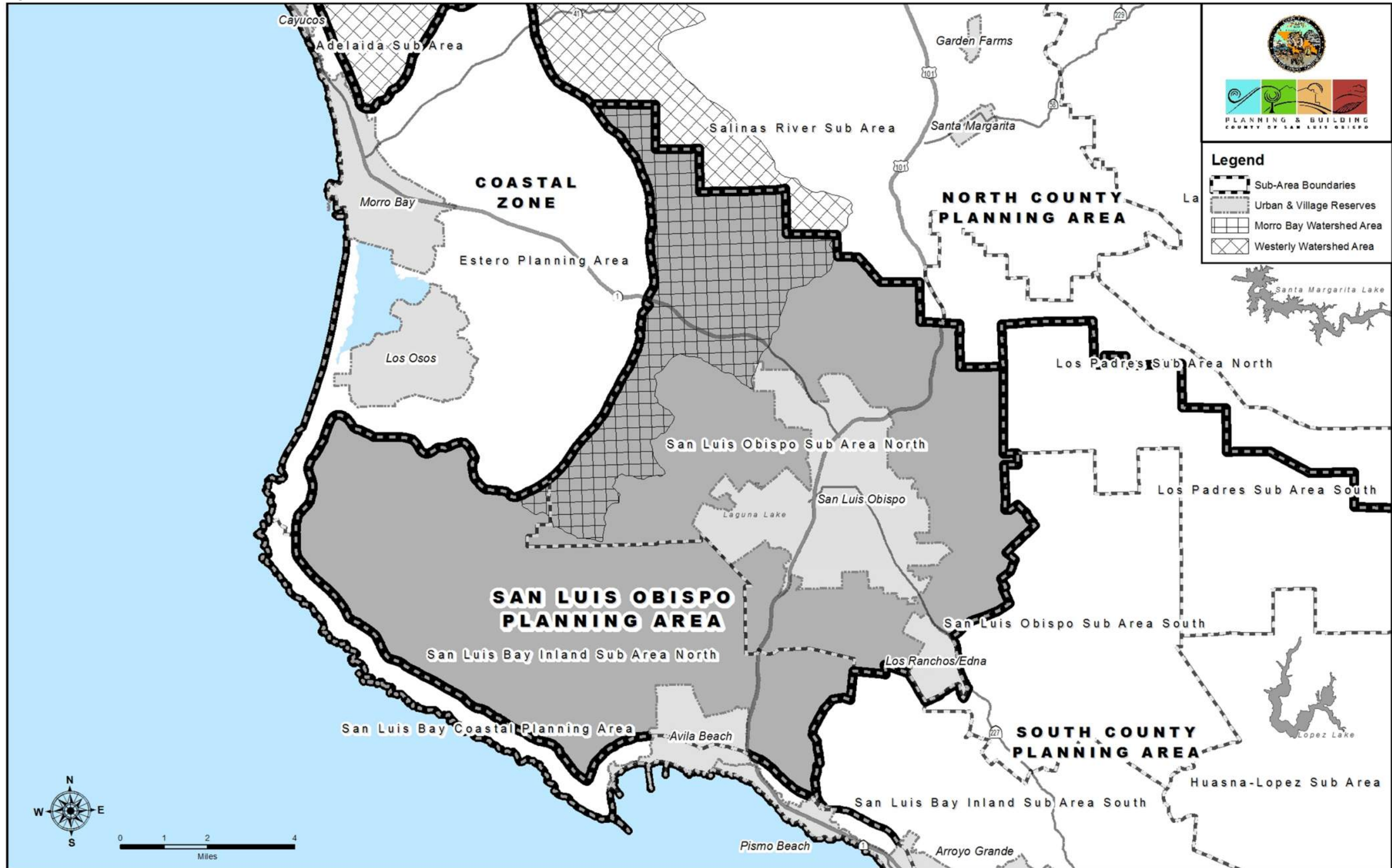
This plan consolidates and reorganizes the former San Luis Bay (Inland) and the northern portion of the San Luis Obispo planning areas into a single, watershed-based planning area called the San Luis Obispo planning area (refer to Figure 1-1). The information contained in this plan is taken from these former area plans and is current as of the last major update or original adoption date of each plan (refer to Table 1-1). While some non-substantive edits have been made to this text for consistent formatting and to reflect the new organization of the LUCE, no changes have been made to reflect current conditions in the San Luis Obispo area of the county. Specific timeframes or horizons called out in the text (e.g. “...within the next 25 years.”) begin at the dates specified in Table 1-1, not the adoption date of this plan.

Note: Many of the goals, policies, and programs in this plan apply only within the former planning areas referred to as sub-areas. Figure 1-1 should be referenced to determine the applicability of a goal, policy, or program to a specific parcel or region in the San

Table 1-1: Former Area Plans - Date of Adoption or Major Update

Former Area Plan	Date of Adoption or Major Update
San Luis Bay	September 22, 1980
San Luis Obispo	December 10, 1996

Figure 1-1: San Luis Obispo Sub-areas



This page intentionally left blank.

1.4 Planning Area Watersheds

San Luis Obispo/Avila Water Planning Area

The majority of the San Luis Obispo planning area is located within the inland portion of the San Luis Obispo/Avila Water Planning Area (WPA 6) as defined in the 2012 San Luis Obispo County Master Water Report (refer to Figure 1-2: San Luis Obispo Water Planning Areas). Water users in WPA 6 include the City of San Luis Obispo, County Airport, Cal Poly, Avila Beach Community Services District), Avila Valley Mutual Water Company, San Miguelito Mutual Water Company, County Service Area 12 (CSA #12), Port San Luis, agricultural and other rural overlying users. The primary groundwater supplies include the San Luis and Avila Valley sub-basins. Other major supply sources include the State Water Project, Whale Rock Reservoir, Salinas Reservoir, Nacimiento Water Project, Lopez Lake Reservoir, and recycled water. The issues in this WPA include limited groundwater supplies. The San Luis Obispo planning area also contains the portions of the Los Osos and Morro Bay water planning areas that are located outside of the Coastal Zone.

Morro Bay Watershed Area

The northwestern portion of the planning area is located within the Los Osos and Morro Bay water planning areas. Unlike the majority of the planning area, which drains to Avila Beach, this area drains to Morro Bay. It is identified with cross-hatching in Figure 1-2 to recognize its unique hydrology.

1.5 Current Conditions

The San Luis Obispo North sub-area has traditionally been the dominant center of economic and governmental activity for the county. The City of San Luis Obispo is the county seat, and the County government itself is one of the largest employers in the area. California Polytechnic State University, Cuesta College and the California Men's Colony also employ large numbers of people. When combined with all the other employers, this planning area contains over half of the jobs in the entire county, but less than half of the housing. This "jobs versus housing" imbalance is a significant concern because of associated traffic and air quality impacts, as discussed further in Chapter 5 of this area plan.

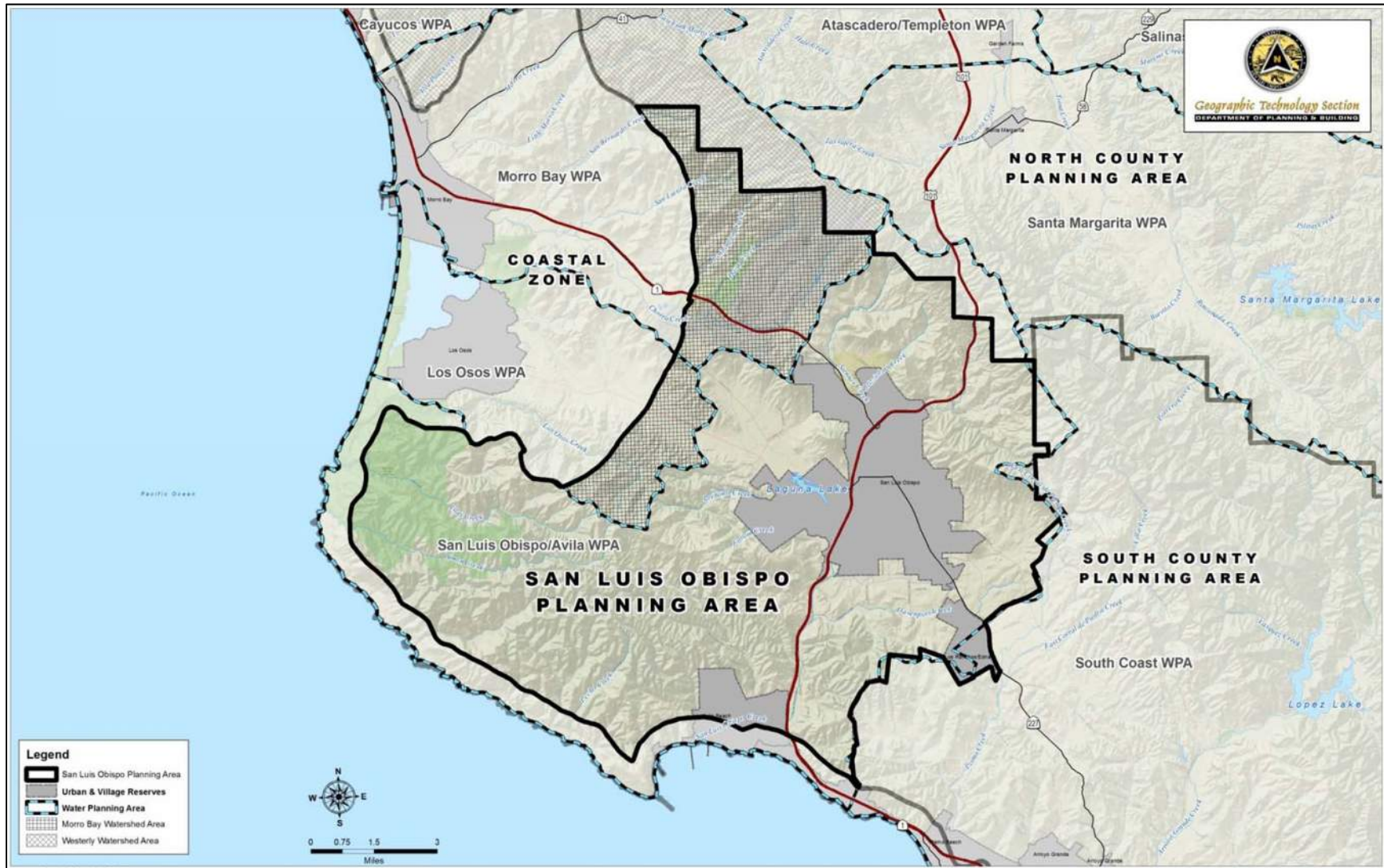
Housing affordability has become another issue of serious concern in the planning area, as housing prices have risen to levels that are not generally affordable for most of the people employed locally. As a result, most local employees commute from other communities each day, contributing to traffic congestion and air pollution.

Agricultural land use has provided an important economic activity and contributed to the scenic qualities of the area, but is now threatened by conflicts with adjacent residential or other land uses, limited groundwater supplies, and marginal economic viability. Production agriculture lands are gaining recognition as valuable resources that should be protected by public policies and programs.

The County's Agriculture Element contains a policy stating that existing production agriculture should be maintained and that major expansions of urban development should rely primarily on reservoirs and imported water.

This page is intentionally left blank.

Figure 1-2: San Luis Obispo Water Planning Areas



This page intentionally left blank.

1.6 Vision for San Luis Obispo North Sub-area

This plan's vision for the future includes continued opportunities for economic vitality and growth, along with the opportunity to maintain the environmental attributes that have themselves contributed to the area's historically healthy economy. The community's excellent living environment and educational opportunities can act to attract or retain businesses providing high quality job opportunities for local residents, enabling them to afford housing within the area, while also enhancing local tax revenues needed for public services.

The sub-area should maintain a rural character in harmony with agriculture, business, recreational, environmental and residential opportunities.

1.7 Goals

Land use and circulation planning efforts in the inland area of the county are guided by general goals which have been adopted by the Board of Supervisors and incorporated into Framework for Planning (LUCE Part I). In addition to the countywide goals in Framework for Planning, the following goals apply to the San Luis Obispo North sub-area (refer to Figure 1-1):

San Luis Obispo North Sub-area

Chapter 1 of Framework for Planning - Inland Area, contains goals that describe the fundamental purposes for the Land Use Element and Circulation Element. The following goals for the San Luis Obispo North sub-area further refine those general goals to address the future development of this portion of the county.

Environment

- 1. Maintain and improve air and water quality at safe and healthy levels.**
- 2. Protect and, where it has been degraded, enhance wildlife habitat areas.**
- 3. Protect the scenic values of natural landforms.**
- 4. Protect important historic or archaeological resources.**
- 5. Protect natural drainage channels and floodways in their natural condition to the maximum extent feasible.**

Distribution of Land Uses

- 6. Focus urban development within established urban and village areas.**
- 7. Devote the remainder of the planning area to a "greenbelt" consisting of production agriculture and low-density development. (Also see Framework for Planning).**
- 8. Focus employment and housing within the San Luis Obispo urban reserve.**

Residential, Commercial and Industrial Land Uses

9. Promote the development of affordable housing.
10. Reserve urban residential, commercial and industrial expansion areas at the fringe of the City of San Luis Obispo which are scheduled for annexation by the City within a 10 to 20 year time frame.
11. Manage types and intensities of residential land uses such that they can be supported by conventional on-site sewage disposal systems and available water resources until municipal or community systems are provided.
12. Protect the San Luis Obispo County Airport as a public facility of countywide importance by implementing The San Luis Obispo County Airport Land Use Plan.

Economy

13. Promote and accommodate new commercial and industrial developments in the urban reserve.
14. Encourage and support expansion of existing businesses.
15. Encourage economic development balanced with the natural resources that enhance the natural beauty and character, and supports the social and environmental health of the planning area.
16. Encourage telecommuting.
17. Promote, encourage and accommodate commercial agriculture and the expansion of intensive agricultural uses supporting a viable commercial agricultural community.

Administration

18. Simplify development review procedures and provide incentives for the types of development allowed by the plan through preparation and implementation of a specific plan or infrastructure plans for the area near the airport within the urban reserve line for the City of San Luis Obispo.

Chapter 2: Population and Economy

The purpose of this chapter is to discuss the population and economy of the San Luis Obispo planning area. This discussion is grouped under headings for each of the two sub-areas which are the former planning areas shown in Figure 1-1, and is current as of the dates specified in Table 1-1. Percentages and other numeric figures used in this chapter are in reference to the former San Luis Bay or San Luis Obispo planning areas. Supporting data for this chapter is found in Appendix A.3: Population and Economy Data.

San Luis Bay Inland Sub-area

The San Luis Bay North sub-area's 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. Population growth is expected to slowly decline as county and state growth rates also decline. Area population is projected to approach 56,440 by the year 2000, increasing about 30% from the 1989 population in slightly over 10 years.

Note: Percentages and other numeric figures used in this chapter are in reference to the former San Luis Bay or San Luis Obispo planning areas (sub-areas).

San Luis Obispo North Sub-area

Population Trends

The rate of population increase in the San Luis Obispo North sub-area averaged 4 percent per year from 1970 to 1975, but subsequently decreased to 2.8 percent per year during the 1980's. The population of the sub-area (including the city) grew from 43,059 in 1980 to an estimated 54,901 in 1990, which accounted for approximately one-fourth of the county population. This rate of growth was substantially below the 3.6 percent average annual growth rate of the entire county. The lower growth rate reflected constraints to development in the San Luis Obispo area which are expected to continue limiting the rate of growth through the 1990's. More detailed information on population trends and projections in the San Luis Obispo North sub-area is found in Appendix A.3: Population and Economy Data.

Economy

The city of San Luis Obispo is a regional trade center, a tourist destination, and the county seat. As the central economic place within the county, it is capable of attracting business by offering support services in greater number and variety than most outlying communities. However, its population growth is not anticipated to be in proportion with the remainder of the county, due to a lack of adequate sites and public services to support development of housing needed for existing and future locally employed persons.

Sources of past economic growth have been employment increases in government, industry, agriculture and tourism. However, that growth has been outpacing the City's ability to increase the capacity of resources and public services necessary to support an increasing population and economy. The next five years provide an opportunity for the County and the City of San Luis Obispo to cooperate on approaches that will serve stable economic growth while sustaining long-term available natural resources. Employment is

desirable in growing businesses that pay high-wage jobs which are suitable for the local population.

The County *Business Retention, Expansion and Attraction Study* (1994) calls attention to the assets and liabilities of San Luis Obispo County, and it concludes that economic development involves a multi-base strategy. Consistent with the study, the business climate can improve if: (1) an effective system of economic development is created, and it focuses on certain types or "clusters" of business, (2) urban services are provided to non-residential land and building needed to support those business clusters, (3) regulations are tailored to facilitate the desired kinds of business development, (4) local educational institutions provide curriculum opportunities in support of these clusters of business development, (5) local financial institutions streamline their policies to assist business development and related support facilities, and (6) additional affordable housing is provided along with required support facilities such as schools, parks and libraries.

The study suggests that business development will progress more readily if it is consistent with the social, economic and environmental assets of the county. Within that context, certain industry "clusters" are best suited to the county in the following groupings, in alphabetical order:

- Agriculture including crop and animal production, biotechnology, food processing and support industries.
- Business services that include a wide variety of support services, including computer and office support.
- Computer development such as software design, entertainment and telecommunications, and information processing.
- Construction including architectural and engineering services, construction, financing and real estate services.
- Environmental research, monitoring services and pollution control product development.
- Health care services and research that address the needs of the county's population and education facilities.
- Light Industry including textile and apparel products, electronics manufacturing, and printing, publishing and allied products.
- Tourism services to promote travel, recreation, amusements, shopping and lodging.

These eight groups of economic development are particularly feasible in the San Luis Obispo North sub-area due to the presence of two educational institutions, Cuesta College and Cal Poly, and other major existing governmental, financial and business services. Both the Economic Advisory Committee and the Economic Vitality Corporation can provide resources regarding economic development strategies.

Because the trade area of San Luis Obispo is region-wide, continued economic development may lead to larger regional facilities locating in this planning area. The city of San Luis Obispo may accommodate most commercial and industrial facilities needing urban services or having large numbers of customers or employees. Other less intensive uses may locate within the designated urban reserve area adjacent and to the south of the

city, depending on water availability and industrial support facilities such as the airport and an adequate road network. This area is referred to in this area plan as the "airport area." Substantially increased industrial activity in the airport area appears to be dependent upon obtaining supplemental water.

Fiscal Impacts. A key issue of economic growth will be whether local governments can provide the necessary facilities and services to serve development. Given the tax structure within California, public revenues needed to pay the costs of development are more completely provided by retail and resort businesses that generate sales and transient occupancy tax revenue, and by high-value development that provides higher property tax assessments. Residential development typically provides less revenue than its proportional share of costs.

In response, some jurisdictions have focused primarily on attracting retail sales to improve their fiscal positions. Others have placed priority on tourism to bring in retail sales and transient occupancy tax. These strategies have their merits and should be part of the overall strategy in the county. However, there are only so many retail sales possible in any region. Taking a "fiscal" approach to zoning (competing to gain the highest tax revenues) could be counter-productive within the whole county's economy. Over-building can occur, or tax dollars can be "diverted" from neighboring jurisdictions within the county. Also, many (although not all) of the jobs in retail and motel developments are low-paying.

Several strategies can supplement those that simply encourage fiscally positive development. Public service costs can be minimized through land use policies that encourage compact development for efficient (and less costly) water supply, sewage disposal, transportation and other services. More coordinated regional tax sharing among the County and cities could reduce the competition between communities for tax revenue, potentially lowering the fiscal incentives that support suburban and commercial sprawl.

More comprehensive approaches to economic development can indirectly achieve positive fiscal revenues by seeking to achieve stable types of employment with high wages. The clusters of related businesses described on 2-2 can be nurtured through a number of public and private programs, producing a more resilient regional economy that provides good-paying, steady employment. Residents with good jobs can afford to spend more on housing and a wide variety of goods and services, bolstering local retail sales and property values, which in turn benefit public revenues. Thus, a comprehensive approach can ultimately provide for local fiscal strength.

Within the San Luis Obispo North sub-area, the short-term economic prospect is for a continuation of the historical trend of non-retail development, primarily in business services and light industry in the urban "airport area." It appears that the current mix of uses does not generate enough public revenues for the service needs of the entire sub area. Annexation of the airport area could provide a different cost/revenue context that should be mutually beneficial to the City and County. All of the economic development strategies should be evaluated further.

This page is intentionally left blank.

Chapter 3: Public Facilities, Services, and Resources

3.1 Introduction

This chapter discusses service concerns that directly affect the San Luis Obispo planning area. It contains policies intended to achieve the community's vision and goals related to provision of services, plus programs designed to implement those policies. The discussion is grouped under headings for each of the two sub-areas (the former planning areas shown in Figure 1-1) and is current as of the dates specified in Table 1-1. Percentages and other numeric figures used in this chapter are in reference to the former San Luis Bay or San Luis Obispo planning areas.

The following discussion on services and facilities is limited to the rural portion of the planning area only, with a similar discussion provided in the Community/Village Plans (LUCE Part III) for the Avila Beach urban area and the Los Ranchos/Edna village area. Chapter 7 of this plan includes a discussion on services and facilities in the San Luis Obispo URL. Since resource issues, such as water availability and air quality, are fundamentally regional in nature, this plan describes these issues for both the rural and urban/village areas. The policies and programs in this chapter apply either areawide or to the rural areas only.

Note: Percentages and other numeric figures used in this chapter are in reference to the former San Luis Bay or San Luis Obispo planning areas

Supporting data for this chapter is found in Appendix B.2: San Luis Obispo Public Facilities, Services, and Resources Data.

Resource Management System

In order to monitor the relationship between resources and demand levels, the County has developed the Resource Management System (RMS). This system monitors specified essential resources and reports on their current status in an Annual Resource Summary Report. The RMS report uses three levels of severity to inform decision makers of current and potential deficiencies. The Annual Report includes a variety of program options that are available to deal with specific concerns.

Water supply, sewage disposal, schools, roads, parks and air quality are monitored by the Resource Management System. Resource information included in Chapter 3 is generally current through the end of 1996. The most recent data may be found in the latest edition of the Annual Resource Summary Report.

More information on the RMS is provided in Framework for Planning (LUCE Part I).

3.2 Natural Resources in the San Luis Obispo North Sub-area

Air Quality

San Luis Obispo County is designated a moderate non-attainment area for the state ozone and PM10 (fine particulate matter 10 microns or less in diameter) air quality standards. In

response to this condition, the Board of Supervisors certified a Resource Management System Level of Severity II for countywide air quality in November, 1989. Ozone concentrations measured throughout the county exceed the state standard an average of two to four days each year. Violations of the state PM10 standard are recorded an average of three to six days per year, countywide; since sampling for PM10 is conducted only once every 6 days, the Air Pollution Control District (APCD) estimates that levels exceeding the state standard may actually occur about 20 to 30 days per year. Ozone and PM10 levels in the San Luis Obispo North sub-area are shown in Appendix B.2. Ozone air quality appears to be improving countywide over the past 10 years, which suggests that ongoing industrial and vehicular pollution controls are accomplishing their intended goals.

Ozone, the primary constituent of smog, is formed in the atmosphere through complex photochemical reactions involving reactive organic gases (ROG) and oxides of nitrogen (NOx) in the presence of sunlight. Short-term exposure to higher concentrations of ozone can cause or contribute to a variety of respiratory ailments, while long-term exposure to lower concentrations may result in permanent lung damage. In San Luis Obispo County, the primary sources of ROG are motor vehicles, organic solvents, the petroleum industry and pesticides. The primary sources of NOx are motor vehicles and fuel combustion by utilities, the petroleum industry and other sources.

PM₁₀ is fine particulate matter 10 microns or less in diameter, and consists of many different types of particles which vary in their chemical activity and potential toxicity. It can be emitted directly to the air by man-made and natural sources or be formed in the atmosphere as a by-product of complex reactions between gaseous pollutants. PM₁₀ is particularly important from a health standpoint due to its ability to bypass the body's air filtering system, traveling deep into the lungs where it can lodge for long periods. Major sources of PM₁₀ in San Luis Obispo County include vehicle travel on paved and unpaved roads, demolition and construction activities, agricultural operations, fires, mineral extraction and wind-blown dust.

State law requires that emissions of nonattainment pollutants and their precursors be reduced by at least 5% per year until the standards are attained. The 1991 Clean Air Plan (CAP) for San Luis Obispo County was developed and adopted by the Air Pollution Control District to meet that requirement. The CAP is a comprehensive planning document designed to reduce emissions from traditional industrial and commercial sources, as well as from motor vehicle use. In 1995, an updated CAP was adopted by the APCD board. Implementation of the 1995 plan is expected to bring the county into compliance with the state ozone standard by the end of 1997.

Motor vehicles account for about 40 percent of the precursor emissions responsible for ozone formation, and 50 percent of direct PM10 emissions. Thus, a major requirement in the CAP is the implementation of transportation control measures and land use planning strategies designed to reduce motor vehicle trips and miles traveled by local residents. All jurisdictions are expected to incorporate applicable strategies in their land use planning and project review process to ensure that motor vehicle use and emissions resulting from existing and new development are minimized to the maximum extent feasible. As described in the County's Resource Management System, the County will implement applicable transportation and land use planning strategies recommended in the CAP through incorporation of these strategies in the County general plan, focusing on the land use and circulation elements and updates of those elements for each of the County's planning areas.

Biological Resources

Several distinct major plant communities are present in the San Luis Obispo North sub-area. Most prevalent in the sub-area is the non-native grassland community, which occurs in about 70 percent of the undeveloped, un-cultivated area. Coastal sage scrub communities, located primarily at low elevations and along steep slopes with shallow soil, account for about 10 percent of the area. Oak woodlands also occur in about ten percent of the undeveloped area. The riparian scrub/riparian woodland communities and the chaparral communities each represent about five percent of the area.

The San Luis Obispo North sub-area is home to a wide variety of fish, amphibians, reptiles, birds, insects and mammals, including rainbow and steelhead trout; frogs, toads and salamanders; various lizards, snakes and turtles; hawks, owls, hummingbirds, herons, egrets and blackbirds; and opossums, rabbits, squirrels, coyotes, raccoons, mountain lions, deer, rodents and bats, to name a few. A more extensive listing may be found in the EIR.

Several sensitive habitats, plant species and animal species are known to occur in the San Luis Obispo North sub-area. The term "sensitive species" includes plants and animals officially listed by a regulatory organization or agency such as the California Department of Fish and Game, and those considered to be of local concern by recognized monitoring agencies such as the California Native Plant Society or the Audubon Society.

Sensitive habitats include the central maritime chaparral communities, the serpentine bunchgrass communities and the freshwater marsh community at the northern extremity of Laguna Lake. Sensitive aquatic species include the steelhead trout and tidewater goby. Three sensitive amphibian species that may occur in the planning area are the California red-legged frog, the foothill yellow-legged frog and the California tiger salamander. The southwestern pond turtle, the California horned lizard and the silvery legless lizard are the sensitive reptiles found in the planning area. Sensitive mammals include two species of bats and the American badger. Sixteen species of birds are considered to be in the "sensitive" category. Ten of these are birds of prey, including the peregrine falcon, which is a federally-listed endangered species.

The maintenance of wildlife migration corridors is an essential element in any program to protect endangered species. Migration corridors such as drainage courses and adjacent upland habitats provide critical linkages between islands of open space.

Geological Resources

The San Luis Obispo North sub-area is located within the geologically complex southern coast range province. The area is underlain primarily by a 180 million year old mixture of consolidated igneous, metamorphic and sedimentary rocks. The upper surface of these non-water-bearing formations is highly irregular, ranging in depth from less than 50 feet to as much as 500 feet below the ground surface. Water-bearing sediments in the form of clay, silt, sand, gravel and sandstone overlie the older consolidated formations, except for the volcanic plugs which rise above the valley floor (the chain of morros extending from Islay Hill to Morro Rock) and other less significant outcroppings.

The sub-area is located in a seismically active region which includes several active earthquake faults. The Los Osos fault zone extends into the sub-area from the northwest, generally between the Irish Hills and Los Osos Valley Road. This zone has the potential for seismic events up to a magnitude 6.75 on the Richter scale. The San Andreas fault zone, about 40 miles east of the city of San Luis Obispo, has the potential for magnitude 8.5 events. The Rinconada, Nacimiento and San Simeon-Hosgri fault zones are also located in the vicinity of the San Luis Obispo North sub-area, but are considered to have less

significant hazard potential. In addition to earthquakes, geologic hazards associated with fault zones include ground rupture, liquefaction of alluvial soils, generally in low-lying areas, and landslides on steeper, unstable slopes.

Soils

The geology, topography and drainage patterns within the sub-area have helped define the soils found here. In the valley bottoms, alluvial soil groups typically are found, dominated by the Cropley-Salinas soils in the Edna area and Salinas-Marimel soils around San Luis Obispo Creek. These soils are very deep, nearly level to moderately sloping, and mostly well-drained. The surface layer ranges from sandy loam to clay. The Cropley-Salinas soils are well suited for dryland farming and irrigated pasture, while the Salinas-Marimel soils are well suited for irrigated row crops. The Salinas and Marimel soils are well suited for wildlife habitat development.

The major soil groups found in the hills and mountains include the Los Osos-Lodo-Diablo soils, Santa Lucia-Lopez-Rock outcrop soils, Nacimiento-Calodo soils and Rock outcrop-Obispo-Henneke soils. These soils are shallow to deep, moderately sloping to extremely steep and generally well drained. The surface layer ranges from loam to clay. These soils are used mainly as rangeland, with limited areas suited for dryland farming. The following soils are well suited for wildlife habitat development: Los Osos, Diablo, Santa Lucia, Rock outcrop and Nacimiento.

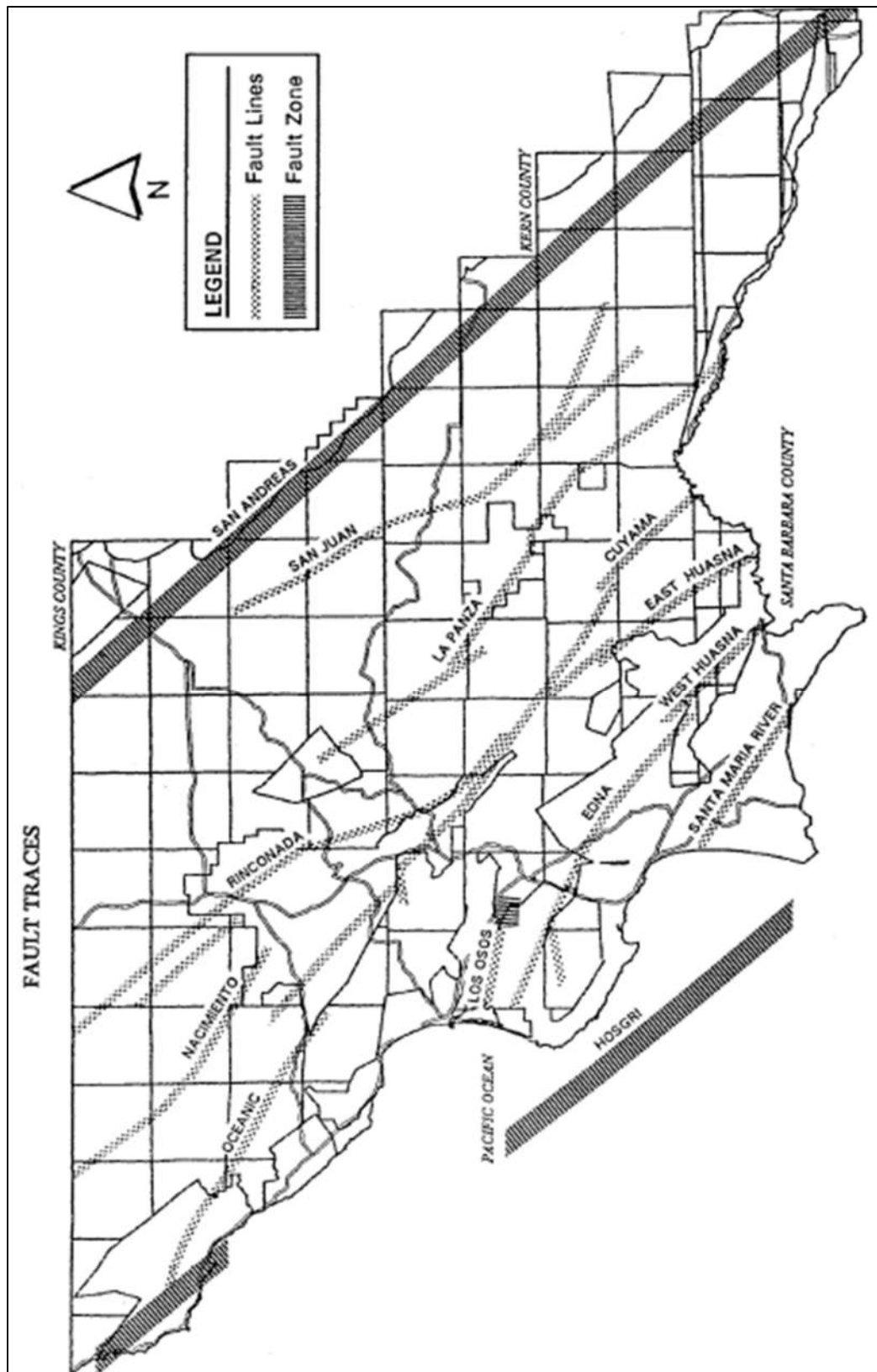


Figure 3-1: Earthquake Faults

Visual Resources

The San Luis Obispo North sub-area is defined topographically by two parallel mountain ranges - the Santa Lucia Range along the northeast boundary and the Irish Hills along the southwest boundary. The valleys between the two ranges are punctuated by a chain of volcanic morros - Islay Hill southeast of the City of San Luis Obispo and Cerro San Luis, Bishop's Peak, Chumash Peak and Cerro Romauldo to the northwest. Outside the city, the primary visual resource consists of agricultural and open space lands contrasted with the volcanic peaks, all viewed against a backdrop of the more distant mountains bordering the planning area. Patterns of vegetation are also a significant visual element. The linear patterns of vineyards and other agricultural crops accentuate the contrast between foreground views and the distant mountain backdrop with its pattern of wooded areas and grasslands.

3.3 Special Districts

This section describes the special districts providing services within the rural portion of the San Luis Obispo planning area. The Community/Village Plans (LUCE Part III) describe the special districts within the County's urban and village areas. Detailed information on these special districts is available in a report by the San Luis Obispo County Local Agency Formation Commission (LAFCO) entitled *Directory of Local Agencies*.

San Luis Bay North Sub-area

The following table lists the special districts in the San Luis Bay North sub-area providing various services.

Table 3-1: Special Districts in San Luis Bay North Sub-area		
County Service Area #12	Port San Luis Harbor west of Avila Beach, area east of Avila town site including Ontario Ridge, Avila Valley, and Squire Canyon area.	Acquisition and distribution of Lopez Reservoir water
Port San Luis Harbor District	Entire South County from Cuesta Grade to Santa Maria River	Development, maintenance and operations of harbor piers, and facilities
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, water conservation

San Luis Obispo North Sub-area

Public services are provided to county residents by a variety of jurisdictions, including the City of San Luis Obispo, County Service Areas (CSAs) 18 and 22, single-purpose special districts, the San Luis Coastal and Lucia Mar school districts and by the County itself.

The incorporated City of San Luis Obispo is responsible for land use planning and providing public services to appropriate areas within its boundaries. Outside the city limits, the urban reserve line (URL) defines the growth area that is planned to be provided with urban services within a 20-year time frame, depending upon resource development and service expansion. Urban reserve and village reserve lines (VRL) define growth areas around unincorporated communities where, in some cases, special districts exist to provide some but not all of the services provided by incorporated cities. For all areas outside city limit boundaries, land use planning is the County's responsibility.

The policies of the City's adopted General Plan are generally reflected in the Land Use Element of this plan to ensure coordinated land use planning for the surrounding urban/suburban fringe and adjacent areas beyond the urban reserve line. Depending on resource availability and service extensions, areas within the urban reserve line may ultimately be annexed to the City; however, the City policy of not providing services in unincorporated areas affects the timing of development to urban densities and may result in the implementation of alternative strategies for provisions of services (such as through a County service area, community services district, or private entity) prior to annexation to the City.

Public schools for levels K through 12 are provided in most parts of the planning area by the San Luis Coastal School District.

CSA #9 was formed to provide services to the community of South Bay in the neighboring Estero planning area. Boundaries were extended east into the San Luis Obispo North sub-area, anticipating future irrigation service, but that need has not arisen. No other services were planned for the eastern end of this service area, and it is not expected that any services will be necessary in the foreseeable future.

3.4 Water Supply

This section describes water resource issues throughout the San Luis Obispo planning area, including rural, agricultural, and urban areas. This discussion is separated with headings for the two former planning areas (sub-areas) and is current as of the dates specified in Table 1-1. Current water resource information is found in the 2012 San Luis Obispo County Master Water Report. While this section addresses water resources on a regional level, the individual community/village plans provide more detailed water supply and demand figures for the San Luis Obispo planning area's urban and village areas (the San Luis Obispo URL is discussed in this plan).

San Luis Bay North Sub-area

The sub-area contains a portion of the San Luis Obispo Creek groundwater basin, which has an estimated total annual safe/yield of 2,550 acre-feet per year (AFY). Most of the groundwater basin lies within the planning area and agricultural uses consume the majority of the available water. The basin appears to be over drafted 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.

Water from Lopez Reservoir provides most of the domestic water consumed in the sub-area. Total water allotment available for urban uses is 4,530 AFY. Table B.3-2 in the

appendix summarizes the entitlements and the amount of water consumed during the fiscal year 1978-79. In addition to these entitlements, 4,200 acre-feet is released to Arroyo Grande Creek for downstream agricultural uses.

San Luis Obispo North Sub-area

Water is supplied to the San Luis Obispo North sub-area from two surface reservoirs and four groundwater basins. Whale Rock reservoir near Cayucos supplies water to the City of San Luis Obispo, Cal Poly, Cuesta College, the California Men's Colony, the County Operations Center and Camp San Luis Obispo. Up to 110 AFY of Whale Rock water is available via Chorro Reservoir and the California Men's Colony Water Treatment Plant to Cuesta College, Camp San Luis Obispo and the County Operations Center. Also, Chorro Reservoir stores water which flows into it from the small adjacent watershed, to be used by Camp San Luis Obispo and the California Men's Colony. Salinas reservoir, located in the Salinas River watershed east of Santa Margarita, serves the City of San Luis Obispo. The two reservoirs combined provide an annual supply of 8,540 AFY.

The San Luis Obispo Creek groundwater basin underlies the city and the northwestern end of the Edna Valley and extends south along the creek to San Luis Bay. The eastern portion of the Los Osos Valley groundwater basin extends into the San Luis Obispo planning area along Los Osos Valley Road. The Chorro Creek groundwater basin extends into the planning area along Highway One in the vicinity of Camp San Luis Obispo. The map in Figure 3-2 shows the general location of the groundwater basins. Currently published studies estimate the total combined safe annual yield of the San Luis Obispo Creek and Pismo Creek groundwater basins at 4,500 AFY.

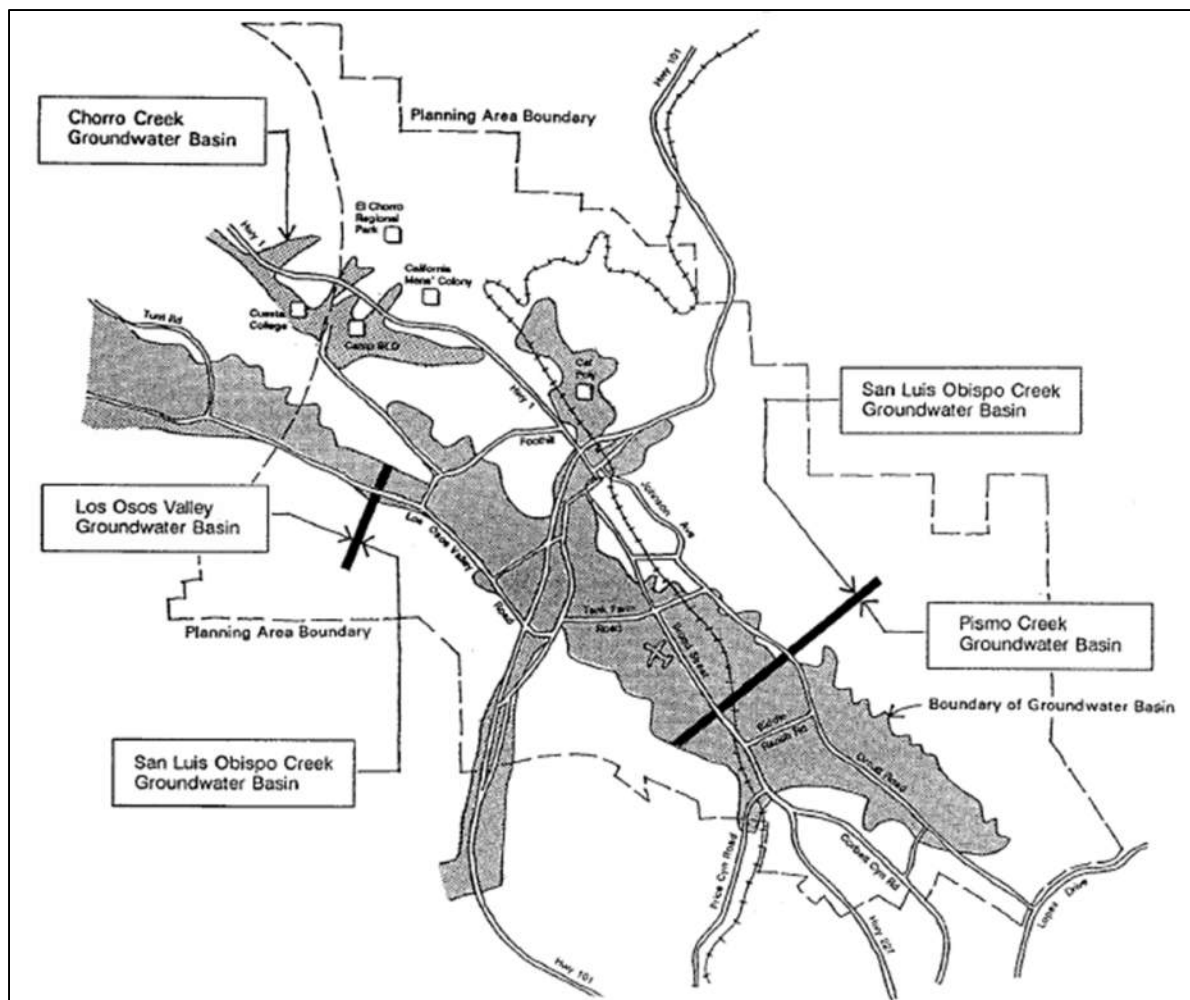


Figure 3-2: Groundwater Basins

In addition to the current supply, supplemental water from the State Water Project and the Nacimiento Project will be added to the total water supply of the San Luis Obispo North sub-area. Three subscribers in the planning area have contracted for 1,025 AFY of State water. Six planning area subscribers representing 5,487 AFY are currently participating in studies leading to implementation of the Nacimiento project. Thus, the planning area's current water supply is approximately 13,040 AFY. This will be increasing to 14,065 AFY when the State Water project is completed and to 19,552 AFY when the Nacimiento project becomes operational.

Water Demand. In addition to the City of San Luis Obispo, primary water users in the sub-area are the urban land uses within and adjacent to the city and agriculture in the Los Osos and Edna Valleys. As estimated in the draft EIR for the former San Luis Obispo Area Plan, agriculture water demand in the planning area was approximately 8,440 AFY, about two-thirds of it in the Edna Valley. The City of San Luis Obispo is the sub-area's largest non-agricultural water user. Prior to the six-year drought, city demand was greater than 8,000 AFY. However, an aggressive conservation effort has reduced demand by about 30 percent. Also, since the end of the drought, the City has adopted a policy limiting its extractions from the groundwater basin to no more than 500 AFY.

Comparison of Supply and Demand. Water demand is compared to water supply to help estimate the planning area's capacity to support additional land development. Current supply is approximately 13,040 AFY – 8,540 AFY from the two reservoirs and 4,500 AFY from the two primary groundwater basins. Current demand is approximately 19,000 AFY, about 46 percent greater than current supply. Projected demand to serve build-out of the entire planning area, including the city, is approximately 24,300 AFY, compared to a projected supply of about 19,600 AFY, which is 4,700 AFY or 19 percent less than demand. Anticipated increases from importation of surface water are greater than the projected increase in demand. This will reduce, but will not eliminate, the overall supply deficit. The current and projected deficits in overall water supply are due to extractions in excess of the estimated safe annual yield of the planning area's primary groundwater basins. The groundwater deficit will not be significantly reduced by importation of surface water, unless some current users can replace groundwater extractions with surface water.

The City is expected to begin implementing wastewater reclamation programs to make more efficient use of its available water supplies. For example, the City has completed an upgrade to its sewage treatment plant, making approximately 1,200 acre-feet of reclaimed water available each year for non-potable uses such as landscape irrigation. The groundwater situation will be clarified by the completion of joint study by the State Department of Water Resources and the San Luis Obispo County Flood Control and Water Conservation District.

Since the water reclamation programs have yet to be fully implemented and the groundwater study remains incomplete, this sub-area plan's land use policies provide for the possibility of relatively scarce local water resources. In other words, types and intensities of new development will be limited until the additional water supplies are made available. Also, expansion of existing land uses will be required to prepare water management plans to show how they will conserve this limited resource.

3.5 Wastewater Disposal

Sewage disposal needs of the rural and urban reserve portions of the planning area are served primarily by individual septic systems. City collection and treatment facilities serve San Luis Obispo, and both septic systems and a package treatment plant serve the Los Ranchos/Edna Village area. The California Men's Colony operates a sewage treatment plant adjacent to Chorro Creek, which also serves Camp San Luis Obispo, Cuesta College and the County Operational center.

The City's existing sewage treatment facilities will be adequate to serve a projected population of 50,800. Based on population estimates, the City's urban expansion indicated by the urban services line should be adequately served with further incremental expansions of the facility's capacity.

3.6 Schools

The San Luis Obispo planning area is served by the San Luis Coastal Unified School District and the Lucia Mar Unified School District, but most of the planning area lies within the San Luis Coastal Unified School District. Elementary schools in San Luis Obispo and Laguna Middle School have had long-standing shortages of capacity, compared to enrollment. In 1995, enrollment in these schools exceeded capacity by about twenty-five percent. However, a favorable outcome to the litigation regarding the 1993 bond election has made it possible for the district to begin implementation of plans to expand the

elementary and middle schools and to make qualitative improvements to San Luis Obispo High School.

Cuesta College, a two-year community college serving all of San Luis Obispo County, is located at the western edge of Camp San Luis Obispo. Enrollment has grown from about 400 in 1964 to 7,880 students in 1995. During the eight-year period beginning in 1988, enrollment has varied no more than 4 percent from an average of 7,800 students. A second campus has been proposed to serve the north county area.

California Polytechnic State University (Cal Poly) is a part of the California State University system offering both undergraduate and master's degrees with major academic emphasis on agriculture, engineering and architecture. Enrollment at Cal Poly tripled from 1960 to 1973, but it has experienced only modest growth in recent years. Because of budget cuts in the state university system, enrollment dropped to 15,440 in 1994, down from 17,750 in 1990. 1995 enrollment was 16,023 - up 3.7 percent from the 1994 low. Beyond the major complex of classroom buildings, located just outside the city boundaries, Cal Poly leases or owns much of the bottom land in the Chorro Valley and along Stenner Creek for experimental agriculture and similar activities. (Note: Post-secondary schools are not included in the resource management system.)

There are a number of private schools that operate in the planning area. They include the Laureate School, Greenhills School of SLO, Mission College Preparatory, and numerous others.

3.7 Solid Waste Disposal

Solid waste disposal for the planning area is provided at the Cold Canyon Landfill, located adjacent to Highway 227 in the southern end of the planning area.

A new landfill site may be necessary prior to the 20-year horizon of this plan, as the current expansion approved by the County in 1992 is estimated to provide a 15 to 20 year extension of the existing site's use. Possible locations for a new landfill, and possibly a transfer station, will be identified in a siting element of the Integrated Waste Management Plan.

3.8 Drainage

San Luis Bay North Sub-area

Floodplains in the sub-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.

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.

San Luis Obispo North Sub-area

This sub-area includes significant portions of the Chorro and San Luis Obispo watersheds, and a portion of the Los Osos watershed. The Chorro Creek watershed is being heavily monitored through the Morro Bay National Estuary Program. The San Luis Obispo Creek watershed is under the jurisdiction of San Luis Obispo County Flood Control and Water Conservation District Zone 9. The Urban Reserve Line is almost entirely within the San Luis Obispo Creek watershed and thus warrants the majority of this drainage discussion.

Flood Control Zone 9 includes the entire San Luis Obispo Creek watershed, but historically most efforts have focused on the portions within city limits and southerly of the city. Flooding problems in these areas are compounded by increased runoff from development, limited creek capacity and encroachments in the creek and floodplain.

In recent years numerous severe floods have occurred in the City of San Luis Obispo and along the lower reaches of San Luis Obispo Creek. Accurate frequency analysis for these storms has not been performed, but it seems that the cumulative effects of development are contributing to higher flood levels from smaller storms than would be expected based on the storm's magnitude. In an effort to address flood impacts, the City participates in the National Flood Insurance Program's Community Rating System. This program identifies various options such as stricter flood damage prevention regulations that require flood proofing retrofits for remodels of existing structures and raising floor levels for new construction, also included are improved emergency response and public awareness education. In addition to these, the City works cooperatively with Flood Control Zone 9 for stream bed maintenance and clearing.

In 1977, a Master Plan for the San Luis Obispo Creek Watershed was completed by George S. Nolte & Associates. This plan identified the flood potential, and recommended numerous structural solutions to reduce flood hazards in the area. Most of these solutions had serious financial, environmental and political constraints so only a few minor recommendations have been implemented. The City and Zone 9 are in the process of updating this study and developing a comprehensive flood management plan for the entire watershed.

In addition to these efforts by various governmental agencies, the San Luis Obispo Land Conservancy is implementing a grant funded program to identify and mitigate non-point source pollution problems within the watershed. They are conducting studies, monitoring, education and enhancement projects. It is not expected that these efforts will identify "solutions" to the flooding and erosion problems in this drainage basin, but it is anticipated that collectively, the efforts of the City, Zone 9 and the Conservancy will create a balanced approach to creek management to reduce the conflicts between development and the watershed ecosystems and to identify methods to limit impacts in the future.

3.9 Emergency and Social Services

Fire Protection

Fire protection and emergency medical assistance for rural areas and areas between the city limits and the urban reserve line are provided by the California Department of Forestry (CDF), which acts as the County Fire Department by contract with the county.

Two CDF/County Fire stations are located in the planning area: the County headquarters is just north of the city limits on Highway 1; the second is at the San Luis Obispo County Airport south of the city on Highway 227. The City of San Luis Obispo provides fire protection within its corporate city limits. Camp San Luis Obispo maintains its own fire department, while Cal Poly provides daytime service only.

A 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 Canyons, north to the San Luis Obispo city limits, and the Diablo Canyon power plant, also utilizing an all-volunteer force. 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.

Police Service

With the exception of the city of San Luis Obispo, the entire planning area relies on the County Sheriff and the California Highway Patrol for police services. Response times for the Sheriff's Office vary based on allocated personnel, existing resources, time and day of week and prioritized calls for law enforcement services. The San Luis Obispo planning area is served by the Sheriff's coast station in Los Osos. The Highway Patrol office is located near the California Boulevard - Highway 101 interchange in the city. The city of San Luis Obispo is served by the City Police Station located on Santa Rosa Street.

Emergency Medical Services

Ambulance service is provided through a contract with privately owned companies located in the city of San Luis Obispo, and service is expected to be adequate for anticipated growth in the planning area. The French and Sierra Vista hospitals are located within the City of San Luis Obispo and provide emergency room treatment as well as major medical services. Hospital services are also available at the Arroyo Grande Community Hospital. The hospital does not presently have capabilities for dealing with nuclear accidents. The California Highway Patrol (CHP) provides a helicopter service available for emergency transportation to local hospitals.

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.

Library

The main public library for the planning area is the joint City/County library, located at the corner of Osos and Palm streets in the City of San Luis Obispo. Additional libraries are provided at Cal Poly and Cuesta College, primarily for students and faculty, but they are also open to the public.

Government Services

Much of the northerly portion of the San Luis Obispo North sub-area is devoted to government facilities and public services, including California Men's Colony, County Operational Center, Camp San Luis Obispo, and the County Education Campus.

3.10 Recreation Services

A number of parks and a municipal golf course are located within the corporate limits of San Luis Obispo. These facilities also serve the surrounding areas. A golf course is proposed along the south side of Tank Farm between South Higuera Street and Santa Fe Road. Also, a neighborhood park is proposed in conjunction with future residential development along the southern base of the South Street Hills, but not until annexed into the city.

Both Cuesta Park and Laguna Lake serve San Luis Obispo city and sub-area residents. A major regional park facility, El Chorro Park, continues to be developed by the County adjacent to Highway 1 north of Camp San Luis Obispo and Cuesta College. The plan for the park includes: (1) picnic areas with group picnic shelters; (2) mountain bicycling along selected trails; (3) hiking and equestrian trails; (4) campgrounds; and (5) day use facilities with 20 acres of turf, softball diamonds, and (6) a 150-acre botanical area. An 18-hole golf course and driving range occupy an adjacent site (Dairy Creek Golf Course). El Chorro Natural Area is located in the back section of the park. Vehicular traffic will be allowed only to key access points in the park. High use activities have been located in specific areas with clustered parking. Floodplains, hillsides and stream banks are retained for their scenic and wildlife values.

City-owned property in Reservoir Canyon has served as an informal recreation area for many years. Maintenance problems and trespassing onto neighboring properties continue, although some solutions have been attempted by the City at its current level of service. Minimal improvements, signing and policing could provide for day use picnic and hiking activities, and acquisition of easements could also provide public trail access to other portions of the canyon. The County Parks and Recreation Element makes recommendations for parks and trails in this area.

The San Luis Obispo Country Club (a private, for members only facility) with 18 hole golf course, swimming pool and tennis courts is the only designated recreation area within the Los Ranchos/Edna Village.

3.11 Public Services and Resources Programs

“Programs” are specific, non-mandatory actions or policies recommended by the LUCE to achieve community or areawide objectives identified in this area plan. The implementation of each program is the responsibility of 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.

Note: Many of the goals, policies, and programs in this plan apply only within certain sub-areas of the San Luis Obispo planning area. Figure 1-1 should be referenced to determine the applicability of a goal, policy, or program to a specific parcel or region in the San Luis Obispo planning

The following programs apply only to the rural portions of the San Luis Obispo planning area within the specified sub-areas. Policies and programs that apply to specific urban or village areas are found in the Community/Village Plans (LUCE Part III). Chapter 7 describes policies and programs that apply within the San Luis Obispo URL. These policies and programs are current as of the dates shown in Table 1-1.

Water Supply

1. **Basin Information, San Luis Obispo.** The state Department of Water Resources should complete the pending study of the San Luis Obispo groundwater basin to determine more definitively the characteristics and capacities of the San Luis Obispo groundwater basin as well as trends of water supply and demand. Once this information is available, the City and the County should review their respective general plans and make adjustments where necessary to ensure that planned intensities of land uses dependent upon groundwater will not overdraft the basin, or worsen any existing overdraft conditions.
2. **Regional detention basins, San Luis Obispo.** The County and LAFCO should consider amending the powers of CSA #22 to provide funding for establishment of regional storm water detention basins.

Water Systems

3. **Water Conservation Retrofit, San Luis Obispo.** The County should adopt an ordinance and program to encourage developers to retrofit existing structures with water-conserving plumbing fixtures within the San Luis Obispo North sub-area.
4. **Flood Control, San Luis Obispo.** The City of San Luis Obispo the County and Zone 9 of the Flood Control and Water Conservation District, should update and implement the Zone 9 Flood Control Master Plan.
5. **Runoff Monitoring, San Luis Obispo.** The County Public Works Department should work with the City of San Luis Obispo to monitor the effects of land development on downstream runoff within the San Luis Obispo Creek floodplain.
6. **Effluent Recycling, San Luis Bay.** Agencies in the San Luis Bay North sub-area planning expansion of treatment facilities should pursue reuse of treated effluent rather than continuing use of ocean outfalls.

Recreation Services

7. Reservoir Canyon, San Luis Obispo. The County Planning and General Services departments should work with the City of San Luis Obispo to evaluate the recreational potential of Reservoir Canyon, including development of methods for improved maintenance and reduced trespassing.

Table 3-2: Schedule for Completing Public Services, Facilities, and Resources Programs

Program Title	Responsible Agencies	Potential Funding ¹	Priority ²	Timeframe ³ (years)
Water Supply				
1. Basin Information, San Luis Obispo	DWR, Co. Planning and Public Works, City of SLO.	N/A	High	1-2
2. Regional Detention Basins, San Luis Obispo	Co. Public Works, LAFCO	Assessment District	High	1-2
Water Systems				
3. Water Conservation, Retrofit, San Luis Obispo	Co. Planning and Public Works	Assessment District, Developer Fees, State Grants	Moderate	1-2
4. Flood Control, San Luis Obispo	City of San Luis Obispo, Co. Public Works	N/A	Moderate	3-5
5. Runoff Monitoring, San Luis Obispo	Co. Public Works, City of San Luis Obispo	N/A, Grants	Moderate	3-5
6. Effluent Recycling, San Luis Bay	San Luis Bay Agencies	Unspecified		
Recreation Services				
7. Reservoir Canyon, San Luis Obispo	City of San Luis Obispo, Co. General Services	N/A, Grants	Moderate	3-5

Notes:

1. N/A in "Potential Funding" column means that the work would be performed by County staff within their budget. No special funding is required.
2. Priority listings are the relative importance within each time frame: low, moderate or high.
3. Timeframes are from the date of adoption of the San Luis Obispo Area Plan or San Luis Bay Inland Area Plan, as appropriate (refer to Table 1-1).

This page intentionally left blank.

Chapter 4: Land Use

4.1 Introduction

This chapter discusses land use issues affecting only the rural portions of the San Luis Obispo planning area. It contains policies intended to achieve the community's vision and land use goals, and programs designed to implement those policies in the rural area. The Community/Village Plans (LUCE Part III) cover these topics for the planning area's urban and village areas, except that Chapter 7 discusses land use issues within the unincorporated areas of San Luis Obispo Urban Reserve Line.

4.2 Distribution of Rural Land Use

The primary method of allocating land uses within the planning area is through the mapping of 14 land use categories. The uses that are allowed within each category are shown in Article 2 of the Land Use Ordinance. Further limitations on allowable uses may be imposed by standards located in Articles 9 and 10 of the Land Use Ordinance. The location and distribution of the land use categories is shown in the official maps on file in the Department of Planning and Building and on the informational report maps at the end of this document.

Table 4-1 summarizes the acreages of the various land use categories in the rural portion of the San Luis Obispo planning area. Chapter 7 of this plan provides these quantities for the San Luis Obispo URL.

Land Use Categories	San Luis Obispo ¹	San Luis Bay Inland ²	Total
Agriculture	29,632	12,641	42,273
Rural Lands	4,324	12,886	17,210
Recreation	735	5,356	6,091
Open Space	213		213
Residential Rural	1,204	923	2,127
Residential Suburban	333	654	987
Residential Single Family	0	0	0
Residential Multi-Family	0	0	0
Commercial Retail	0	0	0
Commercial Service	0	0	0
Industrial	0	0	0
Public Facilities	3,296	581	3,877
Dalidio Ranch	0	0	0
Total	39,737	33,041	72,778

¹Acreage quantities are current as of the last major update to the San Luis Obispo Area Plan (1996).

²Acreage quantities are current as of 2012.

4.3 San Luis Obispo Sub-area Land Use

As the economic and governmental center of the county, the city of San Luis Obispo influences communities throughout the county. It provides a place for marketing some of the goods produced or grown in other areas of the county. The City of San Luis Obispo is the location for about half of the jobs in the county.

Many of the people who work in or near San Luis Obispo commute each day from nearby communities. Most people who work, but do not reside, in San Luis Obispo choose to live elsewhere because more affordable housing is available outside of the city. This is partly a result of the fact that the rate of housing development in the city has not kept pace with employment-generating development and school enrollment. Additionally, the environmental and cultural amenities in the city have increased consumer demand for housing in the city, which has resulted in the market price for housing being more expensive than in other communities. The daily commuting into the city has impacts on traffic congestion and air quality through the region, and on water consumption and sewage disposal both within San Luis Obispo and in other communities.

A large portion of the sub-area is subject to the San Luis Obispo County Airport Land Use Plan (ALUP), a state-mandated plan intended to ensure that new development around the airport does not result in conflicts with the normal operation of the airport. This area plan has been prepared to be consistent with the ALUP. Therefore, the area plan does not allow urban densities of dwellings in clear zones, or under the runway take-off or approach zones, and disclosure of the airport operations is provided to property owners through recorded notices called "avigation easements."

The Clean Air Plan adopted by the San Luis Obispo County Air Pollution Control District includes recommended land use planning strategies for reducing dependence on the private automobile and increasing the convenience of alternative modes of transportation. The following goals from the Clean Air Plan have been considered in preparation of this area plan:

Goals

1. **Plan compact communities.** Urban communities should be compact, and rural areas maintained in a largely undeveloped state. The more compact a community is, the lower its vehicle trips and miles traveled, and the easier it is for people to walk, bike or take public transit to meet their transportation needs.

The city of San Luis Obispo has an urban edge that is more distinct than many communities in the state. However, land use proposals at the urban fringe could threaten to blur that edge and create urban sprawl, and therefore this plan proposes to maintain the city's urban edge and to enhance it where possible.

Areas within the urban reserve line around San Luis Obispo and within the Los Ranchos/Edna village have been planned for urban density development, while areas outside of the urban or village reserve lines are maintained in larger parcels and in uses compatible with the production agricultural and visual values they contain. Only a few pockets of Residential Rural category land have been established in order to recognize existing ownership and use patterns.

2. Provide for mixed land use. In order to reduce usage of the private automobile, communities should allow a mixture of land uses enabling people to walk or bicycle to work or shop for necessary household items at locations convenient to their neighborhood. Also, mixed use patterns promote compact urban communities by eliminating the need for separating land uses which are functionally compatible.

While the ALUP prohibits the plan from allowing mixtures of housing and commercial development near it, large amounts of housing are proposed near the existing and future locations of employment and shopping in the airport area.

3. Balance jobs and housing. The gap between the availability of jobs and housing should be narrowed and should not be allowed to expand.

This plan includes an improved balance of jobs and housing in the planning area (at build-out of the plan) compared to the potential development allowed by the plan as it existed during the 1980's. Much of the formerly-designated Industrial land has been changed to Recreation, for a golf course, parks and other recreational uses. Also, some of the Industrial land is redesignated to Residential Multi-Family, which benefits the jobs/housing balance by reducing future employment while increasing future affordable housing supply. However, the amount of land in the plan that could be designated for residential use is limited by the presence of the airport. The Dalidio Ranch Property is affected by aviation restrictions related to the airport. Therefore, it has limited potential as a source of housing. It is a good location for commercial retail, business park and the other uses allowed under the Dalidio Ranch Land Use Designation. The jobs created by these uses will balance with other areas more suitable for residential development. The 60 dwelling units allowed in the Dalidio Ranch Land Use Designation maximizes the housing potential for this property.

The airport presents a variety of opportunities and challenges. As the only commercial airport from Paso Robles to the north and Santa Maria to the south, San Luis Obispo County Airport is very attractive to industries that produce low mass, high value products. They desire to be located close to the airport to facilitate quick transportation of their products to their markets.

This area plan is also consistent with the Clean Air Plan's strategies of increasing transit use, promoting bicycling and walking, and managing traffic flow as discussed in Chapter 5 (Circulation).

Community Separation/Rural Character

Separation between communities provides each community an opportunity to develop its own distinctive identity. The physical difference between each community is strengthened by the intervening rural land, which can contribute to a unique sense of arrival or departure. The open areas between each town provide a rural visual character. Open areas that separate communities, as illustrated in Figure 4-1, should be retained through zoning that affects the amount and location of development. This distinct change in the amount of development at the edges of the City of San Luis Obispo and the Los Ranchos/Edna village establish recognizable boundaries to each community.

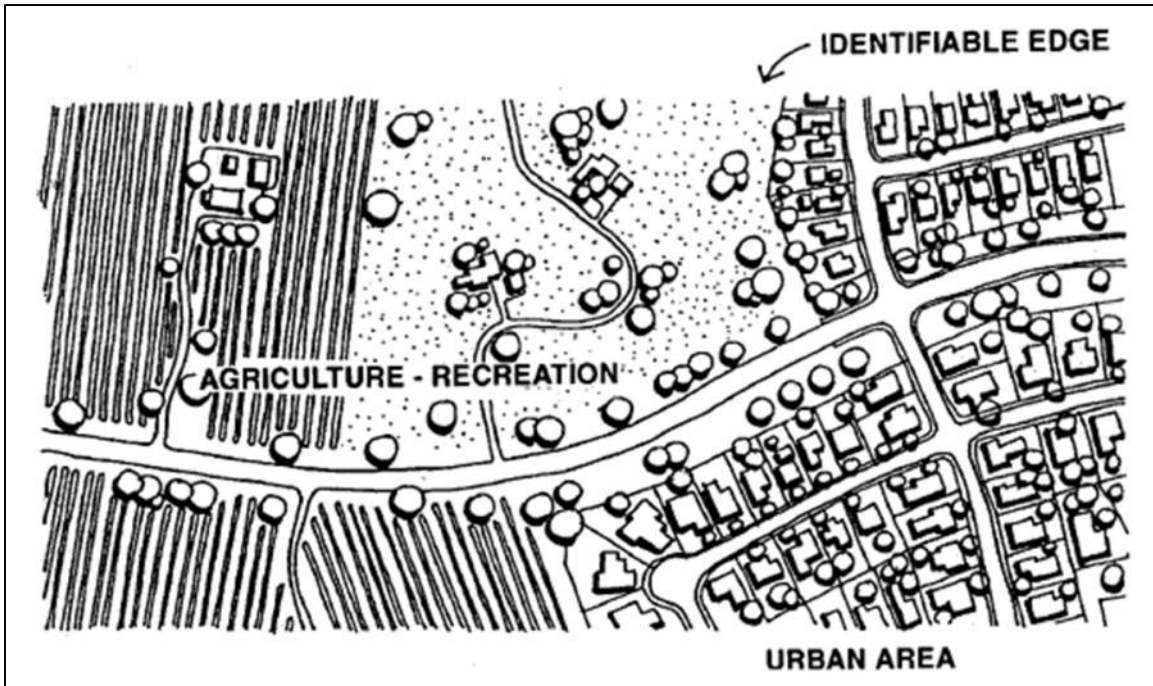


Figure 4-1: Rural edge to a community

Capacity for Growth

Table C.2-1 (in the Appendix) shows the potential for population growth, or "build-out capacity," within the land use categories identified in Table 4-1. This capacity is a function of the acreage in each residential category, the number of parcels that exist or can be created, the number of residences allowable per parcel, and the number of persons per household.

San Luis Obispo Greenbelt

The rural setting that surrounds San Luis Obispo is in direct contrast to the activity within the city. This distinction between city and country should be protected by both the City and County, by establishing a "greenbelt" that would involve property owners in voluntary, innovative methods of open space preservation while maintaining economic land uses. In the area shown in Figure 4-2, the City and County seek to keep undeveloped land open, while accommodating rural homesites.

A greenbelt typically is privately-held land where voluntary, contractual commitments are made between the jurisdiction (the County in this case) and owners that grant land use incentives in return for retaining their property in agricultural and open space use. Other arrangements may be financial, where the potential development value of the property is purchased, leaving it in private ownership for continued use. New development that occurs as an incentive bonus is usually guided to fit unobtrusively within the existing landscape. A primary set of incentive-based tools include the following:

Agricultural preserves: Contractual agreements between the owner and the County to retain the Agriculture land use category on the property for a period of 10 or 20 years, in return for a property tax reduction.

Agricultural land division cluster: Subdivision of land within the Agriculture land use category that receives a 100% bonus on the number of parcels, in return for retaining 95 percent of the original property within perpetual open space use.

Lot line adjustments: Creative reconfiguring of existing lot lines to provide appropriate homesites and remaining large lots.

Minor ag cluster: (Proposed in the Agricultural Element): Similar subdivision of land on smaller parcels.

Transfer of development credits: The voluntary sale of an owner's subdivision entitlements, separate from the fee ownership, to another party for use as bonus allowances in other designated areas for higher density development.

Cluster land divisions: Regulations that encourage land divisions to cluster the number of allowed parcels and offer a bonus in the number of parcels, in return for retaining the remainder of the property in perpetual open space.

Open space incentives: Associated with cluster land divisions, the amount of permanent open space can be tailored to the characteristics of each site, so that a flexible guide can be used instead of a set criteria.

City Annexation: The City of San Luis Obispo has adopted regulations that require proposals for annexing land at the fringe of the city to offer land for open space dedication or to pay an in-lieu fee.

Cooperation between the County and the City of San Luis Obispo could create an effective greenbelt program. Several topics for consideration include:

- Consistency between City and County general plans for greenbelt planning,
- Clear commitments for greenbelt protection around the city, and
- Adoption of a transfer of development credits program.

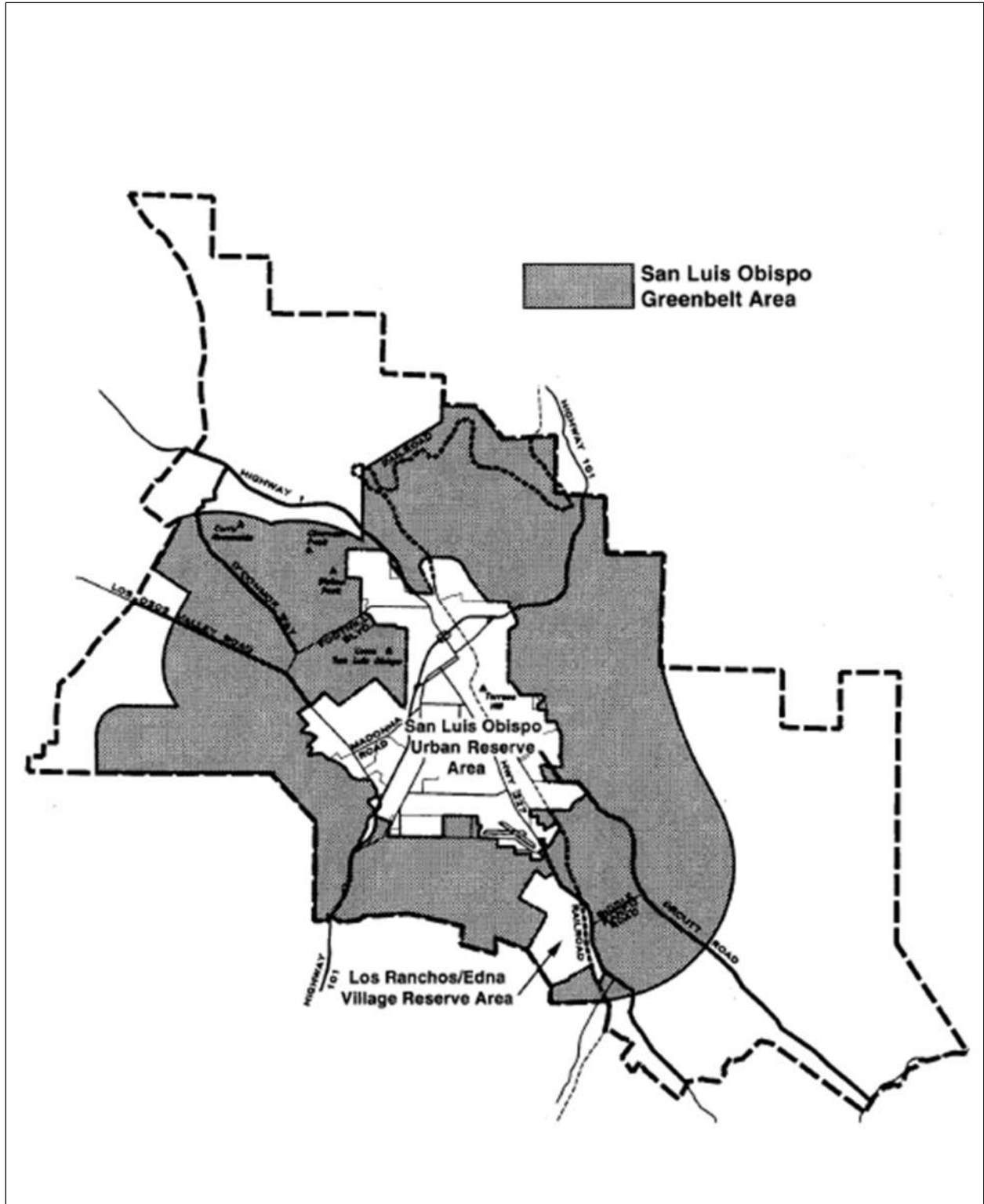


Figure 4-2: Proposed San Luis Obispo Greenbelt

Gateways

Gateways are entrance corridors that herald the approach of a new urban landscape, and that define the arrival point as a worthy destination. All of the road corridors leading into San Luis Obispo are endowed with special natural and built characteristics that are often unique. These entrance corridors are characterized by production agriculture lands which, as a secondary benefit to the production of food and fiber, provide scenic landmarks, historical structures, and rural countryside that denote a special place, culminating with entry into the city. Each of these corridors has a unique character that helps define and enhance the city's central place within the region.

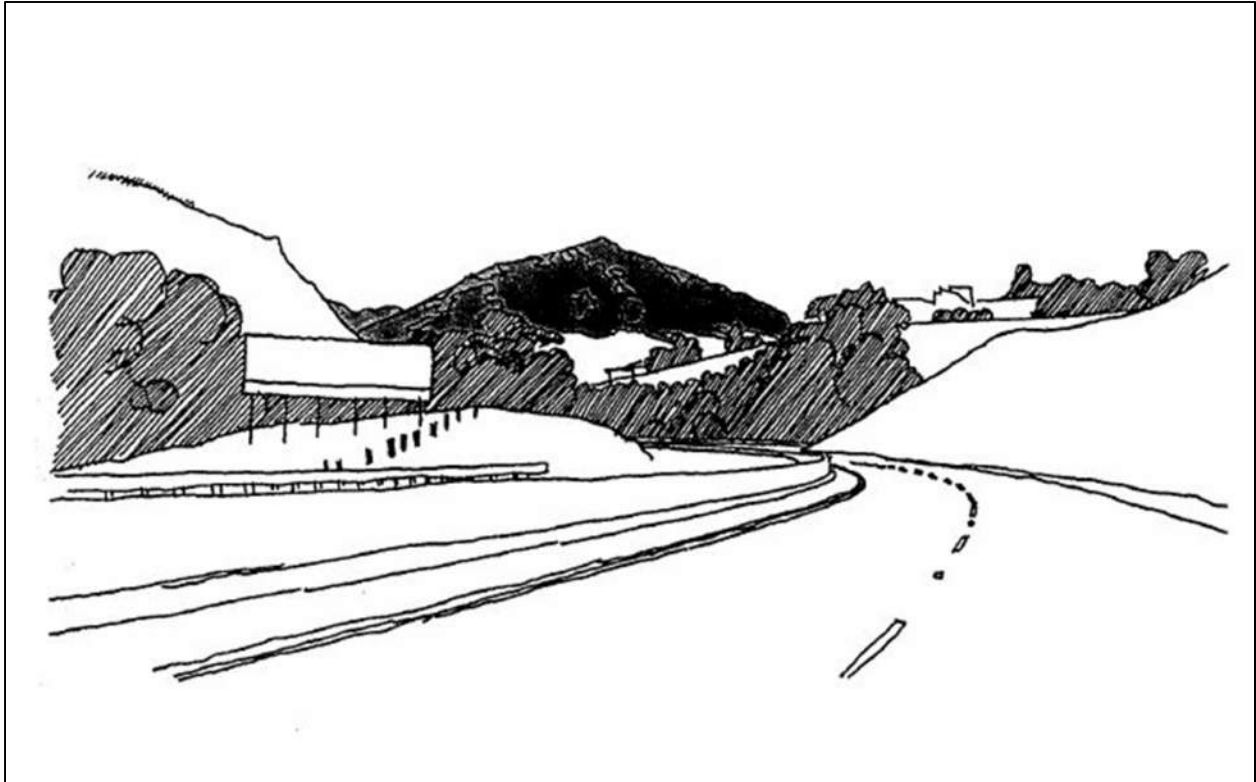


Figure 4-3: Highway 101 gateway to SLO as viewed from the north

Views of Cuesta Ridge, San Luis Mountain and Bishop's Peak, the Irish and San Miguelito Hills are primary considerations for determining appropriate land use patterns and development siting. As backdrops to the city, they convey a strong impression about the community's compactness. The following gateway corridors are important:

Highway 101 from Stagecoach Road to San Luis Bay Drive.

Assessment: The number and location of billboards detract from the traveler's arrival at both ends of the city. They interfere with scenic views of the San Miguelito Hills, San Luis Mountain and of an otherwise rural appearance. A cooperative signing program with Caltrans might accompany a billboard amortization program to relocate advertisements into readable but more discreet locations.

Highway 1 from Camp San Luis to Highland Drive.

Assessment: High-quality views of Stenner Creek, Cal Poly's agriculture program, and of Bishop Peak and San Luis Mountain should be retained. Entry signing to San Luis Obispo is needed.

Highway 227 from Corbett Canyon Road to Tank Farm Road.

Assessment: The number of commercial uses along the corridor should be minimized south of Aero Loop Road; and where they are developed, they should be integrated with the rural agricultural and residential context through attention to building design, landscape screening and signing.

Los Osos Valley Road from Los Osos to South Higuera Street.

Assessment: Agriculture should be encouraged to continue here as in other corridors, and additional housing should be well set back from the road and screened.

Foothill Road from Los Osos Valley Road to the city limits.

Assessment: Along with Los Osos Valley Road, the continuance of large parcel sizes, stable agriculture, and minimal signage are needed to maintain two of the most sudden changes from rural to urban character.

Orcutt Road from Biddle Ranch Road to city limits.

Assessment: This corridor has a high-quality appearance with dramatic views of the morros. However, development could crowd the corridor unless adequately set back and screened.

South Higuera Street from Highway 101 north to Los Osos Valley Road.

Assessment: The old El Camino Real (Highway 101) has a rustic appearance that should be maintained. Historical structures should be restored with public and private assistance where feasible.

Innovative measures such as the following can respond to these conditions:

- Identify gateway zones around the city, "scenic vista, transition area, and urban arrival area," with short-term and long-term strategies for each.
- Identify objects such as billboards that could be removed through an amortization ordinance, and utility lines that could be placed underground or relocated.
- Establish setbacks near the roadway in certain locations, and other limits such as height, sign area, lighting.
- Obtain Caltrans signage that provides information about institutional and commercial destinations within San Luis Obispo.

Several programs are proposed at the end of this chapter to protect, improve and restore the gateways to San Luis Obispo. The proposed programs could eventually enhance most of the corridors, and during the interim period, standards in Article 9 of the Land Use Ordinance (San Luis Obispo North sub-area) will enable new development to be compatible with the rural appearance of these corridors. Programs are proposed to initiate billboard amortization in conjunction with Caltrans directory signage, and to restore and upgrade

historical and unattractive development. A combination of private and public commitments is necessary to maintain and improve these visual corridors.

4.4 Rural Land Use Categories

This section describes the various land use categories throughout the rural portion of the San Luis Obispo planning area. This discussion is separated with headings for each of the two former San Luis Obispo planning areas (sub-areas) and is current as of the dates specified in Table 1-1. Chapter 7 of this plan discusses the various land use categories within the San Luis Obispo URL.

Agriculture

San Luis Bay North Sub-area

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. Another area in the Agriculture category is located east of Montana de Oro State Park.

San Luis Obispo North sub-area

The Agriculture land use category designates areas that have existing or potential agricultural production capability. A large portion of the sub-area is designated for agriculture, almost entirely surrounding the urbanized area of San Luis Obispo. The continued viability of agricultural activities is essential to the economic base of the San Luis Obispo North sub-area and to the county as a whole. Potential urban/suburban areas which are adequate to provide for population growth have been identified, but encroachment of those areas into the production agriculture areas should be avoided. Lot sizes vary throughout the agricultural areas, but in most instances have remained relatively large. Availability of a reasonably priced water supply is vital to agriculture.

A wide variety of agricultural activities exist in the sub-area. Intensive field crop areas exist in the Los Osos and Chorro Valleys, with the Chorro Valley area primarily developed and managed through the activities of the College of Agriculture of California Polytechnic State University. The large agricultural holdings in Los Osos Valley, west of the city of San Luis Obispo, are in major agricultural uses and should be maintained. Some recreational activities such as guest ranches or bed-and-breakfasts may be appropriate.

Development of a limited number of homesites in agricultural areas, preferably located in clusters, is appropriate primarily to accommodate persons involved in agriculture. Clustered dwellings can leave large remaining agricultural parcels committed to long-term agricultural and open space uses. Also, clustered dwellings facilitate better security and fire protection, require fewer miles of access roads and environmental disturbance than widely scattered dwellings.

The Morros are a chain of nine volcanic peaks extending from Islay Hill to Morro Rock. This area presents a scenic backdrop for the city of San Luis Obispo, and for persons driving to or passing through the Chorro and Los Osos Valleys. Five of the peaks are in the San Luis Obispo North sub-area: Islay Hill, Cerro San Luis, Bishop and Chumash peaks

and Cerro Romauldo. Through a collaboration of property owners, the City and County, the County's Natural Areas Plan proposes the Morros Natural Area, with the objectives of restoring and preserving natural habitat, open publicly-owned lands to public access, and eventually an integrated morros natural area from San Luis Obispo to Morro bay.

The Morros are designated Agriculture in recognition of existing grazing uses. Caution should be exercised in future agricultural activities in this area to preserve the highly scenic quality of the area. The peaks are also designated in the Sensitive Resource Area combining designation. The County entered into an agreement with the state in 1992 for County stewardship of the top of Bishop's Peak. The agreement authorizes establishment of a trail to the peak from Foothill Boulevard through an easement.

Although low densities would be retained in the Agriculture category, insensitive siting of homesites and accessory buildings could intrude on the visual consistency of the natural terrain and vegetation. Siting and design that is subordinate to natural features is preferable to preserve the natural character of slopes and ridges. Accordingly, areas of scenic slopes, ridges and other natural features are included within the Sensitive Resource Area Combining Designation to protect their substantial public values. (see Chapter 6)

Rural Lands

San Luis Bay North Sub-area

Areas identified as Rural Lands (RL) are primarily those of steeper terrain and dense vegetation. Uses are generally grazing or other non-intensive agriculture. These areas include the Irish Hills, Indian Knob, 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 North sub-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.

San Luis Obispo North Sub-area

Areas designated RL are primarily steeper terrain with dense vegetation, rocky outcrops or land unsuited for cultivation. Included are portions of the Irish Hills, Prefumo Canyon, Santa Lucia Hills and other hillside areas. Agricultural preserve lands that would otherwise qualify for RL are instead included in the Agriculture category to reflect their contractual commitment.

Residential Rural

San Luis Bay North Sub-area

Residential Rural lands are those which are generally unsuitable for commercial agriculture because of topography and/or soil capability, small property size, broken ownership patterns, and prior residential commitments. They are predominately undeveloped or underdeveloped with scattered residences. The areas recommended for rural residential development have experienced property breakdowns through the lot split process in recent years and there are some isolated pockets of small lots as well as large undeveloped acreage parcels. The properties that have developed have done so on a haphazard basis such that the residents must contend with limited fire and police protection and inefficient roads. Equestrian trails have been developed on an informal basis, where they exist.

See Canyon has developed with rural residential/agricultural uses, including single family residences, orchards and grazing. See Canyon Road is the only means of access into the area. The steep terrain, heavy vegetation, limited access and agricultural uses all indicate that low density development should continue to retain the character. There are productive Class I and II soils adjacent to San Miguelito Creek and these areas should be retained for agricultural use and not developed for home sites. The number of creek crossings should also be held to a minimum so as not to create a potential flood hazard. Grading of access roads and building sites should also be reviewed closely so there will be minimal siltation of the creek and so the hillside areas, which have a moderately high landslide risk potential, will not be graded in a manner leading to hazardous conditions. In order to retain the residential/agricultural character of the canyon, new parcels should be at least 10 acres in size.

San Luis Obispo North Sub-area

All land in the San Luis Obispo North sub-area, but outside of the urban or village reserve lines, is either within or adjacent to the area proposed as a "greenbelt" around the city of San Luis Obispo. To maintain the rural character in these areas, a special minimum parcel size of 10 acres and a lower residential density standard are established in Article 9 of the Land Use Ordinance for the Residential Rural land use category. The following areas are identified for rural homesites outside the urban and village reserve lines:

O'Connor Way. A portion of O'Connor Way west of Foothill Boulevard is developed with rural homesites on lots ranging from seven to 50 acres. While this area is a small pocket with soils less suited to intensive agriculture than surrounding areas, many lots maintain some light agricultural use. The private Laureate School is also located in this area. Encroachment of rural residential uses into surrounding agricultural lands should not occur.

Bear Valley Estates. Another area of rural homesites is Bear Valley Estates, a rural planned development on the south side of Los Osos Valley Road, near Foothill Boulevard. This development includes 18 homesites on lots from 2.5 to 17 acres, with the valley floor area kept in a larger agricultural parcel. This type of development would be appropriate on adjacent lands, east from Bear Valley to the city limits.

Immediately west of Bear Valley Estates is an 18 acre property in the Residential Rural category. The purpose of the category is to enable purchase of this site as a separate legal parcel for agricultural purposes only. Standards applied to this property allow only agricultural uses and require that an open space easement allowing only the specified agricultural uses in perpetuity be recorded over the entire 18 acres. Those standards are intended to prevent residential development on this site and protect the rural and

agricultural character of the area. With the applicable planning area standards, this Residential Rural category is not intended to encourage residential development in the vicinity. In fact, it is consistent with the objective of protecting agriculturally viable areas of the planning area such as the Los Osos Valley.

Hansen Road Area. Residential Rural is also shown east of the single family area on Orcutt Road. The area includes the Hansen subdivision with lots from 5 to 16 acres. Due to the visibility of the undeveloped portion, homesites should be clustered on lower slopes, and steeper areas should be preserved through open space easements. The scenic sloping areas have been included in the Highway Corridor Design Area. Access to this area will require tie in with the adjacent single family areas.

San Miguelito Hills. An additional cluster of rural residential homesites is identified on the west side of Davenport Creek Road and includes a small mobile home park.

Rolling Hills Area. One additional area in the Agriculture land use category, shown in Figure 4-4, should be considered for the Residential Rural category if issues regarding water supply, sewage disposal, and traffic circulation can be adequately addressed. This area is located behind the Rolling Hills development, and includes some area that is not readily visible from major public roads. If this 300 acre plus site were designated Residential Rural, it should be included within the Los Ranchos/Edna Village Area; the residential parcels should be clustered in the less visible portions of the site, and the scenic higher elevations should be protected through a conservation or open space agreement.

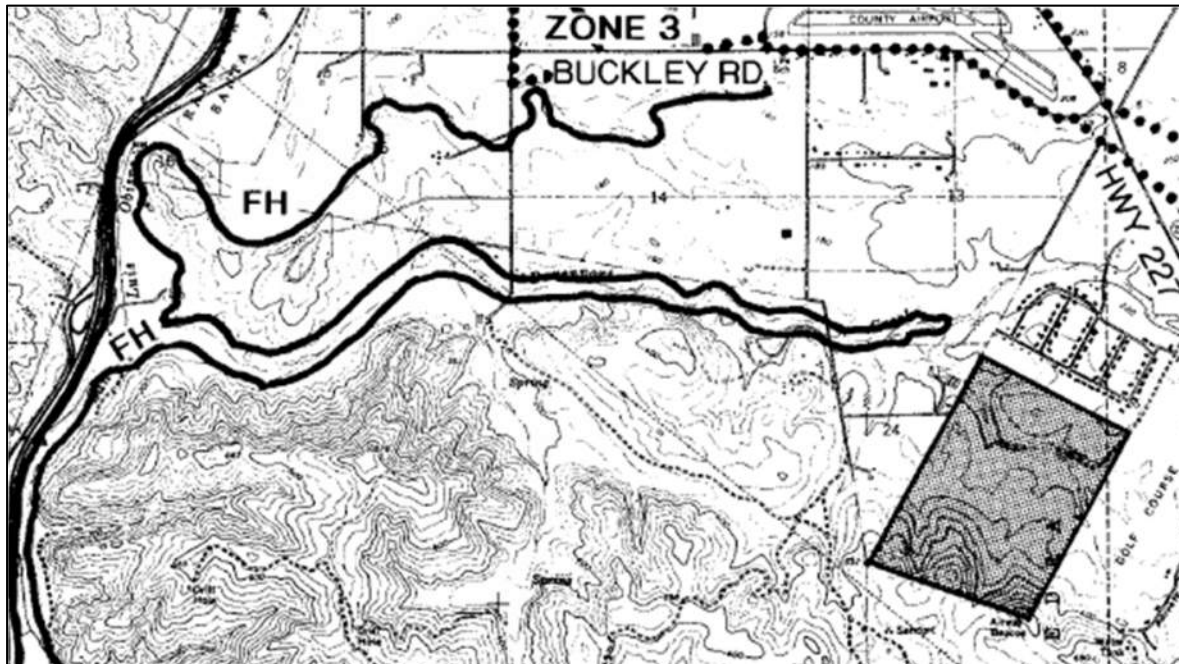


Figure 4-4: Potential RR area south of Rolling Hills

Residential Suburban

San Luis Bay North Sub-area

Squire Canyon has developed in recent years with residential home sites created through the lot split process. It consists mainly of rolling to steep terrain, with heavy vegetation

on the upper slopes. These slopes encircle the lower, flatter lands adjacent to Monte Road and Highway 101 and form the scenic backdrop for the entire area. Lot sizes range as small as three acres in size and road improvements are very inadequate over portions of Indian Knob Road and Squire Canyon Road. Private wells and septic tanks serve the homes in the area, but both the water quantity and quality are very marginal in some of the upper locations. A portion of Squire Canyon is within an island of CSA #12, but at the present time the properties are not receiving or being taxed for, any services from the district.

San Luis Obispo North Sub-area

O'Connor Way. The vicinity of O'Connor Way and Foothill Boulevard is a mixture of uses and lot sizes. Single family residences predominate but commercial stables, nurseries and "This Old House" restaurant are located along the west side of Foothill Boulevard. A number of older buildings have also been converted to student housing. Substandard lots exist east of Foothill Boulevard. Circulation is adversely affected by the unimproved traffic and parking facilities within the subdivision.

Public Facilities

San Luis Bay North Sub-area

The only area designated Public Facilities is Diablo Canyon, the site of the Diablo Canyon Nuclear Power Plant. The designation includes the plant site property and the leasehold area controlled by Pacific Gas and Electric Company. Roughly one half of the area designated Public Facilities, including the plant site, is within the coastal zone. This land use category should not be expanded beyond its present property.

San Luis Obispo North Sub-area

Much of the northern portion of the rural sub-area is in public uses. These uses, and their proposed expansion or alterations, are discussed below:

Cuesta College. The Cuesta College campus on Highway 1 provides community college services and associate of arts degrees, as do its evening outreach programs at Templeton and Arroyo Grande high schools. Enrollment in 1994 was 7,880 students. Additional campuses of the college are planned, one in the northern and one in the southern areas of the county. The north county campus is planned to be established by the year 2002, and the south county campus is planned for the year 2020.

County Office of Education. The San Luis Obispo County Office of Education has its administrative office across Highway 1 from the westerly entrance to Cuesta College. The narrow watershed of Pennington Creek contains intensive development near Highway 1 and more extensive outdoor related educational activities upstream. Because the variety of uses could conflict, new uses should be sited and designed sensitively in relation to each other and neighboring uses. Overall development intensity should fit with the visual and physical context of the site. New uses should be buffered from the outdoor education campus.

The County Office of Education has developed a unique campus to serve county schools with two major programs: special education for handicapped children, ages 3 to 21; and an Environmental Education Center for use by teacher groups, classes and organizations to improve understanding of the environment. Services include training workshops and outdoor recreation.

Camp San Luis Obispo. Camp San Luis Obispo provides operational, training and logistical support to a wide variety of civilian and military agencies at federal, state and local levels. These agencies include the United States Property and Fiscal Office, the California Army and National Guard, the United States Army reserve, the United States Coast Guard Reserve, the California Conservation Corps, the California Specialized Training Institute, Cuesta Community College and Caltrans. Units of the National Guard, Army Reserve and Active Army occupy facilities at Camp San Luis Obispo for two- to three-week periods of training duty, primarily during the summer months. In the past, the camp has also

provided temporary housing and an operational base for firefighting crews during a major wildfire - the Las Pilitas fire. Facilities at the site include training fields, offices, barracks, and a heliport.

California Men's Colony. The Men's Colony is a medium security prison north of Highway 1. Including both the East and West Facilities, the total current inmate capacity of the prison is 6,452 persons. Total staff is about 1,700. Significant expansion of the prison is not anticipated.

County Operational Center. The San Luis Obispo County operational center is adjacent to Camp San Luis Obispo. Existing and proposed facilities include: sheriff and County jail complex (including the honor farm), sheriff's pistol range, emergency operations center, storage and maintenance areas for County departments, environmental garage, vehicle maintenance, fuel facility, road yard, animal control center, and a juvenile services center. The views from Highway 1 of these facilities and the morros behind them should be enhanced through a program of screening and buffering and adjusting their lighting to reduce the facilities' impacts on the scenic Highway 1 corridor.

Recreation

San Luis Bay North Sub-area

All of the areas recommended for recreational uses are located within Urban Reserve Lines and are discussed within the Avila Beach Community Plan, except one. Montana de Oro State Park, which provides uses such as walking, sunning, shoreline viewing and exploring, hiking, bicycling, and camping is located outside of urban reserve lines. It is possible that the state may acquire additional land adjacent to Montana de Oro State Park. If park expansion does occur, the Land Use Element should be amended to designate the expansion area in the Recreation Land use category.

San Luis Obispo North Sub-area

El Chorro Regional Park, located on Highway 1 across from the south entrance to Cuesta College, consists of about 743 acres owned by the County, with day-use picnic areas with children's playground equipment, 125 camping units, two softball fields, trails (see Chapter 5 for the discussion of trails), and the 18-hole Dairy Creek Golf Course. Also, a natural area is designated in the back section of the park.

A potential site of about 300 acres, between Broad Street and the railroad, may be appropriate for a Recreation category designating a golf course resort. This site is shown in Figure 4-5. Two of the major issues that must be addressed prior to approval of a general plan amendment for such a development include the need for an adequate water supply without reducing the water available for nearby agricultural operations and how any permitted development can help prevent the urban fringe from expanding further into the Edna Valley.

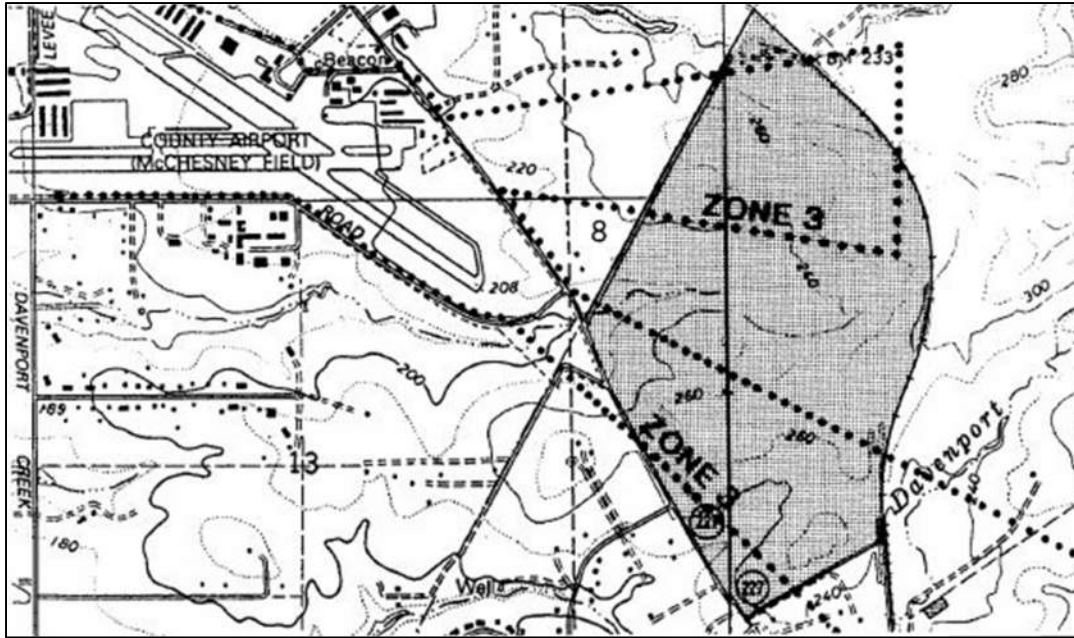


Figure 4-5: Potential site for a golf course

Open Space

San Luis Obispo North Sub-area

The City-owned land at Reservoir Canyon has been used for recreation by the public for a number of years. Present unsupervised uses include biking, picnicking, camping and hiking. Limited access and neighboring private properties will constrain recreational development without further public acquisition and cooperation with other landowners. Retaining the area in open space will maintain a relatively primitive nature appreciation area.

4.5 Land Use Programs

"Programs" are non-mandatory actions recommended by the Land Use Element to achieve identified community or areawide objectives. The implementation of each Land Use Element 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.

Note: Many of the goals, policies, and programs in this plan apply only within certain sub-areas. Figure 1-1 should be referenced to determine the applicability of a goal, policy, or program to a specific parcel or region in the San Luis Obispo

The Community/Village Plans (LUCE Part III) contain land use programs for the Avila Beach urban area and Los Ranchos/Edna village. Chapter 7 of this plan contains land use programs that apply within the San Luis Obispo URL.

Areawide

The following programs are established for the identified sub-areas, as applicable (refer to Figure 1-1):

1. **Agricultural Preserves, San Luis Bay and San Luis Obispo.** The County should continue to encourage owners of eligible lands to participate in the agricultural preserve program.
2. **Transfer of Development Credits, San Luis Obispo.** The County should (in coordination with the City of San Luis Obispo) design and implement a voluntary, incentive-based transfer of development credits (TDC) program to transfer potential residential development from sensitive sites to more appropriate sites within the city and urban expansion areas.
3. **San Luis Obispo Greenbelt, San Luis Obispo.** The County should collaborate with the City of San Luis Obispo and property owners to plan and implement a greenbelt program to preserve open space and rural character surrounding the city.
4. **San Luis Obispo Gateways, San Luis Obispo.** The County should work with the City of San Luis Obispo to prepare and implement policies to protect, improve and restore the entryways to the city along the main road corridors, including but not limited to the following:
 - Identify three gateway zones around the city, "scenic vista, transition area, and urban arrival area," with short-term and long-term strategies for each.
 - Identify objects such as billboards that could be removed through an amortization ordinance and replaced by off-ramp signing, and utility poles that could be re-located.
 - Establish setbacks near the roadway in certain locations, and other limits such as height, sign area, lighting.
 - Identify key areas that provide the most powerful or memorable, unobstructed views to visitors of the mountains and the city.
 - Obtain highway signage with Caltrans that provides information about institutional and commercial destinations within San Luis Obispo.
 - Adopt future plan amendments to retain the attributes of the gateways.

Rural Lands

5. **Viewshed Protection, San Luis Bay.** 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.

Agriculture

6. **Agricultural Preserves, San Luis Obispo.** The County should continue to encourage owners of eligible lands to participate in the agricultural preserve program.

Residential Suburban

- O'Connor Way, San Luis Obispo. The County Public Works Department should work with property owners in the O'Connor Way area toward formation of an assessment district to improve roads to County standards.

Table 4-2: Schedule for Completing Land Use Programs

Program Title	Responsible Agencies	Potential Funding ¹	Priority ²	Timeframe ³ (years)
Areawide				
1. Agricultural Preserves, San Luis Bay	Co. Planning	Unspecified		
2. Transfer of Development Credits, San Luis Obispo	Co. Planning	N/A, Private Transactions	Moderate	1-3
3. Greenbelt, San Luis Obispo	Co. Planning	City/Private Transactions	High	1-3
4. Gateways, San Luis Obispo	Co. Planning	N/A	Moderate	1-3
Rural Area				
5. Viewshed Protection, San Luis Bay	Co. Planning	Unspecified		
Agriculture				
6. Agricultural Preserves, San Luis Obispo	Co. Planning and Assessor	Application Fees, General Fund, State Subventions	High	Ongoing
Residential Suburban				
7. Assessment District for O'Connor Way Roads, San Luis Obispo	Co. Public Works and City of San Luis Obispo	Assessment District	Moderate	3-5

Notes:

- N/A in "Potential Funding" column means that the work would be performed by County staff within their budget. No special funding is required.
- Priority listings are the relative importance within each time frame: low, moderate or high.
- Timeframes are from the date of adoption of the San Luis Obispo Area Plan or San Luis Bay Inland Area Plan, as appropriate (refer to Table 1-1).

This page intentionally left blank.

Chapter 5: Circulation Element

5.1 Introduction

This chapter is the Circulation Element for the San Luis Obispo planning area. It reflects the countywide goals and policies for transportation that are in Framework for Planning (LUCE Part I). This chapter contains programs to implement those goals and policies. Chapter 7 lists road improvements and circulation programs that apply within the San Luis Obispo Urban Reserve Line. The Community/Village Plans (LUCE Part III) address circulation for the Avila Beach urban area and the Los Ranchos/Edna village.

Land use and transportation planning support each other and need to be closely linked. The planned circulation system – roads, pedestrian routes, bikeways, equestrian trails, and other means of transportation – needs to take into account the planned amount and location of future development. At the same time, planning for future development must consider transportation needs and capacities. Accordingly, this element describes existing and proposed major transportation routes and public facilities that are closely coordinated with the anticipated land use pattern.

The circulation system is planned to accommodate anticipated traffic along existing roads and new routes as development occurs. The Land Use Element recommends construction of sufficient access to new developments, as well as upgrading existing routes. Transportation in the planning area will likely continue to be automobile based, but alternatives such as transit, bikeways and inter-regional air traffic should be important parts of the areawide system to divert trips from roadways. The Regional Transportation Plan, which is adopted by the San Luis Obispo Council of Governments, contains detailed information concerning the existing size, capacity and traffic volumes of major highways, streets and roads.

5.2 Major Features of the Transportation System

People, commodities and electric power are transported through the planning area by roadways, rail, air, pipelines and electrical power lines.

State Highways 1, 101, and 227 handle the bulk of trucking and passenger vehicle traffic, although Los Osos Valley Road carries substantial traffic loads in the morning and evening commuter peak periods. There is a need to positively resolve the conflict between commuter traffic and slower moving agricultural traffic that must travel the same route. The City and the County establish truck routes and maintain a local roadway network able to accommodate truck movements, which must be continually updated to facilitate safe and easy movement of goods around and through the county.

The Southern Pacific rail line passes through the planning area from north to south. Amtrak operates passenger rail service and operates the station in San Luis Obispo. Projects affecting railroad crossings are regulated by the Public Utilities Commission (PUC).

Oil and petroleum products pass through the area from Port San Luis harbor via underground pipelines. High-voltage power lines pass through the area from Diablo Canyon Nuclear Power Plant on the coast to the east. Water is transported via pipelines

from the Salinas Reservoir to the City of San Luis Obispo, and from Whale Rock Reservoir to the city, the California Men's Colony and Cuesta College. Water is also transported via pipelines from the State Water Project through Cuesta Ridge near the city, south along Orcutt Road and out of the planning area to points south. The coastal branch of the State Water Project is routed along Highway 1 to Morro Bay.

5.3 Major Issues

Countywide circulation issues, such as increased traffic congestion and insufficient transportation funding, are described in Framework for Planning (LUC Part I). This section describes some of the key circulation issues in the San Luis Obispo planning area.

Increasing Traffic Congestion in San Luis Obispo North Sub-area

Increasing commuter traffic from surrounding communities has affected the level of service of several roadways and created a need for road improvements and alternative transportation. Increased tourist traffic further burdens the circulation system.

The automobile will most likely continue as the primary transportation mode in the county and in the planning area for many years to come, leading to increasing traffic volumes, congestion and air quality impacts. Increasing traffic levels on roadways in the unincorporated areas of the county result primarily from new development in both unincorporated areas and the cities. It should be noted that focusing on alternative types of transportation and managing the demand for vehicle travel may improve traffic and air quality. An increasing emphasis must be placed on more comprehensive measures that can help reduce dependence on the automobile, which lower the increase in peak-hour traffic and that avoid or postpone major road improvements that increase roadway capacity alone.

Alternative transportation measures fall into three general categories of strategies: 1) transportation system management, 2) transportation demand management and 3) land use planning. These strategies will be described in the next section. Some of the major trails in planning area are identified in this chapter, but more information is available in the County's Trails Plan. Efforts to reduce traffic congestion can result in air quality benefits. Transportation system and demand management strategies are consistent with the transportation control element of the San Luis Obispo County Clean Air Plan, which has been adopted by the San Luis Obispo Air Pollution Control District. The Council of Governments has also adopted a state-required congestion management plan, which includes a travel demand management element.

Scenic Roads and Highways in San Luis Obispo North Sub-area

The natural and pastoral landscapes along the major roadways in the planning area provide a high-quality visual experience and enjoyment for local residents and tourists alike. However, inappropriate development could reduce the scenic qualities along these visual corridors. The Agriculture and Open Space Plan recommends that scenic corridors be identified and standards adopted to protect scenic land. As part of preparation of this area plan, visual surveys were conducted to identify scenic backdrops along highway corridors. Visually sensitive areas are identified in this plan as two types:

1. The most critical landmarks and hillsides near scenic roadways continue to be designated in the Sensitive Resource Area (SRA) combining designation, which is discussed in Chapter 6. Special development standards in the Combining

Designations section of Articles 9 and 10 of the Land Use Ordinance apply to construction for dwellings, residential accessory uses and residential access roads, and to some agricultural accessory structures if proposed near the roadway.

2. The important foreground and background views of the landscape along scenic highways and roads are identified in a highway corridor design area. Although the highway corridor design area is not designated as a Sensitive Resource Area combining designation, the same concerns and standards for development described in number 1 above apply.

Foreground views along highways and railroads are identified in a highway corridor design area. These areas are close enough to the viewing public to reveal individual trees, rock outcrops, creeks, hillsides and historic structures such as farm houses and barns. These elements of the scenic corridors have their own scenic values, while they also serve to frame and enhance views of the more distant scenic backdrops. Accordingly, the highway corridor design area includes areas within 100 feet of Highways 1, 101, 227, Los Osos Valley Road, Orcutt Road, and the Southern Pacific Railroad (which is proposed to accommodate increasing numbers of vacation and business travelers).

The highway corridor design area also identifies other important environmental resources. They provide habitat for wild plants and animals, many of which are rare or endangered species. They comprise the watershed for recharging the San Luis Obispo groundwater basin and portions of the watersheds for the Pismo and Chorro basins. These watersheds also serve to delay surface water flows from rainfall, thereby significantly reducing downstream flooding.

Roadway Deficiencies in the San Luis Bay North Sub-area

Avila Beach Drive from San Luis Bay Drive to the Avila Beach town site 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 is 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. 1994 traffic counts 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.

Based on present traffic characteristics and physical conditions, a Severity Level II deficiency appears to exist on Avila Road. 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. 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.

5.4 Policies and Objectives

San Luis Obispo Circulation Policies and Objectives

The following policies and objectives apply to the San Luis Obispo North sub-area (refer to Figure 1-1):

1. Provide necessary roadway improvements while protecting sensitive resources and mitigating adverse impacts to the environment.

Objectives:

The circulation design and land use designations depicted on Attachments C and D (Figures 7-2 and 7-3 of the San Luis Obispo Area Plan) for the Dalidio initiative meet the requirements of this chapter because the circulation designs minimize impacts to Class I and Class II soils, they avoid impacts to riparian, wetland and wildlife habitat areas and they mitigate impacts by preserving organic agricultural use and preserving open space conservation areas.

- a. To the maximum extent practicable, avoid roadway improvements on Class I or II soils, highly erodible soils, slopes over 30 percent, sensitive resource areas, wetlands, riparian and other valuable wildlife habitat areas. Where avoiding these areas is not feasible, mitigate the impacts of the improvements.
 - b. Mitigate or avoid traffic impacts to residential or other sensitive land uses by establishing appropriate truck and bus routes, speed limits, traffic calming measures, safety and sound barriers, lighting and landscaping, and residential street designs for development to achieve vehicle speeds of 25 miles per hour or less.
 - c. Provide major roadways that are attractive and safe for pedestrians and bicyclists, while accommodating projected vehicular traffic efficiently, through appropriate application of landscaped medians and parkways between vehicle travel lanes and bikeways and walkways, and well-marked, dedicated bike lanes.
 - d. Accommodate slower moving agricultural traffic on roadways in a way that does not impact agricultural activity, other vehicular traffic or bicyclists.
2. Cooperate with the City of San Luis Obispo to establish roadway improvement specifications for areas within or near the city's urban reserve line to avoid conflicts with City standards.

Objectives:

- a. County Public Works and Planning staff should consult with City staff periodically to review existing standards and identify potential changes to City or County standards which would resolve any conflicts.
- b. This Circulation Element should be amended as needed to address changes in existing and needed roadway improvements.

- c. The City's engineering standards should be used instead of the County's Standard Engineering and Improvement Specifications and Drawings for road improvements within the urban reserve around the city, except where standards similar to the City's have been adopted by the County (for example, as part of the airport area specific plan).
3. The costs of needed roadway improvements should be paid by the people who benefit from the improvements.

Objectives:

- a. The County and the City of San Luis Obispo should apply public facilities fees on new development in areas of both jurisdictions, based on agreement between the City and County establishing proportionate shares of the cost of improvements to applicable roadways.
 - b. Require new development to dedicate and improve roadways which directly front and serve the development.
 - c. Amend the powers of County Service Area No. 22, or establish a new assessment district, to enable funding of areawide improvements to the degree the improvements are needed to serve development in the area.
 - d. Pursue the other local and non-local sources of funding identified in the Regional Transportation Plan for improvements which provide countywide, regional or wider benefits.
4. Utilize the Resource Management System to determine when specific actions must be taken to address existing and projected deficiencies in service levels.

Objectives:

- a. Monitor traffic conditions on major arterials and urban/rural arterials to identify existing deficiencies.
 - b. Project future traffic conditions based on anticipated local development trends and traffic from outside the planning area using computer-based modeling techniques.
 - c. Utilize computer-based modeling techniques to assess the most cost-effective strategies for roadway improvements and alternative transportation programs that provide a level of service (LOS) D or better at peak commuter periods.
 - d. The roadway improvement needs identified below should be implemented when determined necessary as described above. This list should be updated as conditions change or new information and technologies become available.

5.5 Transportation Systems and Demand Management

San Luis Obispo North Sub-area

The following goals apply within the San Luis Obispo North sub-area (refer to Figure 1-1):

Transportation systems and demand management strategies should be implemented wherever possible, and apply especially to the following section on Roads and Highways, since these strategies can help avoid or delay the need for costly major roadway improvements.

Goals:

1. **Systems management:** Utilize a variety of methods to improve traffic flow conditions on the region's roadway network to maximize its efficiency with the least expenditures for capacity expansion.

Systems management techniques include but are not limited to the following: synchronizing traffic signals; channelizing intersections; designating one-way streets; establishing traffic lanes reserved for high-occupancy vehicles; providing passing lanes; limiting the number of cross streets, traffic signals and driveways along arterial streets and regional routes; providing wider shoulders and eliminating or restricting on-street parking where necessary.

2. **Demand management:** Reduce the number of single-occupant vehicles by promoting ridesharing and other modes of transportation.

Demand management techniques include promoting ridesharing, public transit, flexible schedules, telecommuting, bicycling, walking and other non-vehicular transportation means.

3. **Land use planning:** Plan the area's communities in a way that reduces the need to drive.

Land use planning techniques that are consistent with the principles of transportation systems and demand management include establishing and maintaining compact urban communities. Patterns of land use categories are combined with networks of local streets, walkways and bikeways that enable people to walk, bike or drive very short distances between their homes, work places, schools, shopping, recreation and other services. Moderate residential densities are desirable to make public transit services feasible, and adequate standards are necessary for the design and location of bus stops, bus turnouts, bus shelters, and streets designated as transit routes.

5.6 Road Improvement Projects

The following sections identify major improvements as the land uses envisioned by this plan develop along with growth in the San Luis Obispo area. The San Luis Obispo Planning Area Circulation Map shows functional classifications of existing and proposed roads within the planning area. Improvements will be required with proposed land divisions by the County Real Property Division Ordinance and planning area standards.

State Highways 1, 101 and 227, Los Osos Valley Road, Foothill Road, South Higuera Street, and Avila Beach Drive are the major regional arterials providing access to and through the planning area. The state highways carry local traffic but are also impacted heavily by traffic originating outside the planning area and the county. Future development in the planning area and increased through traffic from tourists and commerce will add to traffic impacts.

Some road improvements are necessary in order to avoid a declining quality of service on roadways with continued growth, which can be characterized by increasing traffic congestion, delays and decreased safety. This chapter discusses the principal features of the roadway network and identifies the proposed major improvement projects.

The Resource Management System provides estimates for when traffic problems may start to occur, and recommended actions to avoid the problems. The circulation plan maps show functional classifications of major existing and proposed roads in the planning area. Improvements will be required with proposed land divisions by the County Real Property Division Ordinance and planning area standards.

Improvement standards are shown in the Public Works Department's "Standard Improvement Specifications and Drawings." However, standards set forth in this Area Plan for roadway improvements in the San Luis Obispo North sub-area shall supersede those in the Standard Improvement Specifications and Drawings in the event of any conflicts.

The following is a listing of the significant roadways, their classifications and major improvements needed to accommodate projected traffic levels. These and other improvements are shown on the San Luis Obispo Planning Area Circulation Map. The listed order does not imply any priority.

5.7 Road Improvement Projects

Arterials

1. U.S. Highway 101. The following improvements are anticipated in the San Luis Obispo planning area:
 - a. This route should be maintained as a major 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.
 - b. A full interchange is needed at Prado Road to provide better access to and from the airport area and the Central Coast Plaza - Laguna Lake area, and to relieve traffic congestion at the Madonna Road interchange and intersection of Madonna Road with South Higuera Street.
 - c. On the Cuesta Grade, construction of north- and south-bound truck climbing lanes is programmed to proceed in 1998/99.
 - d. The Los Osos Valley Road interchange needs to be upgraded, including a new westbound/northbound on ramp, realignment of Calle Joaquin south (off Los Osos Valley Road) to match Calle Joaquin north, and widening of the bridge over Route 101 to four lanes.

- e. If transportation systems and demand management techniques cannot prevent the level of service from degrading below acceptable levels, Highway 101 may require widening to six travel lanes from Avila Road to Madonna Road, but not through the city, (where widening could result in excessively high costs for construction and environmental damage), unless one or more points of access to and from the highway are eliminated to consolidate the number of on- and off-ramps and to make the former merging lanes available for use as travel lanes. Once Route 101 is expanded, one lane should be designated for high-occupancy vehicles during peak commute hours.
2. State Highway 1. An interchange should be constructed at the south entrance to Cuesta College, with associated consolidation of access to Route 1 from adjacent land uses. Also, class I and III bikeways should be provided from Cayucos to San Luis Obispo per the County Bikeways Plan.
 3. Highway 227. If transportation systems and demand management techniques cannot maintain acceptable service levels, this roadway may require widening, (1) to four travel lanes between Orcutt and Tank Farm Roads, and (2) to four travel lanes from Tank Farm Road to Price Canyon Road, with turn lanes or pockets at intersections with Airport Drive, Buckley Road, Crestmont Drive, Los Ranchos Road, Biddle Ranch Road and Price Canyon Road, and signalization at Los Ranchos Road. Between Capitolio Way and Aero Loop Drive a landscaped center median and turn pockets at limited intersections should be constructed, as illustrated in Figure 5-2. Separated sidewalks, parkway landscaping, street trees, bus turn-outs and shelters should also be provided in this corridor.

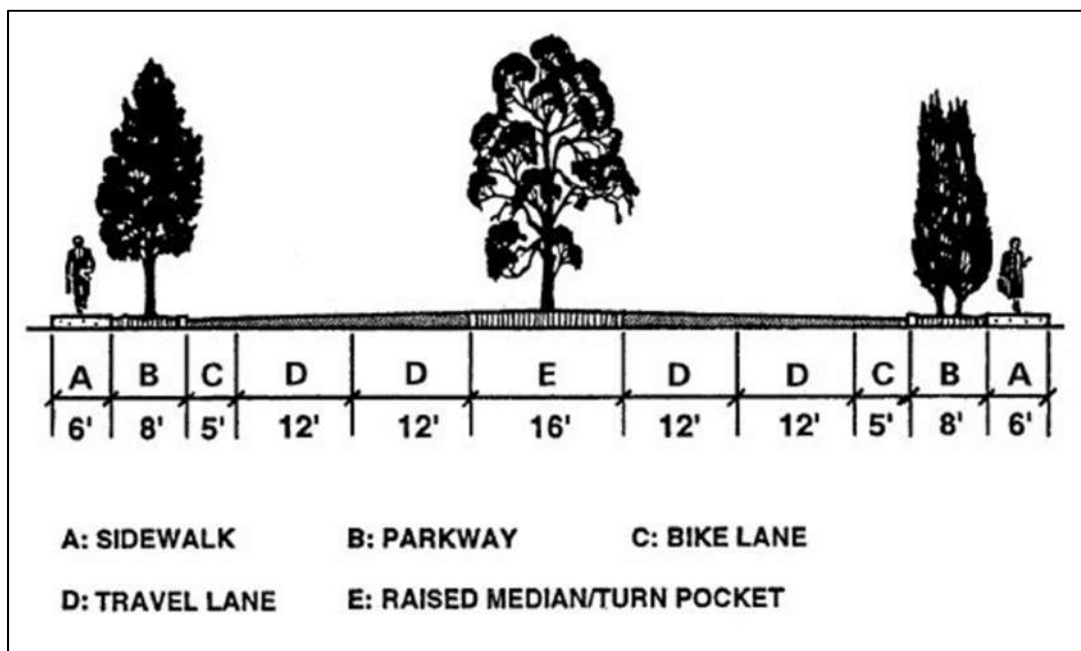


Figure 5-1: Illustration of Highway 227/Broad Street improvements

Minor Arterials

The following improvements are anticipated:

1. **Los Osos Valley Road.** If transportation systems and demand management techniques cannot maintain acceptable service levels, the road may need to be widened to six lanes between Highway 101 and Madonna Road, and to four lanes west of Foothill. Shoulders should be provided west of Foothill that can be used by slow moving agricultural vehicles without conflicting with the bike lanes or bicyclists.
2. **Foothill Road.** Maintain as a rural arterial with two traffic lanes and bike lanes from Los Osos Valley Road to the city limits.
3. **South Higuera Street.** This roadway should be improved to four travel lanes with two bike lanes from the southern city limits to the proposed intersection with Buckley Road. The roadway should be maintained as two-lanes with two bike lanes from Buckley Road to Ontario Road, and the northbound 101 on-ramp from South Higuera Street should be closed.
4. **Orcutt Road.** Improve Orcutt Road southeast from the city limits to Lopez Drive as a two lane rural arterial with Class II bike lanes.
5. **Tank Farm Road.** Tank Farm Road should be improved as an urban arterial with four travel lanes, a landscaped median with turn pockets, two bike lanes, and two sidewalks separated from the roadway by landscaped parkways from Broad Street to South Higuera Street.
6. **Prado Road.** This roadway should be extended to Broad Street at Industrial Way and improved with four travel lanes, class I bike lanes, a landscaped median with turn pockets, and two sidewalks separated from the roadway by landscaped parkways. This road segment may also be appropriate for designation as State Route 227, in order to route traffic to 101 without traveling into town.

Collectors

1. **See Canyon Road.** Widen the travelled way where necessary to provide a safe width, but contain the improvements within the existing right-of-way.

Local Streets

Local roads and streets function to carry traffic and alternative transportation at low volumes within neighborhoods and non-residential areas. They also carry storm water run-off. Road improvements, including walkways for pedestrians and traffic calming measures, will be determined at the project and subdivision review stage consistent with adopted plans and regulations.

1. **Squire Canyon.** The local road system in Squire Canyon is marginal. Various improvements have been made to Squire Canyon Road and Indian Knob Road, but neither road meets County standards. There is also no emergency access out of the area. It is recommended that rights of way be secured for construction of emergency access roads at the east end of Squire Canyon as shown in Figure 5-2.

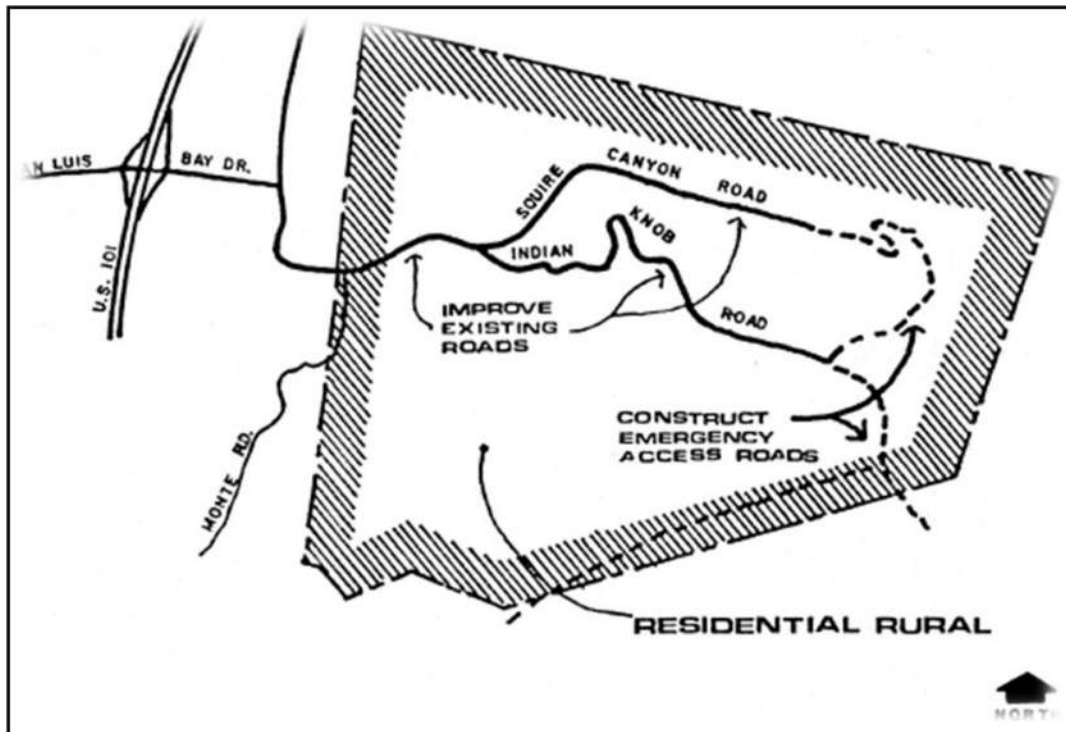


Figure 5-2: Squire Canyon Area Proposed Emergency Access

Alleys

Alleys occur in older communities and offer both opportunities and problems. They provide utilitarian corridors for parking, trash collection, utilities, and informal access between houses within a block. They provide access for secondary dwellings located at the back of a lot. Greater alley usage can lessen street traffic by placing parking and garages at the rear of properties and can provide better views of the street from residences. Problems that are typically associated with alleys are security, garbage accumulation and lack of paving. Where alleys exist or are planned, minimal levels of improvements are necessary to attract and secure usage. Continuous pavement to driveways, at an adequate width for emergency vehicles, lighting and amenities such as fencing and landscaping are often needed to upgrade alleys.

5.8 Other Means of Transportation

Bikeways

Bikeways provide convenient routes as an alternative to automobile travel for purposes of commuting to work or school, shopping, or for recreation. A goal of this plan and the County Bikeway Plan is to provide a framework for establishment of a safe and efficient bikeway system. Planned projects should not only include the construction of bikeways, but also consider the installation of facilities such as bike racks, bike lockers, bike and ride racks, signs, showers, the creation of bike maps and safety and education programs. The County Bikeways Plan lists and maps the bikeway system, and includes policies for integrating bike-related facilities within the transportation system.

There are several types of bikeways described in Framework for Planning (Part I of the Land Use Element). Summarized here, they include Class I bike paths (separated from the

road for the exclusive use of bicycles), Class II bike lanes (at least four feet of maintained and marked shoulder of a road, for semi exclusive use of bicyclists), and Class III bike routes (shared traffic lane with automobiles designated by signs).

San Luis Obispo North Sub-area

The following goals and objectives apply to the San Luis Obispo North sub-area (refer to Figure 1-1):

Goal: Provide for an area-wide bikeway system to enable efficient and safe transportation for bicyclists riding to work, school, shopping, or for recreation.

Objectives:

- a. City and County governments, schools, major private employers and shopping centers should provide bicycle parking facilities at locations of employment, shopping, schools, transit facilities, and park-and-ride lots to increase the use of bicycles.
- b. Promote interconnection of designated bikeways in City, County, State and federal plans for circulation, land use, parks, and public facilities.
- c. Promote linkages between transit and bikeways by accommodating bicycles on buses.
- d. Encourage employers to provide incentive programs and shower/locker facilities for employees who ride bicycles to work.
- e. Develop class I bike paths along selected riparian routes or other appropriate corridors where possible to link residential areas with important destinations (no dead-end routes) while avoiding impacts to agricultural and environmentally sensitive areas.
- f. Provide for the safe and separate uses for the roads for bicycle and other vehicular traffic, including slow agricultural vehicles, through separate bike lanes.

Trails

The County Parks and Recreation Element provides a reference for the potential hiking and equestrian trails in the unincorporated area. The plan may be amended as new information about possible trails becomes available, so it should be reviewed for the most current and detailed information about trails.

Public Transit

The County has a goal of providing adequate public transportation to meet the needs of all residents for access to public services, medical services, schools, shopping, employment locations and recreational facilities. Public transit is a means of reducing single-occupant vehicle use, and therefore reduces air pollution, traffic congestion, parking problems and energy consumption.

A variety of public transportation systems serve the San Luis Obispo North sub-area. Within the city of San Luis Obispo, there is a fixed-route bus system (SLO Transit) with

four different routes, a downtown trolley service, private taxi cabs, and special service vans provided by human service agencies. Regional transit service to and from the community is provided by Central Coast Area Transit (CCAT) and Greyhound Bus Lines. CCAT includes several fixed routes between San Luis Obispo and communities as far as San Miguel, San Simeon Acres and Santa Maria. A countywide system called the "Runabout" has been provided for the elderly and handicapped in order to meet their special transportation needs. Ride-On provides numerous specialized transit services as well, such as the only local airport shuttle. Amtrak provides passenger rail transportation with stops in Paso Robles, San Luis Obispo and Grover Beach, enabling local trips or long distance travel out of the county.

Transit service should be increased in locations and frequency as the San Luis Obispo urban area continues to develop. In the long term, the urban area should be connected to the regional system to increase transit commuting.

San Luis Obispo North Sub-area

The following goals and objectives apply within the San Luis Obispo North sub-area (refer to Figure 1-1):

Goal: Promote transit as an environmentally sound alternative to the single-occupant vehicle.

Objectives:

- a. Raise public awareness of the availability and benefits of transit use through widely published and distributed schedules and other marketing techniques.
- b. Ensure that transit is convenient for users by providing ample bus stops where people need them, linkages between community and regional transit services, and schedule transit runs to get people to work or school when they need to arrive. For example, commuter bus service between the City and the Los Ranchos/Edna village should be considered. The airport should be included in the City bus system's regular bus routes.
- c. Provide incentives for transit use through fare subsidies for employees, students, shoppers and tourists.

Land Use and Transit. Land use planning can maximize transit usage by locating employment and residential areas in close proximity to existing or potential transit stops. Transit centers also need to be oriented to a neighborhood within a convenient walking distance between residential and employment uses. Within the San Luis Obispo urban area, residential development is constrained near the County Airport. Residential areas with proximity to transit and employment will be provided along the Prado Road extension between South Higuera and Broad Street. The more detailed planning for development through specific plans and permit review should be consistent with the following goal:

Goal: Establish land use patterns that minimize the need to use single-occupant vehicles and enhance transit use.

Objectives:

- a. Provide a bus stop and shelter within 1/4 mile of residential areas in the Residential Single-Family and Multi-Family land use categories.
- b. Provide at least one bus stop pull-out and shelter within 1/4 mile and adequate pedestrian access to employment centers within the San Luis Obispo urban reserve line. Where a bus stop and transit service is provided and employers have prepared plans for reducing the vehicle trips they generate, a reduction of up to 20 percent in required parking spaces should be permitted.
- c. Provide moderate-density housing near transit stops and employment areas to provide adequate numbers of transit users.
- d. Establish County facilities for provision of a variety of public services and new colleges (or branches of existing colleges, including Cuesta College) in both the northern and southern areas of the county as a strategy to reduce commuting to the City of San Luis Obispo.
- e. Provide adequate walkways and bikeways between locations of housing and employment and shopping.
- f. Integrate transit facilities into new development and be accessible by walking, bicycle, and automobile.
- g. Grant a development bonus in the form of an increase in allowable floor area or a reduction in required parking for developments that make significant contributions toward trip reduction.

Carpooling – Park and Ride Lots

Park and ride lots are transfer areas where people may drive or carpool to the lot, park their vehicles and continue to travel via another carpool vehicle or transit service. This applies to vans as well as to smaller vehicles. The Clean Air Plan and the Regional Transportation Plan emphasize park and ride lots as transportation system management measures to encourage people to use transportation modes other than single-occupant vehicles. Park and ride lots within the sub-area may be appropriate in the future.

Airport

The San Luis Obispo County Airport is owned and operated by the County. Its state classification is Type IC, accommodating short haul and scheduled air taxi or commuter service. It represents a public facility of great countywide importance, since it is the most used airport in the county.

The pending update of the San Luis Obispo County Airport Master Plan projects that this airport will continue to accommodate substantially increasing numbers of aircraft, and is evaluating whether any further extension of either of the two existing runways will be necessary. The airport should be included in the regular routes of the local and regional public transit systems. Until that happens, a shuttle service should be provided as a connection with the public transit systems.

Railroad

The Southern Pacific Railroad provides freight service, and Amtrak operates passenger service, connecting San Luis Obispo with other areas in the San Francisco/Los Angeles/San Diego corridors. The San Luis Obispo depot is an historical facility with

Amtrak passenger service. Higher speed Amtrak service that is competitive with automobile travel times between the major metropolitan areas has been studied for feasibility. The report's conclusion was that several phases of improvements could reduce travel time between Los Angeles and San Francisco to as little as eight hours, at an ultimate cost of \$650 million. Moderate increases in train speeds may be appropriate if safety concerns can be met. Rail transit should be considered further to be integrated with other transit modes.

5.9 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 LUCE 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, substantial community support for the program, available funds and related costs.

Note: Many of the goals, policies, and programs in this plan apply only within certain sub-areas of the San Luis Obispo planning area. Figure 1-1 should be referenced to determine the applicability of a goal, policy, or program to a specific parcel or region in the San Luis Obispo planning

Chapter 7 lists circulation programs that apply within the San Luis Obispo Urban Reserve Line. The Community/Village Plans (LUCE Part III) contain circulation programs for the Avila Beach urban area and the Los Ranchos/Edna village.

San Luis Bay North Sub-area

The following circulation programs apply to the San Luis Bay North sub-area (refer to Figure 1-1):

1. **Bikeways.** The County Public Works Department should work with the state Department of Transportation where necessary to develop Class I bikeways on San Luis Bay Drive.
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.
3. **Road Improvements.** The County Public Works Department should work with property owners to acquire necessary rights of way and construct adequate road improvements through the creation of assessment districts, or through state and federal grant funds.
4. **Squire Canyon - Emergency Access.** The County Public Works Department should work with property owners to acquire rights of way and construct emergency access roads from the easterly ends of Squire Canyon and Indian Knob roads.

5. **Squire Canyon - Road Improvements.** Improvement of local roads should occur through establishment of an assessment district or through formation of a community services district.

San Luis Obispo North Sub-area

The following circulation programs apply to the San Luis Obispo North sub-area (refer to Figure 1-1):

6. **Land Use and Transportation Planning.** The County should work with the City of San Luis Obispo and SLOCOG to implement more specific land use planning and design measures during the preparation of specific plans, design guidelines and road design and construction decisions that will minimize traffic impacts and be conducive to alternative transportation.
7. **Scenic Corridors.** The County Planning Department should continue to explore alternative methods of protecting scenic vistas along Highways 1, 101, 227, Orcutt Road and Los Osos Valley Road.
8. **Trails.** Evaluate potential new trails to be included in the County Parks and Recreation Element, including but not limited to additional trails to and along the peaks from the City of San Luis Obispo to Morro Bay.

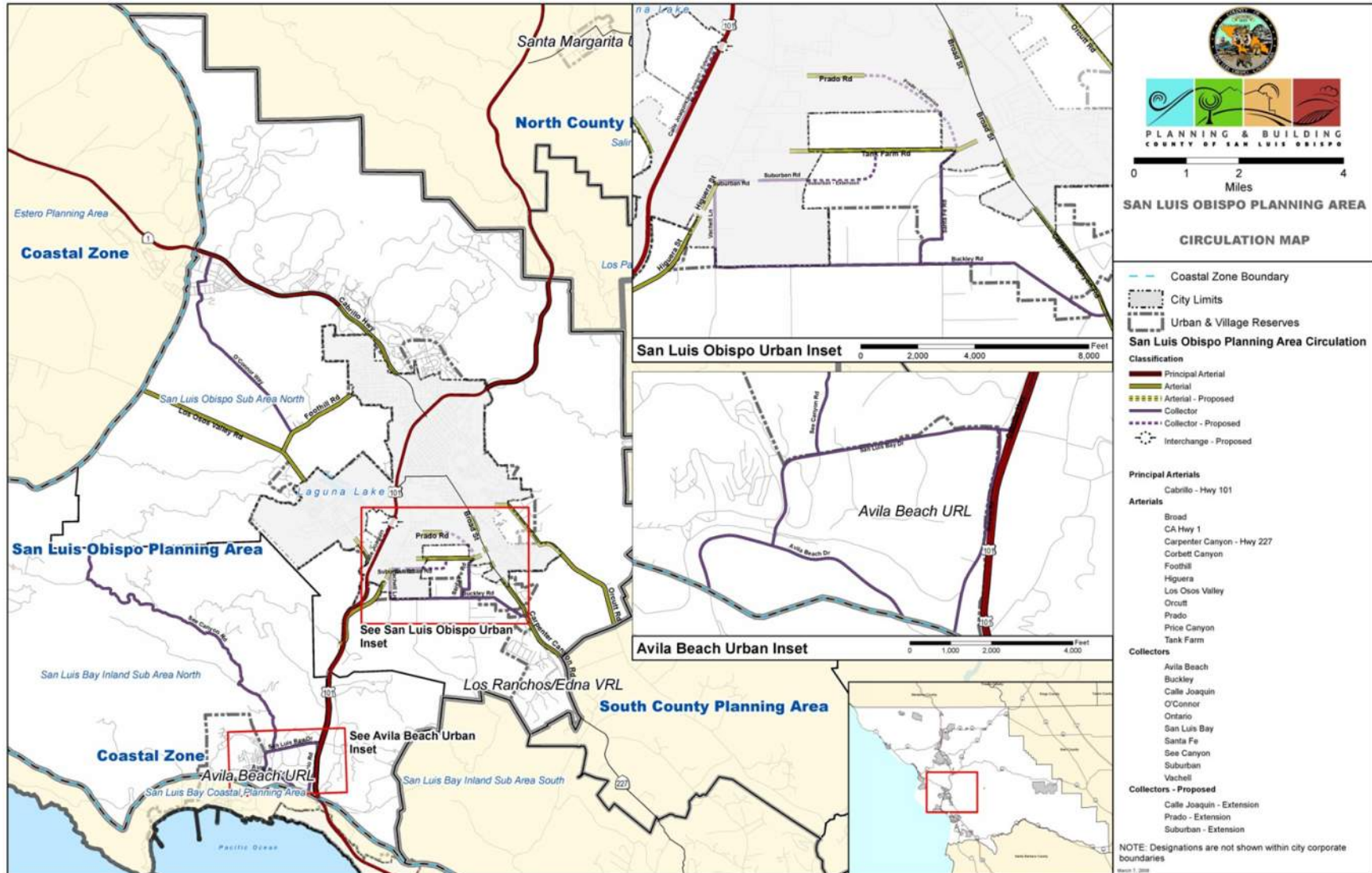
Table 5-1: Schedule for Completing Circulation Programs				
Program Title	Responsible Agencies	Potential Funding¹	Timeframe² (years)	Priority³
San Luis Bay North Sub-area				
1. Bikeways	County		Unspecified	
2. Trails	County		Unspecified	
3. Road Improvements	County		Unspecified	
4. Squire Canyon - Emergency Access	County		Unspecified	
5. Squire Canyon - Road Improvements	County		Unspecified	
San Luis Obispo North Sub-area				
6. Land Use and Transportation Planning	Co. Planning and Building	N/A	1-3	High
7. Scenic Corridor Standards (SRA)	Co. Planning	N/A, Grants	1-2	High
8. Trails	Co. General Services	N/A, Grants	3-5	Moderate

Notes:

1. N/A in "Potential Funding" column means that the work would be performed by County staff within their budget. No special funding is required.
2. Priority listings are the relative importance within each timeframe: low, moderate, or high.
3. Timeframes are from the date of adoption of the San Luis Bay Inland or San Luis Obispo Area Plans, as applicable (refer to Table 1-1).

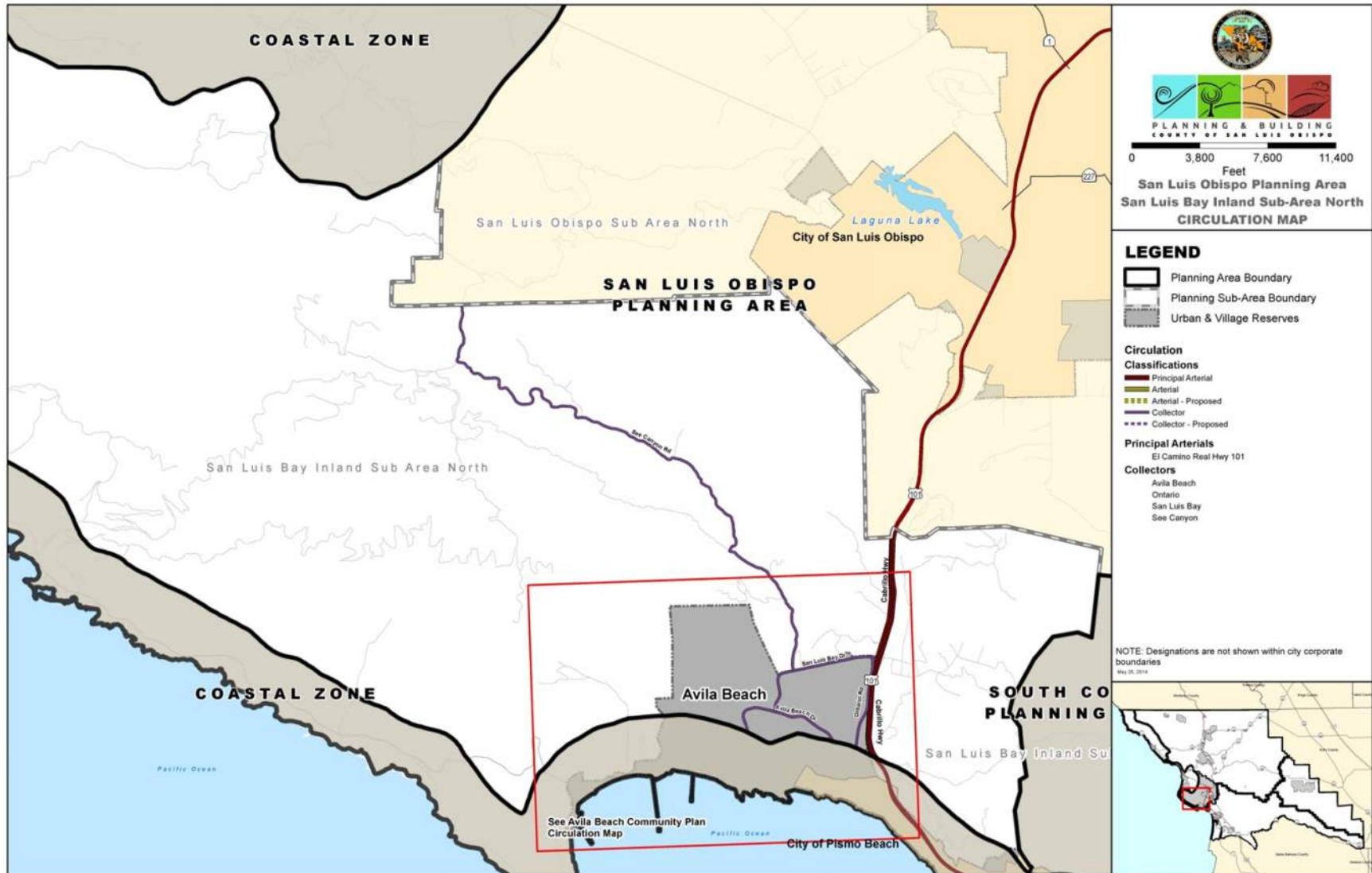
This page intentionally left blank.

Figure 5-3: San Luis Obispo North Sub-area Circulation Element Map



This page intentionally left blank.

Figure 5-4: San Luis Bay Inland Sub-area (North) Circulation Element Map



This page intentionally left blank.

Chapter 6: Combining Designations

6.1 Introduction

Combining designations are special overlay categories applied in areas of the county with 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 Land Use Element describes the combining designations in Framework for Planning (LUCE Part I). In some cases, specific standards affecting land use and development have been adopted for an area where a combining designation is applied. Those standards are found in Articles 9 and 10 of the Land Use Ordinance and apply to new development in addition to the standards of Chapter 22.14 of the Land Use Ordinance.

6.2 Combining Designations

The following combining designations are located within the San Luis Obispo planning area:

Airport Review (AR)

1. San Luis Obispo County Airport Review Area (AR). The airport and environs are under the jurisdiction of two separate series of regulations and review processes: The Federal Aviation Administration (FAA) Part 77 regulations which, in part, address interference with air traffic by the height of structures, and electronic emissions that could impede aircraft communications and navigation; and the San Luis Obispo County Airport Land Use Plan, which defines compatible land uses and standards for six specific "zones" around the airport and is adopted by the San Luis Obispo County Airport Land Use Commission. The area included within the Airport Review combining designation is shown on the Official Maps, and is shown on the combining designation maps in the back of this area plan for informational purposes.

Energy or Extractive Area (EX)

1. 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.

Flood Hazard (FH)

1. San Luis Obispo and See Canyon Creeks (FH). These drainage courses should be maintained in their natural state and native vegetation and habitats retained.
2. San Luis Obispo Creek and Tributaries (FH). San Luis Obispo Creek and major tributaries (Stenner, Brizzolari and Prefumo creeks) that are subject to flooding.

Sensitive Resource Area (SRA)

This designation covers the highly scenic and important backdrops and natural landmarks visible from scenic highways and the urban area, and is applied to locations of rare or endangered plants and animals. The intent of an SRA is to call attention to the importance of these resources, and to protect the public's interest in them through standards in Articles 9 and 10 of the LUO. Those standards regulate certain types of development that could disrupt and degrade the identified resources. The standards also are consistent with and implement the recommendations of the Open Space Element.

Scenic and visual qualities of distant ridges, peaks and hillsides, as well as the closer or "foreground" elements such as rock outcrops, oak woodlands, creeks and other visually appealing natural formations and vegetation contribute to the widespread perception by local residents and visitors alike that the San Luis Obispo area is a desirable place to live or visit.

This perception, in turn, has a beneficial effect on the economic stability of the recreation and tourist industries. Other economic sectors also benefit from local employees and employers alike who place a high value on living in San Luis Obispo. Therefore, identification and protection of the scenic resources in the San Luis Obispo planning area is an important aspect of planning.

Ridges, peaks and hillsides comprise scenic backdrops and natural landmarks. They rise above urban areas and highways, terminating vistas with a largely undeveloped appearance. The scenic backdrops to which the SRA has been applied include scenic lands visible to travelers along Highways 1, 101, 227, Los Osos Valley Road, Foothill Boulevard, Orcutt Road, and the Southern Pacific Railroad, including the following areas:

1. **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. The terrace area north of Diablo Canyon has outstanding scenic value, with volcanic formations.
2. **Indian Knob (SRA).** A very rare flowering shrub, *Eriodictyon Altissimum*, is a local component of chaparral on sandstone. The vegetation should be protected from damage.
3. **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.
4. **Hazard Canyon (SRA).** A rare species of manzanita (*Arctostaphylos Morroensis*) occurs between Baywood Park and Hazard Canyon. State acquisition has included much of this area in Montana de Oro State Park.
5. **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 forests in the county, the forest has considerable scenic value and should be protected as a natural area. (Amended 1981, Ord. 2089.)
6. **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 California Natural Areas Coordinating Council report entitled "Preliminary Inventory of California Natural Areas."

7. **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.
8. **Irish and San Miguelito Hills (SRA).** The SRA covers the area from the southern boundary of the San Luis Obispo North sub-area down to the 200 foot elevation. These areas are highly visible from Highways 101 and 227, Los Osos Valley Road, Foothill Boulevard and Prefumo Canyon Road.
9. **The Morros: including Islay Hill, Righetti (or Mine) Hill, Cerro San Luis, Bishop Peak, Chumash Peak, Cerro Romauldo and associated hills (SRA).** The SRA covers this area from the tops of these hills, peaks and connecting ridges down to the 280 foot elevation, except that it terminates at the 320 foot elevation above Cuesta College west of O'Connor Way, the 225 foot elevation around the base of the South Street Hills, and varies from 280 feet to 200 feet along Highway 1 east of Cuesta College to the city limits. These areas correspond to the visually prominent backdrops visible from Highways 1, 101, 227, Los Osos Valley Road, Foothill Boulevard and Prefumo Canyon Road.

Areas with specific rare or endangered plant or animal species or communities warrant special protection provided through the standards in Chapter 22.14 of the Land Use Ordinance. Accordingly, some of the known areas are identified below:

10. **Ruda Ranch (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 California Natural Areas Coordinating Council report entitled "Preliminary Inventory of California Natural Areas." Figure 6-1 shows the approximate location of this area.

Renewable Energy (RE)

1. **Sensitive Resource Area (SRA).** Identifies areas throughout the San Luis Obispo Planning Area where renewable energy production is favorable and prioritized. Within these areas, the County encourages distributed renewable energy development by streamlining permit agricultural resources, and other environmental resources.

6. 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 California Natural Areas Coordinating Council report entitled "Preliminary Inventory of California Natural Areas."
7. 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.
8. Irish and San Miguelito Hills (SRA). The SRA covers the area from the southern boundary of the San Luis Obispo North sub-area down to the 200 foot elevation. These areas are highly visible from Highways 101 and 227, Los Osos Valley Road, Foothill Boulevard and Prefumo Canyon Road.
9. The Morros: including Islay Hill, Righetti (or Mine) Hill, Cerro San Luis, Bishop Peak, Chumash Peak, Cerro Romauldo and associated hills (SRA). The SRA covers this area from the tops of these hills, peaks and connecting ridges down to the 280 foot elevation, except that it terminates at the 320 foot elevation above Cuesta College west of O'Connor Way, the 225 foot elevation around the base of the South Street Hills, and varies from 280 feet to 200 feet along Highway 1 east of Cuesta College to the city limits. These areas correspond to the visually prominent backdrops visible from Highways 1, 101, 227, Los Osos Valley Road, Foothill Boulevard and Prefumo Canyon Road.

Areas with specific rare or endangered plant or animal species or communities warrant special protection provided through the standards in Chapter 22.14 of the Land Use Ordinance. Accordingly, some of the known areas are identified below:

10. Ruda Ranch (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 California Natural Areas Coordinating Council report entitled "Preliminary Inventory of California Natural Areas." Figure 6-1 shows the approximate location of this area.

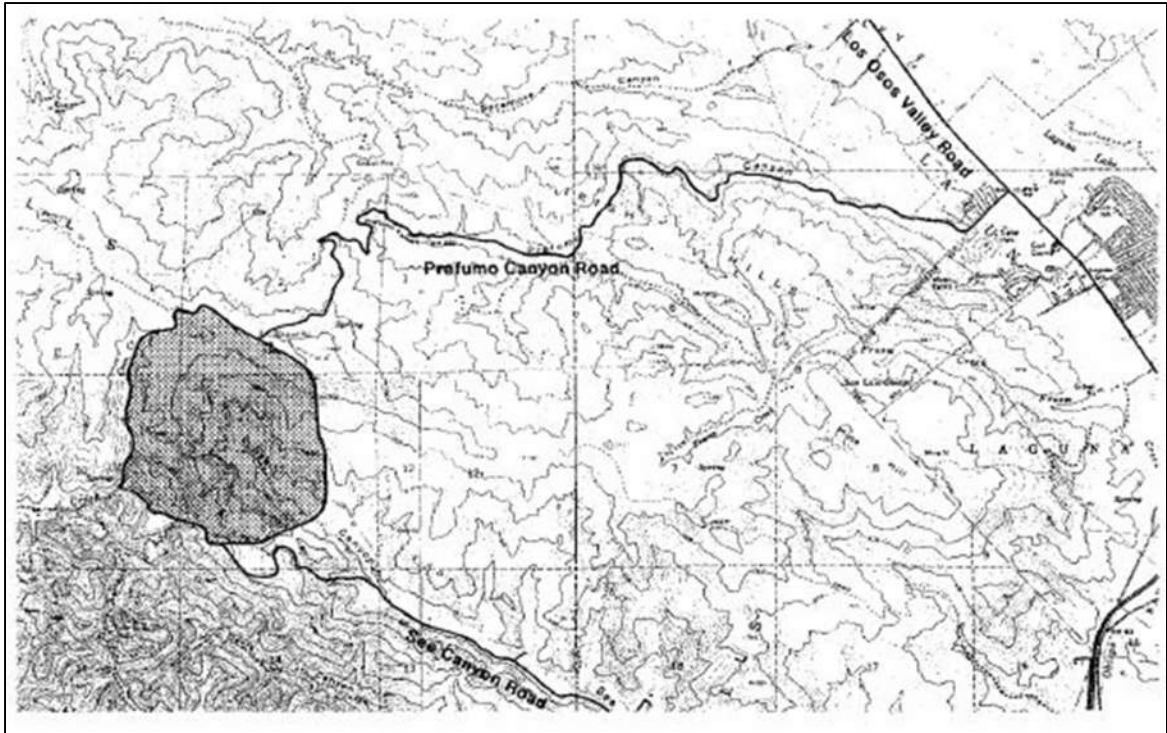


Figure 6-1: Location of unique plant communities on the Ruda Ranch

11. Coastal and Valley Freshwater Marsh (SRA). A freshwater marsh located around Laguna Lake has been identified in the California Natural Diversity Database because such freshwater marshes are extremely endangered on a statewide basis.

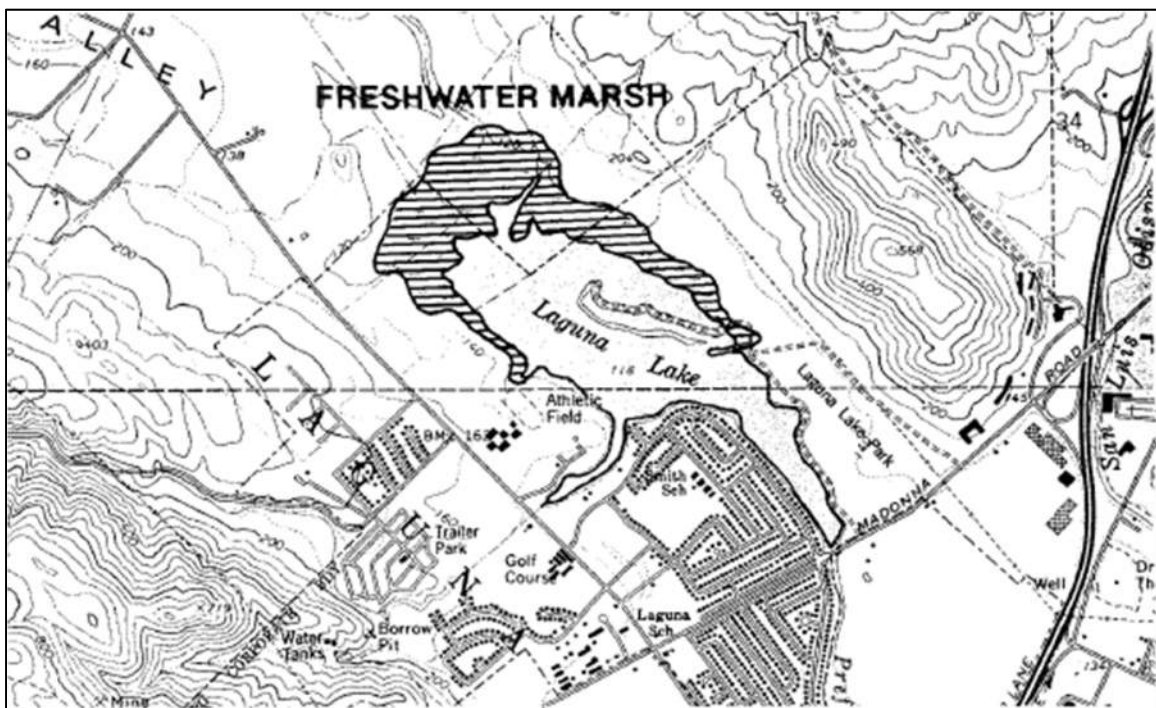


Figure 6-2: Freshwater marsh around Laguna Lake

12. Serpentine Bunchgrasses (SRA). There are stands of native grasses in serpentine outcrops on the grounds of California Polytechnic State University.

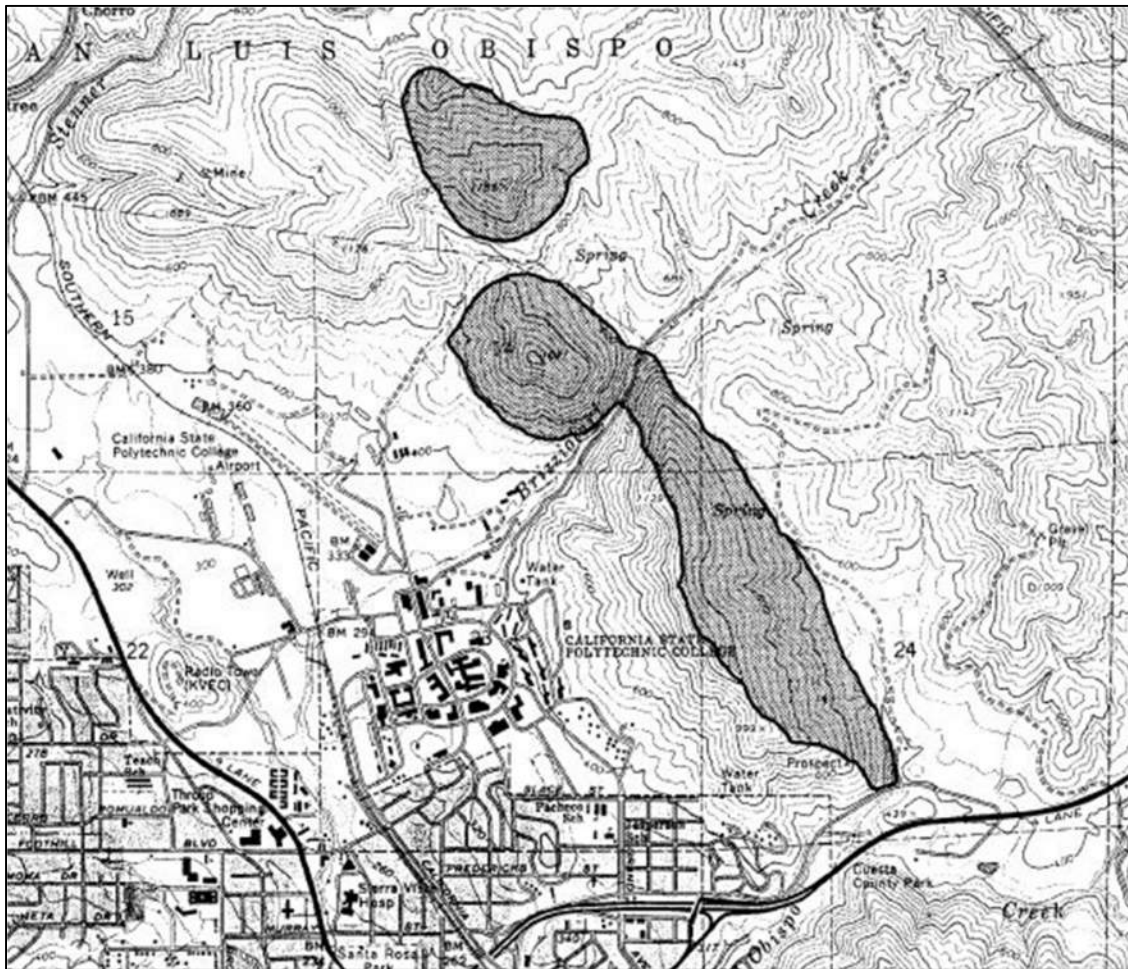


Figure 6-3: Locations of native bunchgrass on Cal Poly campus

6.3 Combining Designation 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 LUCE 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.

Note: Many of the goals, policies, and programs in this plan apply only to certain sub-areas of the San Luis Obispo planning area. Figure 1-1 should be referenced to determine the applicability of a goal, policy, or program to a specific parcel or region in the San Luis Obispo planning

Flood Hazard Areas (FH)

1. **Channel Maintenance Programs.** The County Flood Control District should undertake channel maintenance programs for San Luis Obispo and See Canyon Creeks to prevent erosion and preserve stream channels in their natural state. Maintenance should include only that which is required to ensure continued channel capacity.

Historic Sites

2. **Preservation.** The County should coordinate land use and circulation planning to be certain that when designating properties that have historic structures, the structures will not be adversely affected by incompatible development and road alignments.
3. **Maintenance and Restoration.** The County should assist property owners in funding adequate maintenance and restoration of historic structures through innovative financial arrangements and preservation agreements. The County should also consider initiating ordinance or element amendments that could facilitate such agreements through creation of smaller parcels than otherwise allowable.

Sensitive Resource Areas

4. **The Morros.** The County should work with property owners in the morros area to secure guarantees of continuing open space use in the form of agreements, contracts or easements to preserve prominent natural features. These agreements are not to provide for public access to private lands unless agreed to by the property owner (for example, if purchased by a public agency or nonprofit land trust). Through a collaborative effort of property owners and public groups, the County is preparing a Morros Master Plan to address the Morros from San Luis Obispo to Morro Bay.
5. **Public Lands.** Lands currently in public ownership in the San Luis Obispo North sub-area should be retained to support the preservation of scenic backdrops.

6. **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.
7. **Indian Knob - Open Space Preservation.** The County should acquire a scenic or open easement over the area at the time of new development proposals.
8. **Irish Hills Coastal Terrace Archeological Inventory.** The County should encourage the San Luis Obispo Archeological Society to study the coastal terrace areas north of Diablo Canyon to more accurately identify the extent of historical sites (in manner similar to previous studies at Diablo Canyon and the coastal area to the south).
9. **Ruda Ranch.** The County should support state efforts toward public ownership of this property as part of Montana de Oro State Park.

The following table summarizes recommended time frames for completing the combining designations programs. This table does not supersede schedules for the programs as established by either the resource management system or any program adopted by the Board of Supervisors.

Table 6-1: Schedule for Completing Combining Designation Programs				
Program Title	Responsible Agencies	Potential Funding¹	Timeframe²(years)	Priority³
Flood Hazard Areas (FH)				
1. Channel Maintenance Programs	County	Unspecified		
Historic Sites				
1. Preservation	Co. General Services, Planning, Engineering	N/A	Ongoing	High
2. Maintenance and Restoration	Co. Planning	N/A, Grants	Ongoing	High
Sensitive Resource Areas				
1. The Morros	Co. General Services, Planning	N/A, State Grants	Ongoing	High
2. Public Lands	Co. General Services	N/A, Grants	Ongoing	Moderate
3. Coastal Terrace - Public Ownership	County	Unspecified		
4. Indian Knob - Open Space Preservation	County	Unspecified		
5. Irish Hills Coastal Terrace Archeological Inventory	County	Unspecified		
6. Ruda Ranch.	County	Unspecified		

Notes:

1. N/A in “Potential Funding” column means that the work would be performed by County staff within their budget. No special funding is required.
2. Priority listings are the relative importance within each timeframe: low, moderate, or high.
3. Timeframes are from the date of adoption of the San Luis Bay Inland or San Luis Obispo Area Plans, as applicable (refer to Table 1-1).

Chapter 7: San Luis Obispo Urban Reserve Line

7.1 Introduction

The San Luis Obispo urban area includes the city of San Luis Obispo and the unincorporated area within the city urban reserve line. Discussion in this portion of the plan is limited to those areas between the city limits and the urban reserve line. Those areas within the corporate limits of San Luis Obispo are discussed and mapped only as necessary to gain an understanding of relationships to surrounding land uses.

Unlike the other urban and village areas within the planning area, the San Luis Obispo Urban Reserve Line (URL) does not define a distinct community; in a sense, it is an unincorporated extension of the city. Residents of these areas not only share urban infrastructure and government-operated facilities and services, such as schools, libraries, and parks, with city residents, but they also shop, work, and perform business in the same commercial and office areas.

The URL of San Luis Obispo encompasses approximately 2,300 acres beyond the existing city limits. The area shown within the URL is expected to develop with urban uses and City services. The urban services line (USL) indicates areas where urban services, particularly water and sewer, should be extended within a five- to ten-year period.

Article 9 of the Land Use Ordinance (Chapter 22.92) contains development standards related to the land use categories to assist in guiding planning area development.

7.2 Land Use

Distribution of Land Use

The primary method of allocating land uses within the planning area is through the mapping of 14 land use categories. The uses that are allowed within each category are shown in Article 2 of the Land Use Ordinance. Further limitations on allowable uses may be imposed by standards located in Article 9 of the Land Use Ordinance. The location and distribution of the land use categories is shown in the official maps on file in the Department of Planning and Building and on the informational report maps at the end of this document.

Table 7-1 summarizes the land use category acreages in the San Luis Obispo URL.

Table 7-1: San Luis Obispo URL Land Use	
Land Use Categories	Acres¹
Agriculture	34
Rural Lands	0
Recreation	386
Open Space	0
Residential Rural	0
Residential Suburban	22
Residential Single Family	629
Residential Multi Family	80
Office and Professional	0
Commercial Retail	49
Commercial Service	467
Industrial	325
Public Facilities	233
Dalidio Ranch	131
Total	2,356

¹Acreage quantities are current as of 1996. These quantities do not reflect changes to land use categories that have occurred on specific parcels through individual general plan amendments adopted subsequent to the last major area plan update.

Capacity for Growth

Table C.2-1 (in the Appendix) shows the potential for population growth, or "build-out capacity," within the land use categories identified in Table 7-1. This capacity is a function of the acreage in each residential category, the number of parcels that exist or can be

created, the number of residences allowable per parcel, and the number of persons per household.

Gateways

As one approaches San Luis Obispo on any of the roadways, the urban reserve line denotes the transition to more intensive development within it. The County will cooperate with the City in identifying the most appropriate design treatments at these arrival points within the urban area and at the city boundary. For example, the Edna Road and South Higuera Street corridors have the potential to create attractive entryways to San Luis Obispo. Particular attention should be paid to siting, structural design and landscaping at some locations to be determined. A specific plan is proposed to be prepared for the airport area, which would include design standards and guidelines, including signage and landscaping.

The Airport Area

Approximately 1,700 acres shown in Figure 7-1, between the City of San Luis Obispo and the County Airport, has been planned by the County for mostly industrial and manufacturing land uses for many years, although County and City regulations have been in conflict for the area since the early 1970's. The County designated much of the area for industrial uses because urban density residential uses would have conflicted with the airport operations and because the property owners opposed limiting uses to agriculture.

In the 1980s, a team was formed of planning staffs from the County, City and a local land use planning firm to collaborate on preparing a specific plan for the area. In 1989, this planning effort produced a conceptual land use plan based on planning principles designed to provide for phased annexations into the city, and reflected the conclusion that ultimate development should be provided City water supply and sewage disposal service. The concept plan also recognized that some areas in the airport area are already mostly developed, and infill development in such areas should not be required to wait for annexation. The concept plan was utilized in the City's 1994 Land Use Element update, and is reflected, with revisions, in this plan (see the urban area map for the airport area).

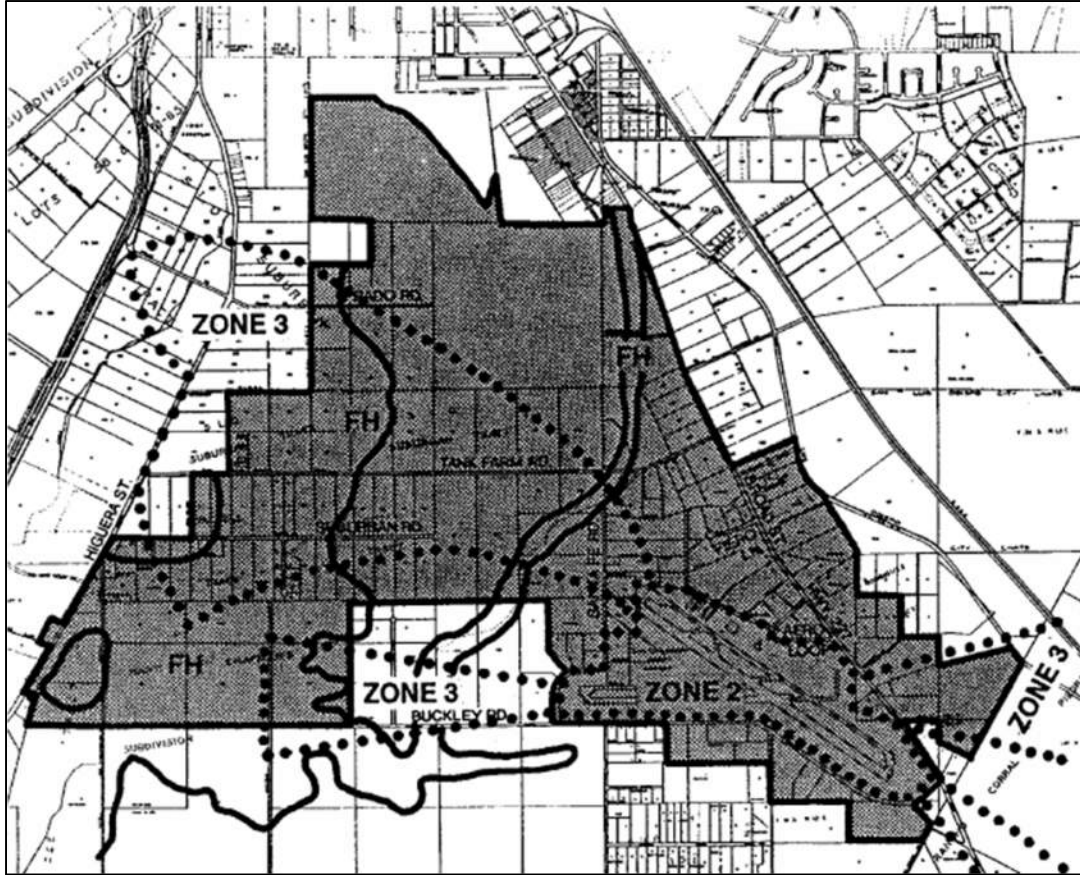


Figure 7-1: The Airport Area

More detailed planning is needed to determine the size and costs of all the infrastructure required to serve the area. The County will cooperate with the City on the preparation of a specific plan that focuses on the costs and financing of water supply, sewage disposal, drainage controls and traffic circulation and alternative transportation, as well as the urban design of public and private projects. The specific plan will assist any decisions about annexation, or alternatively, the provision of services through a fee-supported services district.

Five-year interim plan. A period of up to five years after adoption of this plan update may be appropriate in which to complete feasibility studies and related decisions on annexation by the City or expansion of services by the County. Both the property owners and the City intend to rely on the eventual delivery of supplemental water supply, the most promising of which appears to be from Nacimiento Lake. Decisions on supplemental water are also likely to occur during this time that will affect the ultimate uses in the airport area.

The County Public Works Department is currently preparing a plan for delivering Nacimiento water to agencies who have expressed a preliminary interest in buying a water allocation. The City of San Luis Obispo has tentatively requested an allocation of 3,380 AFY. Other agencies in this part of the planning area who have expressed a preliminary interest in purchasing Nacimiento water include: Afuero de Chorro, 32 acre-feet; Fiero Lane Water Company, 100 acre-feet; County Service Area No. 22, 890 acre-feet; California Cities Water Company (for Los Ranchos/Edna village area), 50 acre-feet; Edna Valley Mutual Water Company, 955 acre-feet; and East Airport Area Mutual Water Company, 80 acre-feet.

The Public Works Department expects to present its plan with estimated costs to prospective contractors in September 1997. Finalized implementation agreements with each agency in the County should be ready for presentation to the Board of Supervisors for its approval by December 1997. Construction of the aqueduct should be completed by December 2000.

During the time period between the adoption of this area plan and the completion of a supplemental water project to serve this area, more detailed planning is needed to determine the size and costs of all infrastructure required to serve the area. The County will cooperate with the City on the preparation of a specific plan that focuses on the costs and financing of water distribution, sewage disposal, drainage controls and traffic circulation and alternative transportation, as well as the urban design of public and private projects. The specific plan will assist any decisions about annexation, or alternatively, the provision of services through a services district approved by the County.

Impact-related interim development. Without the provision of full urban services, the airport area should continue to develop in a low-intensity land use pattern, so that cumulative development does not cause major adverse environmental impacts. During the five-year period, the County will accommodate a broader range of uses, but may limit the size of higher-impact uses in relation to their parcel size. High-impact uses will generally need larger properties to have the same size building as low impact uses. Some dispersal of employees and water use will occur in the airport area during this interim period, which will minimize the intensity of development while annexation is considered.

Alternatives to annexation. If annexation does not occur within five years or earlier, community water supply and sewage disposal systems separate from the City will be considered by the County. If these systems are deemed to be infeasible or undesirable, reducing the allowed intensity and/or the range of uses may be necessary in response to resource and environmental constraints. In addition, unincorporated community services will also be considered at the initiation of property owners, utilizing the previous annexation studies as is feasible.

Traffic, air quality and resource constraints associated with more employment opportunities than local affordable housing is another factor to be considered at the end of this five-year period, if annexation is unsuccessful. Since the supply of housing in the city of San Luis Obispo is inadequate and too expensive for most of the future local employees, they will need to live in other communities and commute to work, adding to future traffic congestion and air pollution, unless additional affordable housing or other effective trip reduction measures are provided. City and County analyses of the "jobs/housing" balance in the planning area have suggested that the balance of housing and employment in the San Luis Obispo planning area should be improved, or at least not allowed to worsen.

This area plan reflects the goal of accommodating developments which will provide goods and services needed in the planning area, while providing stable employment at pay scales that will enable the employees to afford housing within the planning area. For example, the plan designates large areas of land in the urban area around the city of San Luis Obispo for land uses such as research and development parks and business parks that will be able to accommodate a wide variety of types and sizes of businesses, preferably with jobs paying enough for the employees to afford housing in the planning area.

Properties adjacent to the County Airport should be developed to be compatible with the airport and take into account hazard and noise concerns.

Planning Principles for the San Luis Obispo Urban Area:

The following planning principles for the urban area are provided to establish the policy framework for preparation of this area plan and the airport area specific plan. They represent statements of intent by the County and recommended policies for the city.

1. The San Luis Obispo County Airport will continue to serve the region, as provided in the approved Airport Master Plan, and development in the urban area should be permitted only if it will be compatible with the airport.
 - a. Residential uses should not be established under airport runway approach or takeoff zones, as shown in the adopted San Luis Obispo County Airport Land Use Plan.
 - b. Disclosure of the proximity of an existing airport should be assured for new land uses or divisions through recording of avigation easements, where required by the San Luis Obispo County Airport Land Use Plan.
 - c. Non-residential land uses established in the urban area also shall be consistent with the adopted San Luis Obispo County Airport Land Use Plan.
2. The City of San Luis Obispo should ultimately annex land within its urban reserve. The City should annex the urban reserve, provide municipal services and implement the planned land uses in an orderly manner. The City should use all reasonable means to increase its service capacities as needed to annex and serve areas within the urban reserve in a timely manner.
3. The County of San Luis Obispo intends to facilitate the eventual annexation of the urban reserve into the city. The County will coordinate with the City and property owners to facilitate an orderly transition from County to City jurisdiction during implementation of the Land Use Element.
 - a. All new development in the urban reserve must comply with this area plan, as well as other plans and regulations. For example, the proposed airport area specific plan will establish standards for water supply, sewage disposal, drainage controls, roadway widths and cross-sections, bus stops, pedestrian and bike ways, landscaping, preservation of scenic views, architectural themes and elements, special setbacks, and preferred site layout design patterns. The urban reserve will be subject to limitations on uses and restricted land divisions until those areas are annexed. This approach will preserve options for more detailed land use planning as part of the annexation process by preventing establishment of long-term land uses and land use patterns which would conflict with full development of sites once annexed into the city. Only if appropriate urban service systems are provided, separate from City systems, would more intensive, higher impact land uses be feasible if the area is not annexed.
 - b. If the City does not annex the airport area within five years or earlier, the County will consider whether the County Land Use Element should be amended to reduce development intensities, or conversely to form a County service area or other mechanism which would provide increased services and allow for additional development.

- c. While under County jurisdiction, any on-site or community water supply, or on-site sewage disposal systems, should be designed to connect eventually with the City's municipal systems.
4. The affected property owners will pay for the costs of services, facilities and environmental mitigation to the extent those costs are associated with the development of their properties.
5. The County and the City will participate in an equitable distribution of revenues from taxes and other sources to fund the facilities and services needed to support development in the City's urban reserve.

Dalidio Ranch

The Dalidio Ranch land use category applies to the property, which is commonly known as the Dalidio Ranch and bounded by Highway 101 on the east, Madonna Road on the west, the Promenade Shopping Center on the north, Perfumo Creek, and existing and future auto dealerships on the south, that is more particularly described in Attachment A to the Dalidio Ranch Initiative. The only zoning district that is consistent with this land use category is the Dalidio Ranch zoning district.

This land use category permits a mix of commercial, open space, hotel and residential uses as generally depicted in Attachment C to the initiative utilizing improvements generally as illustrated in Attachment D (see figures 4-7 and 4-8). The land uses allowed in this land use category are as follows:

Dalidio Ranch Retail Commercial Subarea Uses

- Not more than 530,000 square feet of interior commercial or retail space.
- Not more than 30,000 square feet of outdoor sales space, including garden centers but excluding the farmers' market referenced below.
- The 530,000 square feet shall be distributed on the site so as not to exceed a total floor-area-ratio of 3, and the height of any such structure, except a water tower, shall not exceed 35 feet to top-of-wall and 45 feet to the top of any architectural feature.
- A 150-room 4-story hotel.
- The footprints of the buildings shown on Attachment D are illustrative. The actual footprints of the constructed building may vary so long as no building exceeds 140,000 square feet.

Dalidio Ranch Conservation Open Space, Recreational And Organic Agricultural Subarea Uses

- Up to two soccer fields.
- A family oriented recreational area.
- An organic agricultural operation that is a minimum of 13 acres, and incidental facilities including agricultural support buildings.

- A farmers' market and incidental facilities.
- Setting for historic resources such as the Victorian House and Barn at the site.
- Private and public Dalidio Ranch conservation open space.
- Dalidio Ranch trails, including portions of the Bob Jones Trail.
- Resource viewing areas.

Dalidio Ranch Residential Sub-area Uses

- A maximum of sixty residential units with a density equal to 15 to 18 units per acre.

Dalidio Ranch Business Park Sub-area Uses

- Up to 198,000 square feet of office on 8.9 acres.
- Maximum height of 35 feet to top-of-wall and 45 to the top of architectural features.
- Maximum floor-area-ratio is 1.5.

Dalidio Ranch Community Facilities Uses

- Onsite infrastructure designed to serve any allowed uses, including detention and other stormwater facilities and a water reuse facility.

Such uses as support of facilitate the uses listed above.

The boundaries of the subareas and the improvements depicted for each use within a subarea may vary from those shown on Attachments C and D so long as the total area devoted to any particular use is not increased by more than five percent, and so long as the geographic relationship between the various uses does not change.

For purposes of this Dalidio Ranch Land Use Category, the following definitions and conventions apply:

Building Height shall be measured as the vertical distance from the average level of the highest and lowest points of that portion of the lot or building site covered by the building to the topmost point of the structure, excluding architectural features, chimneys or vents.

Floor area includes the total floor area of each floor of all buildings on a site, including internal circulation, storage and equipment space, as measured from the outside faces of the exterior walls, including enclosed halls, lobbies, stairways, elevator shafts, enclosed porches and balconies.

Floor-area-ratio is a fraction with the floor area of the buildings being the numerator and the denominator being the area of the Zoning Subarea in which the buildings are located.

To ensure that development of the Dalidio Ranch Project is subject only to express, objective standards and ministerial actions that cannot be changed by subsequent discretionary actions or interpretations, development on land within this land use category shall be subject solely to State Law, General Plan provisions applicable to the Property and the following:

- the provisions of the Dalidio Ranch zoning district, which are contained in Article 11, chapter 22.113 of Title 22 of the County Code;
- grading and building standards of Title 19 of the County Code that are applicable to all development in San Luis Obispo County;
- Title 18 of the County Code, entitled "Public Facilities Fees"; and
- Title 20 of the County Code, entitled "Street Address Ordinance."

Building and grading permits shall be issued provided only that the applications for such permits comply with these provisions and regulations. No other existing or later-adopted regulation, guideline, ordinance, or San Luis Obispo County Code provision (including without limitation the chapters of Title 22 other than Article 11, and the Growth Management Ordinance) which purports to regulate or guide land use or development, shall be applicable to development on land designated under the Dalidio Ranch land use category.

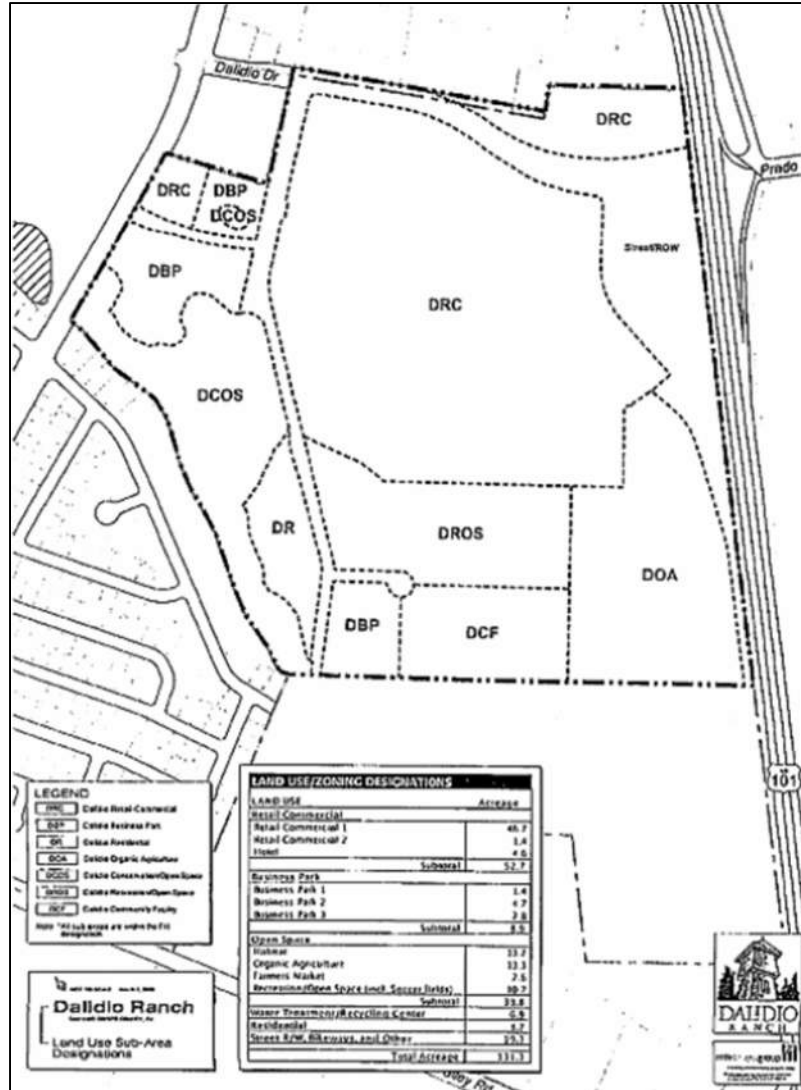


Figure 7-2: Attachment C - Dalidio Ranch Initiative

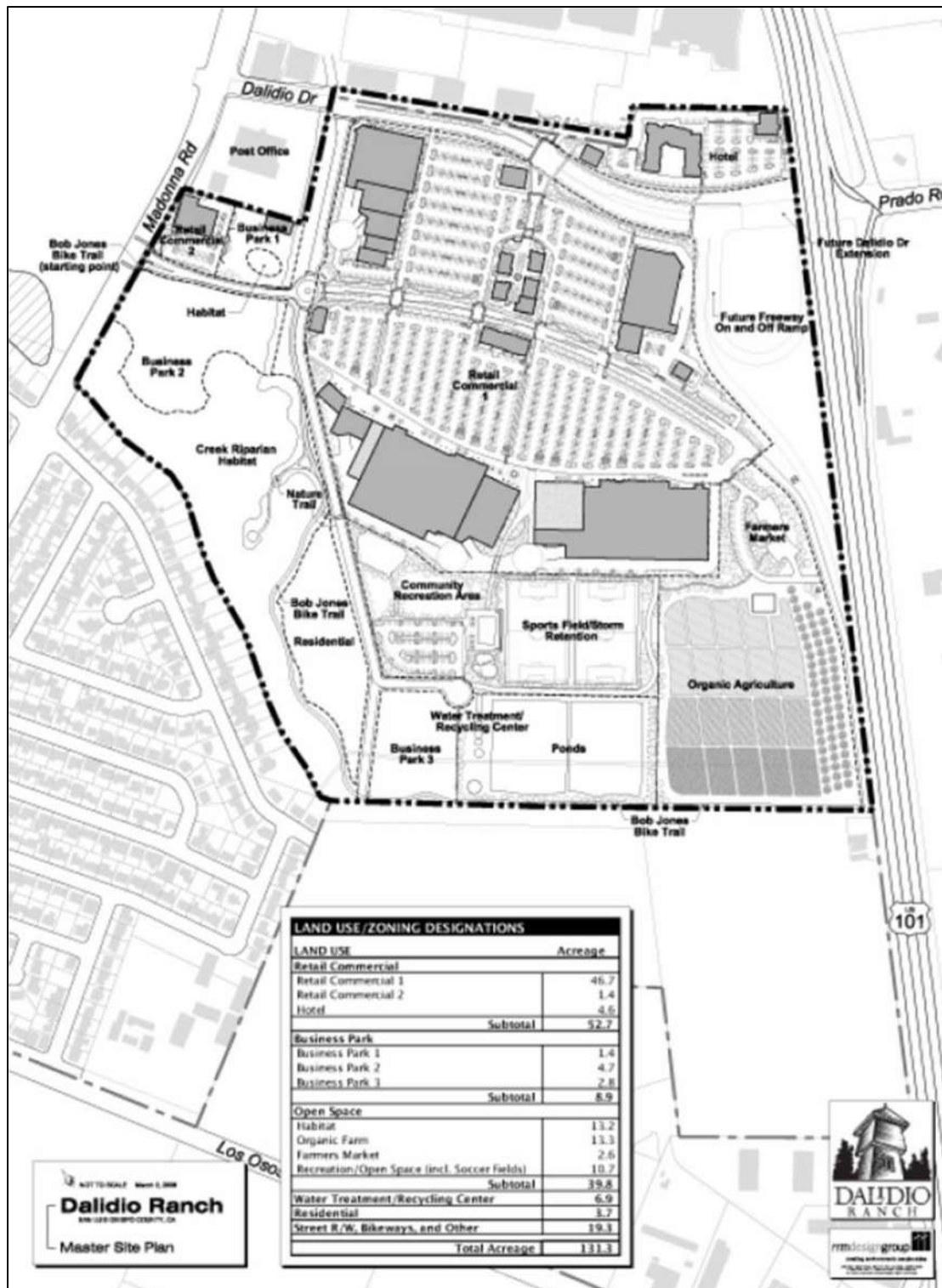


Figure 7-3: Attachment D - Dalidio Ranch Initiative

7.3 Land Use Categories

This section describes the various land use categories within the San Luis Obispo URL. This discussion is separated with headings for each of the two former San Luis Obispo planning areas (sub-areas) and is current as of the dates specified in Table 1-1.

Agriculture

The Agriculture category applies to the prime agricultural land between Highway 101 and Madonna Road that is not designated under the Dalidio Ranch Land Use category. It is within the urban area since it is essentially surrounded by urban development. However, it provides perhaps some of the highest quality production of "salad bowl" vegetables in the county and larger region. Its productivity for high-value crops warrants a change back to Agriculture from previous land use policies that anticipated urban development. Long-term agricultural protection should be sought cooperatively between the County and the owners to ensure its continued farming. Measures should also be pursued by the owners and farm operators to safeguard neighboring uses from noise and chemical pollution.

Residential Suburban

The Residential Suburban category designates portions of properties in the Goldtree Tract east of Johnson Avenue. These parcels extend into the Rural Lands land use category, up to 800 feet above the city limits to the ridge line. Residential development on these seven lots would be extremely visible from the city, and should be relocated through a re-subdivision of all of the parcels into the Residential Suburban area. Slopes are generally greater than 30%, and the soil is rocky. Grading necessary for access, building sites and septic systems would likely be excessive. This hillside is shown as a scenic backdrop in the Agriculture and Open Space Element and is subject to the Sensitive Resource Area combining designation. This area should also be designated as a future transfer of development credits sending area, in order to transfer potential development to other suitable areas with less potential for adverse environmental impacts.

Residential Single Family

Urban expansion areas within the urban reserve line include land for residential neighborhoods composed of a range of housing types and supporting uses such as schools and parks, once annexed into the city. These areas will develop to urban densities only when an adequate water supply and infrastructure is provided following annexation by the City of San Luis Obispo. Urban services such as fire, police, water and municipal sewage services will not be provided by the City prior to annexation. Also, annexation of large areas may not occur unless City service capacities are sufficient to concurrently serve the expanded area as well as the planned capacity of the present incorporated areas. The larger areas proposed for major urban expansion include the following: (1) the "Irish Hills" properties on the south side of Los Osos Valley Road; (2) the Margarita Avenue area; and (3) the Orcutt Road area.

Several other expansion areas are located at the city edge where annexation could occur. The City's General Plan can accommodate annexation of relatively small areas at the city's edge, within the designated urban reserve or minor extensions of it, when the resulting projects provide open space protection or other public benefits.

The residential expansion area located south of Tank Farm Road, between Highway 227 and the existing city limits, is an area that is subject to the City's Edna/Islay Specific Plan.

This expansion area is shown in that plan as a secondary planning area that should be developed at primarily single-family densities, once annexed into the city. This area will require special attention to avoid land use or circulation conflicts with the existing and future developments along Highway 227, which are designated in the Commercial Service and Commercial Retail land use categories.

Until annexation, agricultural land uses are allowed at rural densities before full urban development as envisioned by the Residential Single Family category. Until annexed, these areas should be subject to a 40-acre minimum parcel size.

Residential Multi-Family

Two areas are designated Residential Multi-Family. A single site located on South Higuera Street is already developed with an apartment complex. A larger area is located near the northwest corner of Broad Street and Tank Farm Road. These areas are reserved by planning area standards for development after they are annexed into the city, so that adequate public services can be provided. These areas will provide some of the housing projected to be needed for local employees, thereby reducing the need to commute long distances to work.

Commercial Retail

Commercial Retail land has been designated at the entrance to the County Airport to accommodate the needs of the traveling public for lodging, meeting and exhibition facilities, tele-communication, quick copying and other rental services, service stations and other goods and services needed primarily by tourists, business travelers, and other people passing through the airport complex.

Commercial Service

The Commercial Service category is applied to the partially developed areas along the Broad Street corridor leading to the airport, along the western end of Tank Farm Road, and along Suburban Road. Commercial service uses can range from light industry, manufacturing, trucking, wholesaling and storage to business parks, research and development parks, and some types of offices.

Commercial Service parcels that are located south of Tank Farm Road are appropriate for a variety of service commercial uses. Some of these areas are characterized by older developments (10 years or more) that may be redeveloped to accommodate the increased mix of allowable uses under this area plan, when compared to the uses allowable by the previous San Luis Obispo Area Plan.

Business Parks. Three Commercial Service areas are planned for the development of master-planned "business parks" as shown in Figure 4-9. One of them is adjacent to the city's Higuera Commerce Park near South Higuera Street. Another is along the planned extensions of Santa Fe and Prado Roads. The third business park is located on the west side of Broad Street between Tank Farm Road and the Commercial Retail category at the airport.

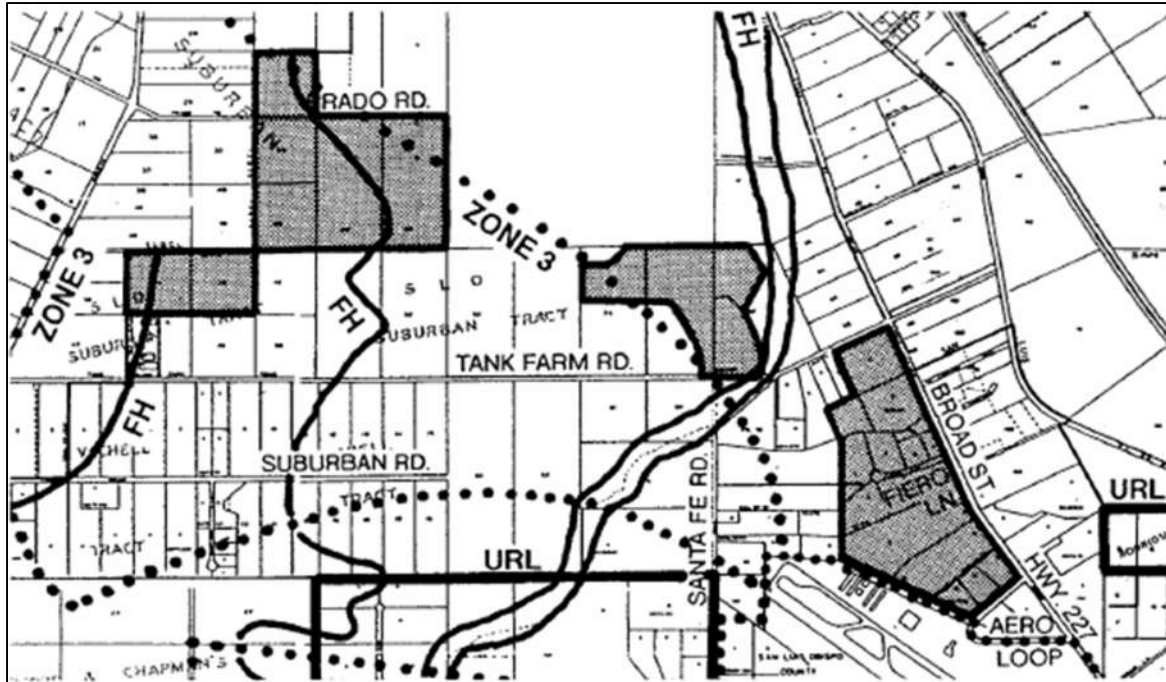
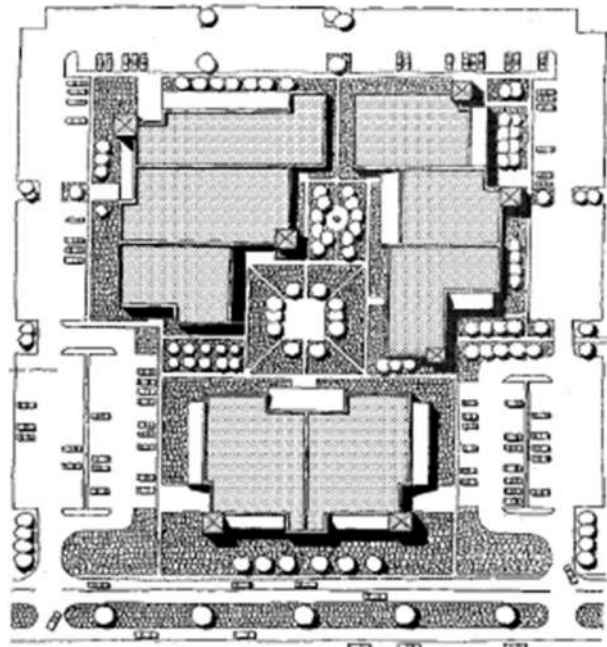


Figure 7-4: Business Park area

Each business park is intended to be master-planned as a unit, with all uses enclosed in buildings and characterized by relatively large building sizes and a campus-like setting that encourages pedestrian circulation. Large buildings will be suitable for subdivision into individual spaces for smaller firms or will be devoted entirely to a single user. The business parks are also expected to be designed to minimize the use of individual automobiles by accommodating transit, providing on-site day care, cafeteria and other services needed by employees, and by linkages to nearby residential areas via walkways and bikeways.

The business park areas are intended for full development after they are annexed and served by the City. Development under County jurisdiction may occur with some limitations on land uses and floor areas that can be supported by available on-site or community water supply and on-site sewage disposal systems.



Business Park concept

Industrial

Three areas are designated Industrial to accommodate uses requiring outside storage of materials or equipment that cannot easily be screened from view, and therefore are not allowed elsewhere in the planning area. Developments in these areas should use site designs and dense landscaping that minimize their visual impacts. Similar to the Commercial Service areas, these pockets of Industrial land are expected to remain under County jurisdiction with limited uses and floor areas until annexation to the City.

Public Facilities

Major County government offices are located within the city of San Luis Obispo. The County Airport is located outside the city limits within its urban reserve line.

San Luis Obispo County Airport

The Master Plan for the San Luis Obispo County Airport provides for continued operation of the airport. The airport is discussed in more detail in the Circulation Element, Chapter 5. The master facility plan serves as the land use plan and development program for the San Luis Obispo County Airport itself.

California Polytechnic State University

Cal Poly provides an undergraduate and graduate curriculum as part of the system of state colleges and universities. About 10,000 students live in the San Luis Obispo urban area, with 2,900 students living on campus. Enrollment at the university reached a peak of about 17,500 (full-time equivalent) students in fall 1990 but dropped by more than 2,000 students by 1995. The Cal Poly Plan and the campus Master Plan address academic and facilities needs respectively.

These planning efforts envision a gradual enrollment increase to the 1990 level within five to ten years, with attendant increases in faculty and staff. The Master Plan intends that new campus areas for housing, academic and applied research and development, as well as sports and recreation, will be located to the north and west of the existing campus core area.

The County encourages continued coordination between both of these planning efforts within the campus administration and with the larger community and county. Assessments are needed that fully review the potential impacts of enrollment and facilities expansion, including adverse impacts to the regional housing supply and transportation system. On- and off-campus housing should be provided concurrently as enrollment increases and be designed to serve student and faculty needs with apartments, condominiums and detached residences. Commuting impacts within the region could be avoided by providing enhanced transit and other types of transportation along with enrollment increases.

Cal Poly is encouraged to acquire by gift, lease or fee title those production agriculture lands shown within the City's "Greenbelt Plan" which would be beneficial to Cal Poly's agriculture programs. Such acquisitions would allow Cal Poly to replace campus agriculture lands lost to expansion of academic buildings, sports facilities, and on-campus housing. The acquired lands should be permanently retained as agricultural or open space.

7.4 Land Use Programs

The following programs apply within the San Luis Obispo URL to the specific areas listed.

1. **Facilitate annexations.** The County should work with the City to facilitate annexation of urban reserve areas to the City. If the City is unable to annex the airport area by 2001 or at an earlier date, the County should either amend the County general plan to allow establishment of less intensive development under longer-term County jurisdiction or conversely proceed with plans to provide urban services through expansion of the County service area or other similar mechanisms.
2. **Airport Area Specific Plan.** The County should continue to coordinate with the City and property owners to prepare an airport area specific plan or infrastructure plans that enables annexation to the City and will provide for development under City jurisdiction.

Table 7-2: Schedule for Completing Land Use Programs in the San Luis Obispo URL

Program	Responsible Agencies	Potential Funding ¹	Timeframe ² (years)	Priority ³
1. Airport Area Specific Plan	Co. Planning, Public Works	CSA-22, CDBG ⁴	1-2	High
2. Facilitate Annexations to the City of SLO	Co. Planning, Public Works	N/A	5-20	Moderate

Notes:

1. N/A in “Potential Funding” column means that the work would be performed by County staff within their budget. No special funding is required.
2. Timeframes are from the date of adoption of the San Luis Bay Inland or San Luis Obispo Area Plans, as applicable (refer to Table 1-1).
3. Priority listings are the relative importance within each timeframe: low, moderate, or high.
4. CDBG = Community Development Block Grant

7.5 Public Facilities, Services, and Resources Discussion

CSA #22 was established to finance the cost of consultants assisting with the preparation of a specific plan for the approximately 1,700 acres of land between the County airport and the city limits. This planning effort was intended to provide information needed to make future service decisions. Once the specific plan is completed, CSA #22 will either be terminated or amended to finance other services (possibly even construction of public facilities).

A drainage study conducted for the portion of the San Luis Obispo URL between South Higuera Street and Highway 227 (the airport area) recommended the implementation of a program of regional drainage detention basins and on-site detention basins in the airport area as development proceeds, in order to reduce downstream flooding impacts. This proposed program could be implemented through Flood Control District Zone 9, or through a separate district formed to serve the airport area. Such a district could be an expanded CSA #22, or a new community services district or other type of special district.

7.6 Public Facilities, Services, and Resources Programs

The following programs apply within the San Luis Obispo URL:

1. **Community Water Systems.** The County Planning and Public Works Departments and any other private agencies involved with community water systems in the airport area should coordinate with the City of San Luis Obispo to design any proposed community water systems to facilitate future integration with the City's system. Also, in order to provide adequate fire protection, manage demand for water resources and water quality, a plan should be prepared describing how community water systems can provide adequate fire flows for all structures.
2. **Hydrologic Study, Margarita Area Specific Plan.** The Margarita area is subject to periodic flood events, although it is located outside of the 100-year flood plain. The drainage and hydrologic aspects of the area should be studied in the Margarita Area Specific Plan.
3. **Airport Area Sewage Treatment Plan Funding.** The County should adopt a development fee ordinance for new development in the airport area to fund its share of the costs of sewage treatment plant expansion within the city of San Luis Obispo once the airport area is annexed, or to be used for construction of community sewage treatment facilities if annexation is not approved.
4. **Airport Area Wastewater Capacity Study.** In the event that the specific plan for the Airport Area is not funded, the County should work with other agencies and area property and business owners to fund and prepare an area-wide wastewater capacity study which would assess the area's ability to accommodate septic systems. This study would include, but not necessarily be limited to, (1) the groundwater basin's nitrate loading limitations, (2) soil characteristics, such as percolation rates, and (3) the location of high groundwater areas. The study should identify sensitive receptors, such as domestic supply wells and wetlands, within the affected area. The report should identify all feasible means to reduce or avoid potential constraints or impacts to groundwater and surface waters. Appropriate measures should be added and applied to future development within the airport area and possibly to areas outside the airport area, such as development of a nutrient management program for agriculture. A subsequent "master" study should be prepared to determine the best method(s) for processing wastewater within the Airport Area.
5. **Hydrologic Study, Froom Ranch Area.** Due to drainage concerns associated with Froom Creek, a hydrologic study should be conducted and appropriate mitigation measures adopted for proposed development in the Froom Creek area. Mitigation measures should be in accordance with City Public Works Department and County Public Works Department recommendations.

Table 7-3: Schedule for Completing Public Services, Facilities, and Resource Programs – San Luis Obispo URL

Program Title	Responsible Agencies	Potential Funding ¹	Priority ²	Timeframe ³ (Years)
Water Supply				
1. Community Water Systems in the City	Co. Planning and Public Works, City of SLO, private companies	N/A, fees, assessment district, Mello-Roos community facilities district	High	1-2
2. Hydrologic Study, Margarita Area	City of SLO	N/A	High	1-2
Wastewater Systems				
3. Airport Area Sewage Treatment Plant Funding	Co. Public Works	Developer fees	High	1-2
4. Airport Area Wastewater Capacity Study	CSA #22	Property owners	High	3-5
5. Hydrologic Study, Froom Ranch Area	City of SLO	N/A	Moderate	3-5

Notes:

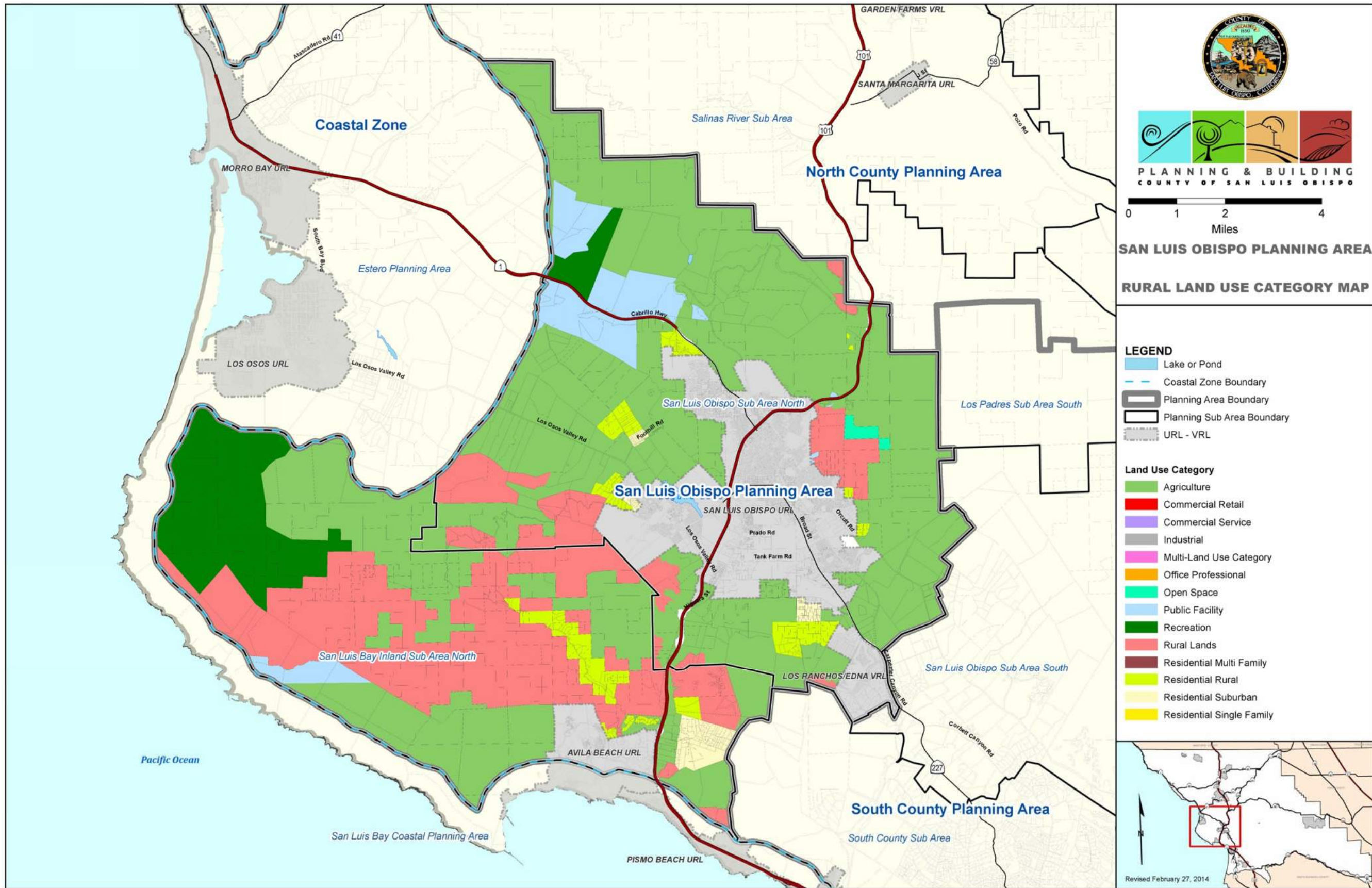
1. N/A in “Potential Funding” column means that the work would be performed by County staff within their budget. No special funding is required.
2. Priority listings are the relative importance within each timeframe: low, moderate, or high.
3. Timeframes are from the date of adoption of the San Luis Bay Inland or San Luis Obispo Area Plans, as applicable (refer to Table 1-1).

7.7 Circulation Element

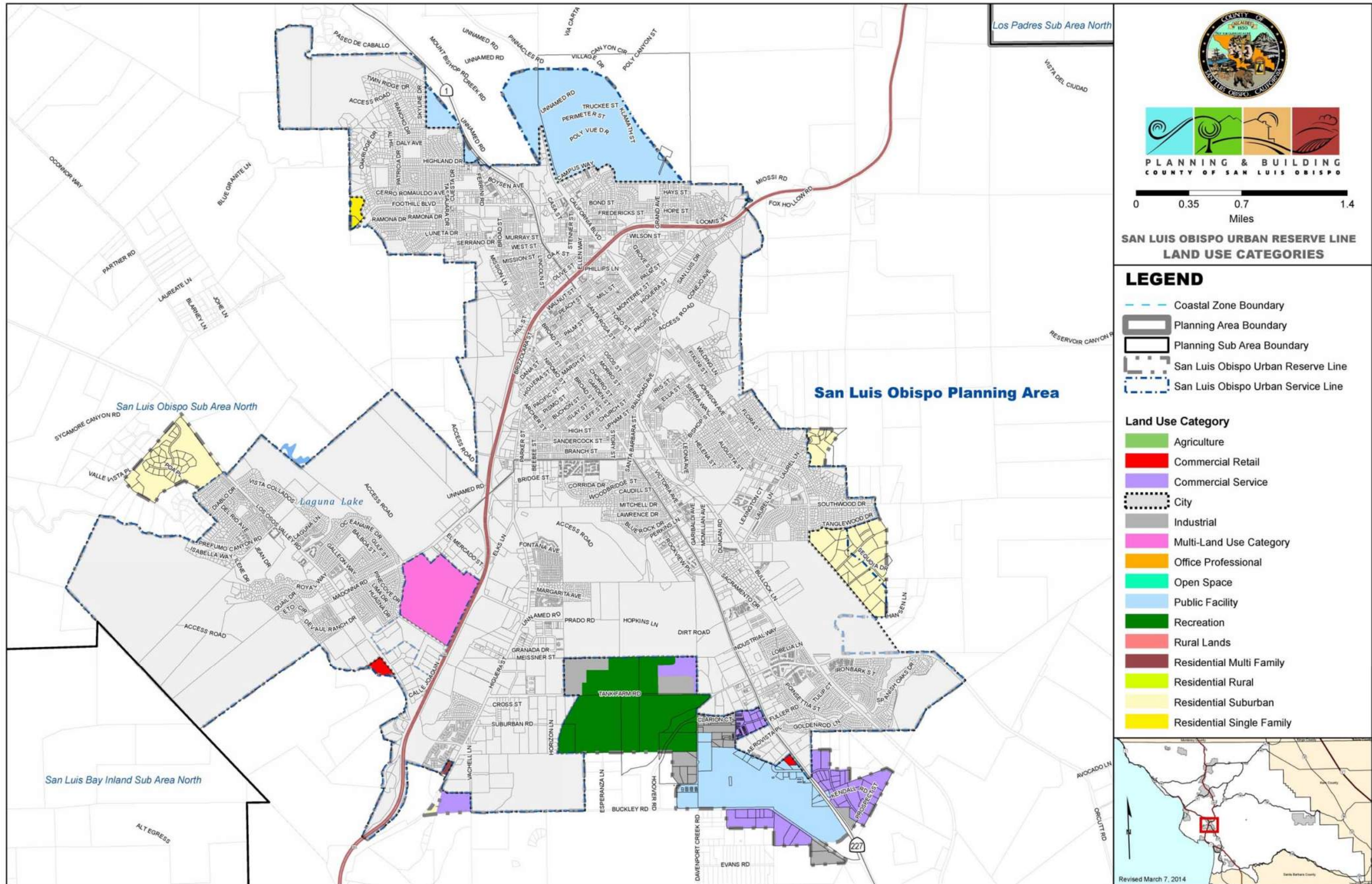
The following road improvements are anticipated in the San Luis Obispo URL:

1. U.S. Highway 101. The following improvements are anticipated in the San Luis Obispo planning area:
 - a. A full interchange is needed at Prado Road to provide better access to and from the airport area and the Central Coast Plaza - Laguna Lake area, and to relieve traffic congestion at the Madonna Road interchange and intersection of Madonna Road with South Higuera Street.
 - b. The Los Osos Valley Road interchange needs to be upgraded, including a new westbound/northbound on ramp, realignment of Calle Joaquin south (off Los Osos Valley Road) to match Calle Joaquin north, and widening of the bridge over Route 101 to four lanes.

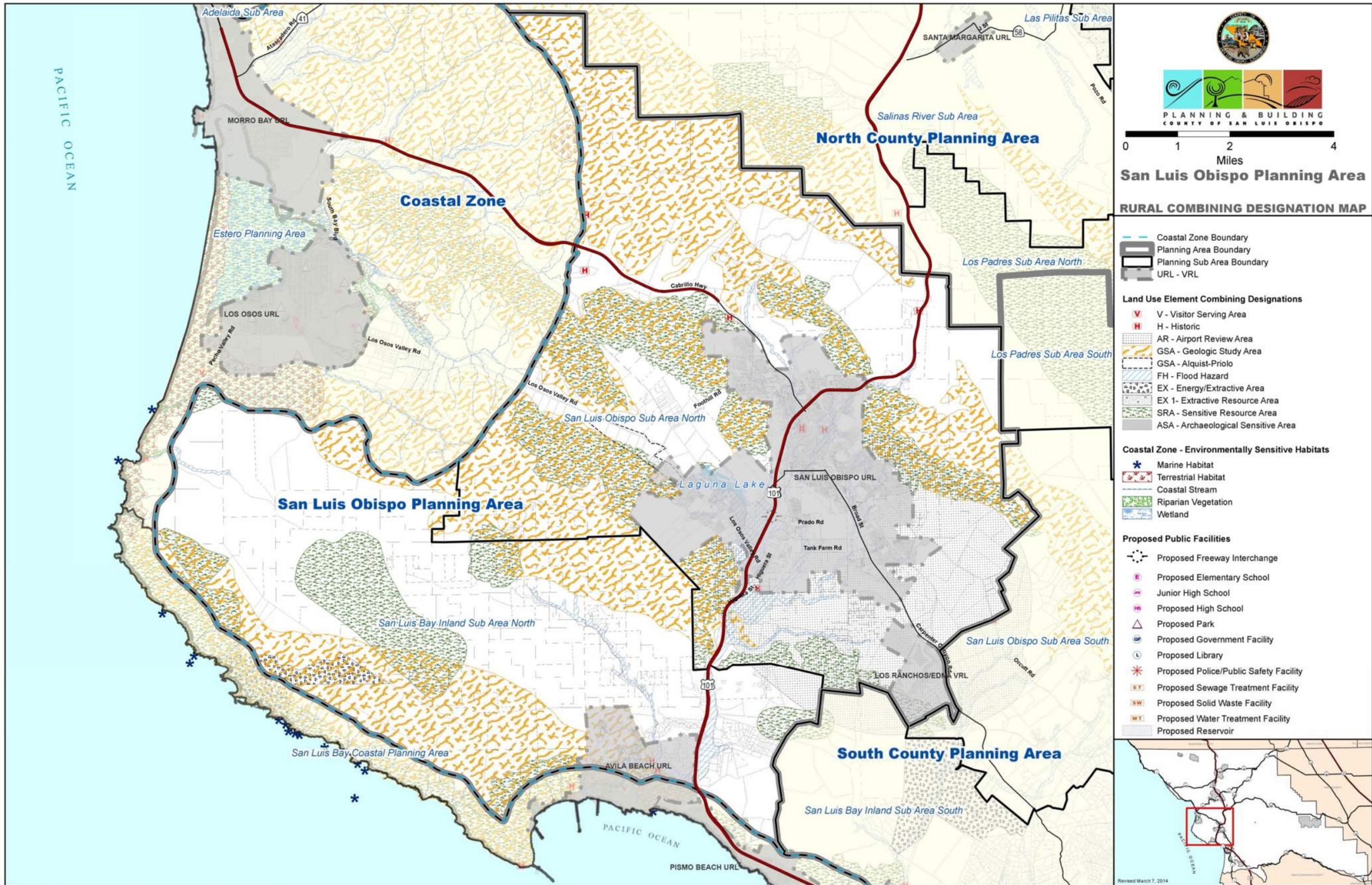
2. **Highway 227.** If transportation systems and demand management techniques cannot maintain acceptable service levels, this roadway may require widening, (1) to four travel lanes between Orcutt and Tank Farm Roads, and (2) to four travel lanes from Tank Farm Road to Price Canyon Road, with turn lanes or pockets at intersections with Airport Drive, Buckley Road, Crestmont Drive, Los Ranchos Road, Biddle Ranch Road and Price Canyon Road, and signalization at Los Ranchos Road. Between Capitolio Way and Aero Loop Drive a landscaped center median and turn pockets at limited intersections should be constructed, as illustrated in Figure 5-2. Separated sidewalks, parkway landscaping, street trees, bus turn-outs and shelters should also be provided in this corridor.
3. **Calle Joaquin.** As part of any proposal to further develop the Dalidio-Madonna-McBride areas, the alignment and design of a road connecting Prado Road with Los Osos Valley Road should be evaluated and established. The Dalidio Ranch Land Use Category meets these criteria because the plan contemplates a connection of Calle Joaquin and because the conditions require contribution of a fair share of the cost of an overpass across Highway 101 connecting Prado Road with the Dalidio Ranch.
4. **South Higuera Street.** This roadway should be improved to four travel lanes with two bike lanes from the southern city limits to the proposed intersection with Buckley Road. The roadway should be maintained as two-lanes with two bike lanes from Buckley Road to Ontario Road, and the northbound 101 on-ramp from South Higuera Street should be closed.
5. **Los Osos Valley Road.** If transportation systems and demand management techniques cannot maintain acceptable service levels, the road may need to be widened to six lanes between Highway 101 and Madonna Road, and to four lanes west of Foothill. Shoulders should be provided west of Foothill that can be used by slow moving agricultural vehicles without conflicting with the bike lanes or bicyclists.
6. **Tank Farm Road.** Tank Farm Road should be improved as an urban arterial with four travel lanes, a landscaped median with turn pockets, two bike lanes, and two sidewalks separated from the roadway by landscaped parkways from Broad Street to South Higuera Street.
7. **Prado Road.** This roadway should be extended to Broad Street at Industrial Way and improved with four travel lanes, class I bike lanes, a landscaped median with turn pockets, and two sidewalks separated from the roadway by landscaped parkways. This road segment may also be appropriate for designation as State Route 227, in order to route traffic to 101 without traveling into town.
8. **Vachell Lane.** After Buckley Road is extended to South Higuera Street, terminate the existing north end of Vachell in a cul-de-sac, thereby eliminating the intersection of Vachell Lane and South Higuera Street.



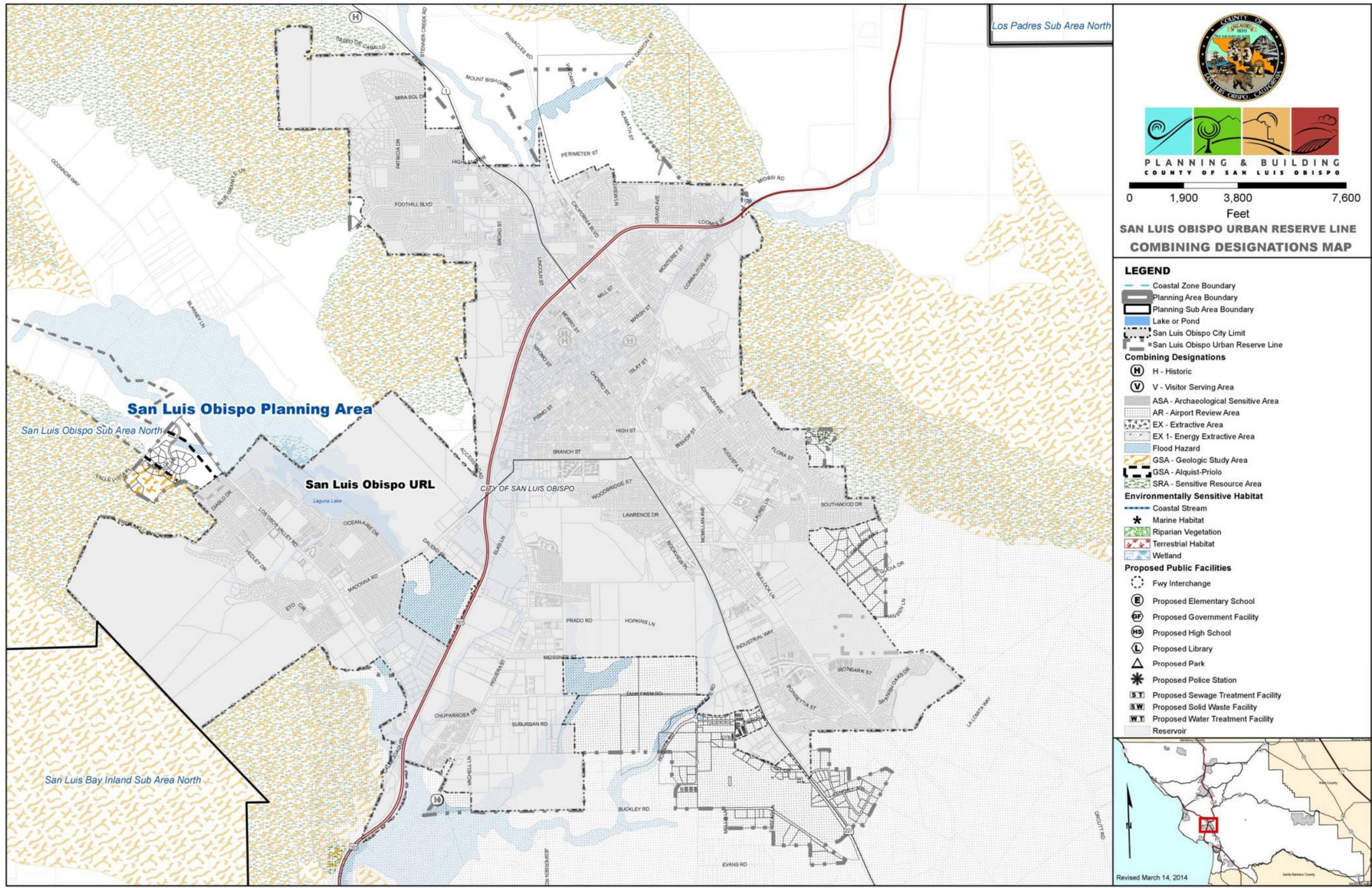
This page intentionally left blank.



This page intentionally left blank.



This page intentionally left blank.



This page intentionally left blank.

V. South County Area Plan

This page intentionally left blank.

Table of Contents

Chapter 1: Introduction and Goals	1-1
1.1 Overview.....	1-1
1.2 Relationship to the General Plan	1-1
1.3 Content of the Plan	1-2
1.4 Planning Area Watersheds.....	1-5
1.5 Vision for South County Sub-area.....	1-9
1.6 Goals.....	1-12
Chapter 2: Population and Economy	2-1
Chapter 3: Public Facilities, Services, and Resources	3-1
3.1 Introduction	3-1
3.2 Natural Resources in the San Luis Obispo Sub-area.....	3-1
3.3 Public Facilities, Services & Resources Goals.....	3-3
3.4 Special Districts	3-4
3.5 Water Supply.....	3-5
3.6 Wastewater Disposal	3-10
3.7 Drainage	3-11
3.8 Solid Waste Disposal	3-11
3.9 Emergency and Social Services	3-12
3.10 Recreation Services	3-15
3.11 Public Services and Resources Programs	3-16
Chapter 4: Land Use	4-1
4.1 Introduction	4-1
4.2 Rural Area Distribution of Land Use	4-1
4.3 Rural Area Land Use Issues	4-2
4.4 Land Use Goals.....	4-5
4.5 Rural Area Land Use	4-7

4.6	Arroyo Grande Fringe.....	4-21
4.7	New Rural Village.....	4-23
4.8	Land Use Programs	4-24
Chapter 5: Circulation Element.....		5-1
5.1	Introduction	5-1
5.2	Major Issues.....	5-1
5.3	Policies and Objectives	5-2
5.4	Transportation System and Demand Management.....	5-5
5.5	Roads.....	5-7
5.6	Road Improvement Projects.....	5-8
5.7	Other Means of Transportation	5-20
5.8	Circulation Programs	5-28
Chapter 6: Combining Designations and Proposed Public Facilities.....		6-1
6.1	Introduction	6-1
6.2	Area Plan Combining Designations	6-1
6.3	Combining Designation Programs	6-7
6.4	Proposed Public Facilities	6-8
Chapter 7: Arroyo Grande and Pismo Beach URLs		7-1
7.1	Introduction	7-1
7.2	Pismo Beach Urban Area.....	7-1
7.3	Arroyo Grande Urban Area	7-2

List of Figures

Figure 1-1: South County Sub-areas.....	1-3
Figure 1-2: South County Water Planning Areas.....	1-7
Figure 1-3: Rural Character	1-9
Figure 1-4: Rural Character-Community Identity.....	1-11
Figure 3-1: Groundwater Basins in San Luis Obispo sub-area.....	3-8

Figure 5-1: Highway 101/Tefft Street Overcrossing	5-12
Figure 5-2: Selected Street Improvements	5-17
Figure 5-3: Multi-use Path	5-17
Figure 5-4: Network of Connected Streets.....	5-18
Figure 5-5: Street-oriented Commercial Development	5-19
Figure 5-6: Class II Bike Lanes	5-22
Figure 5-7: Multi-use Path	5-24
Figure 5-8: Huasna-Lopez Sub-area Circulation Element Map	5-35
Figure 5-9: Los Padres Sub-area (South) Circulation Element Map.....	5-37
Figure 5-10: San Luis Bay Inland (South) Sub-area Circulation Element Map.....	5-39
Figure 5-11: San Luis Obispo Sub-area (South) Circulation Element Map.....	5-41
Figure 5-12: Shandon-Carrizo (South) Sub-area Circulation Element Map.....	5-43
Figure 5-13: South County Sub-area Circulation Element Map.....	5-45

List of Tables

Table 1-1: Original Area Plans - Date of Adoption or Major Update.....	1-2
Table 3-1: Schedule for Completing Public Facilities, Services and Resources Programs.	3-21
Table 4-1: Rural South County Planning Area Land Use by Sub-area (acres).....	4-2
Table 4-2: Selected Permitted Non-Residential Uses.....	4-16
Table 4-3: Schedule for Completing Land Use Programs.....	4-28
Table 5-1: Schedule for Completing Circulation Programs.....	5-31
Table 6-1: Schedule for Completing Combining Designation Programs.....	6-8

This page intentionally left blank.

Chapter 1: Introduction and Goals

1.1 Overview

This plan consolidates and reorganizes the former Huasna-Lopez and South County planning areas, the easterly portions of the San Luis Bay Inland and San Luis Obispo planning areas, and the southern portions of the Los Padres and Shandon-Carrizo planning areas into a single watershed-based planning area (refer to Figure 1-1). The six former planning areas are referred to throughout this document as “sub-areas.” The South County planning area encompasses 441,790 acres. It contains three incorporated cities (Arroyo Grande, and the inland portions of Grover Beach and Pismo Beach), two unincorporated urban areas (Nipomo and Oceano) and six village areas (Black Lake, Callender-Garrett, Los Berros, Palo Mesa, and Woodlands).

The South County planning area generally consists of the land south of the Cuesta Grade to the Santa Barbara county line, between the Coastal Zone and the Carrizo Plain. Land uses within this large area are diverse, ranging from urban and suburban development in the incorporated cities and older town sites, to rural residential and agricultural uses in the foothill and Nipomo Mesa areas, and the scenic and natural characteristics of the coastal ridges and Los Padres National Forest.

Within the context of state and national economic conditions, the policies and actions of the County, incorporated cities and other public agencies can influence the future of the area. Public policies can assist in encouraging appropriate, integrated patterns of land use. Land use strategies need to balance economic growth with the equally important need to protect and enhance the local environment. Conservation of the area's resources is an integral part of economic development in order to have a lasting economy that is strengthened by the region's environmental assets.

1.2 Relationship to the General Plan

This area plan is part of Part II of the Land Use and Circulation Elements (LUCE) of the County General Plan. It has been prepared to envision the future of the South County and, based on that vision, to serve as a guide for future development which will balance the social, economic, environmental and governmental resources and activities affecting the quality of life within the South County planning area in a comprehensive and cohesive manner.

Note: The terms “Land Use and Circulation Elements (LUCE)” and “Land Use Element (LUE)” are used interchangeably throughout this document and the County Land Use

To this end, all other County-sponsored or reviewed goals, policies, plans, programs and development projects that are subordinate to the Land Use Element and that affect the South County should support, implement and be consistent with this area plan. It should be recognized, however, that the area plan is subject to higher legal authority including but not limited to case law, federal and state statutes and regulations and other countywide elements and ordinances of the County General Plan.

1.3 Content of the Plan

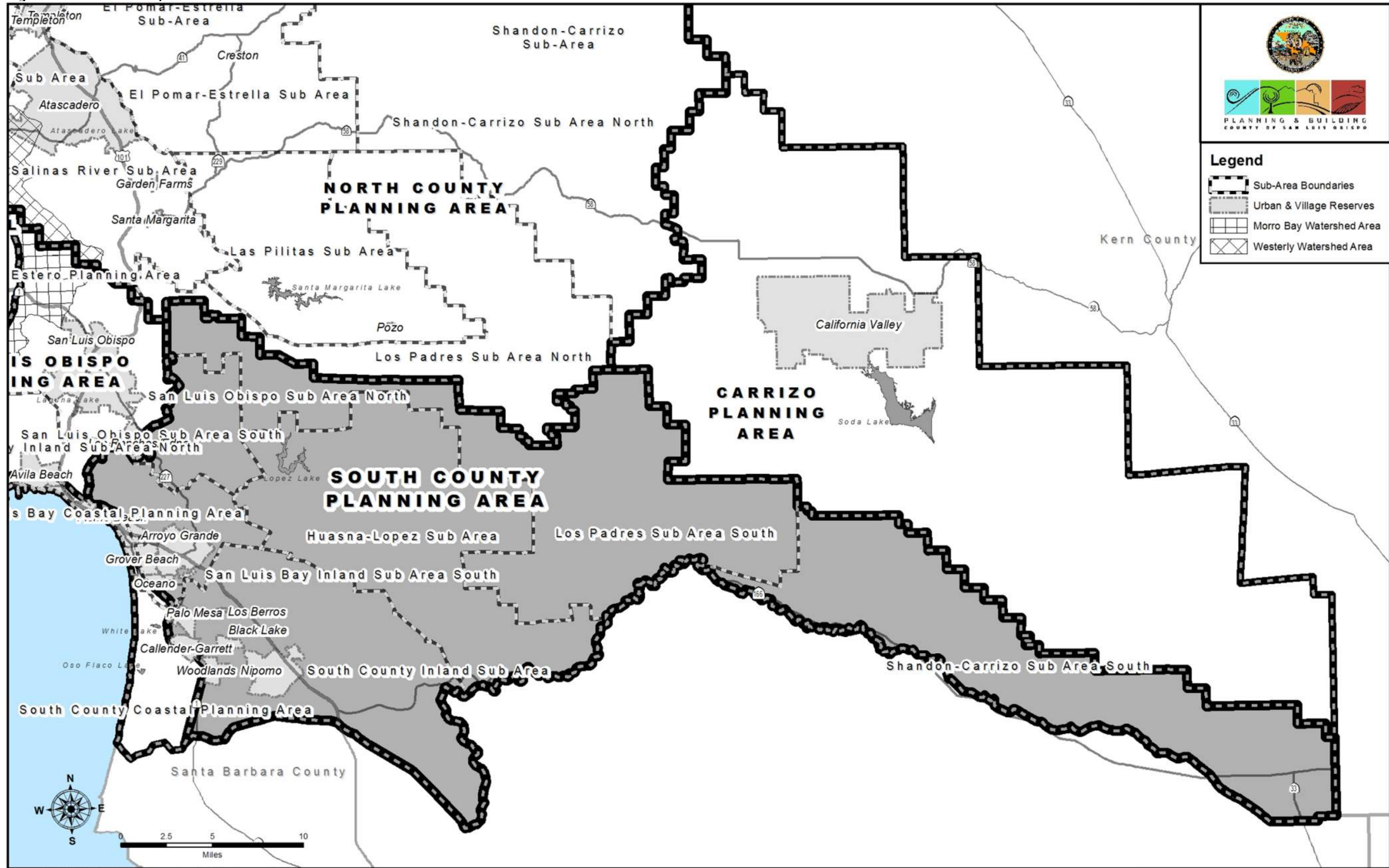
This area plan describes County land use policies for a 20-year time frame for the South County planning area. It also establishes policies and programs for land use, circulation, public facilities, services, and resources for the rural portions of the planning area.

The information in this plan is taken from the Huasna-Lopez, Los Padres, San Luis Bay Inland, San Luis Obispo, Shandon-Carrizo, and South County planning areas and is current as of the last major update or original adoption date of each plan (refer to Table 1-1). While some non-substantive edits have been made to this text for consistent formatting and to reflect the new organization of the LUCE, no changes have been made to reflect current conditions in the South County. Specific timeframes or horizons called out in the text (e.g. "...within the next 25 years.") begin at the dates specified in Table 1-1, not the adoption date of this plan.

Note: Many of the goals, policies, and programs in this plan apply only within the former planning areas referred to as sub-areas. Figure 1-1 should be referenced to determine the applicability of a goal, policy, or program to a specific parcel or region in the South

Table 1-1: Original Area Plans - Date of Adoption or Major Update	
Former Area Plan	Date of Adoption or Major Update
Huasna-Lopez	January 19, 1988
Los Padres	September 22, 1980
San Luis Obispo	December 10, 1996
San Luis Bay Inland	September 22, 1980
Shandon-Carrizo	September 22, 1980
South County	March 15, 1994

Figure 1-1: South County Sub-areas



This page intentionally left blank.

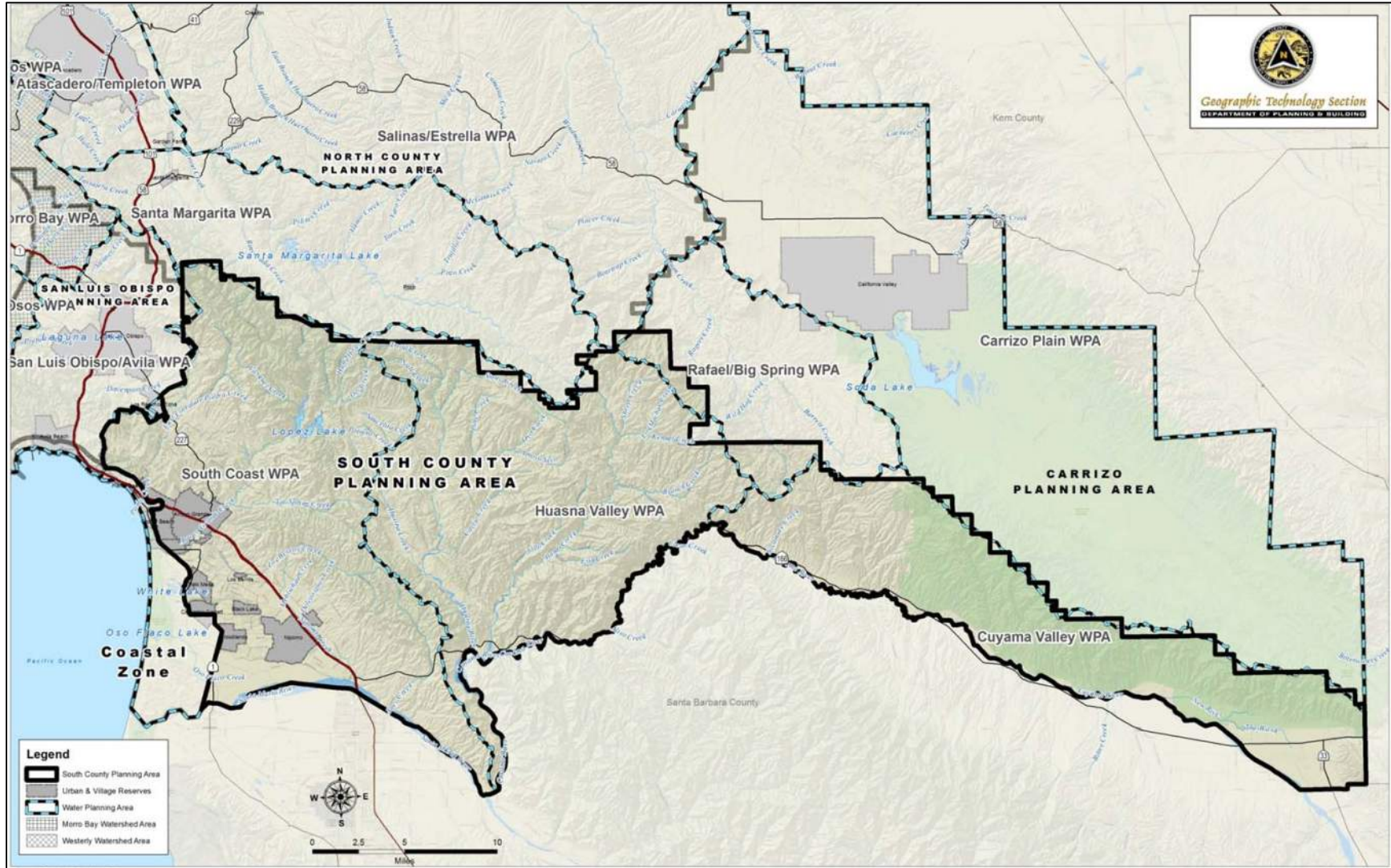
1.4 Planning Area Watersheds

The boundaries of the South County planning area are intended to correspond generally with the county's inland watersheds located south of the Cuesta Grade and west of Carrizo Plain (refer to Figure 1-2: South County Water Planning Areas). The County's Master Water Plan Report organizes these watersheds into the following water planning areas (WPAs):

- **South Coast (WPA 7).** This WPA includes the Edna Valley Sub-basin of the San Luis Obispo Valley Groundwater Basin, along with the Pismo Creek Valley, Arroyo Grande, and Nipomo Valley sub-basins of the Santa Maria Valley Groundwater Basin.
- **Huasna Valley (WPA 8).** This WPA consists solely of the Huasna Valley Groundwater Basin, which encompasses approximately 4,700 acres. The basin underlies valleys drained by two branches of Huasna Creek, which flow to Twitchell reservoir.
- **Cuyama Valley (WPA 9).** This WPA consists solely of the Cuyama Valley Groundwater Basin, which encompasses approximately 147,200 acres (32,600 acres within San Luis Obispo County). The basin underlies the valley drained by the Cuyama River and is bounded on the north by the Caliente range and on the Southwest by the Sierra Madre Mountains. Recharge to the basin comes primarily from seepage from the Cuyama River, deep percolation of precipitation, and residential/agricultural return flows.

This page intentionally left blank.

Figure 1-2: South County Water Planning Areas



This page intentionally left blank.

1.5 Vision for South County (South) Sub-area

The vision for the South County (South) sub-area revolves around three significant findings made during the studies leading to the evolution of this area: (1) the desire to protect the essentially rural character of the area and protect the continuation of economic agriculture; (2) the recognition that the current economic base is not capable of providing the public services desired; and (3) the desire of the Nipomo community to be self-governing. Further, the vision of this plan recognizes limited water resources that are incapable of supporting unlimited growth.

The South County (South) sub-area in 2013 has achieved a successful economic climate and yet maintained rural character. A relationship has evolved between an active economy and an older natural ambience that is evident throughout the sub-area. A peaceful rural atmosphere still prevails around and between Nipomo and the villages, as illustrated in Figure 1-3. A unique combination of seclusion and activity is apparent along the roads and streets in the sub-area.

Through the efforts of community organizations and government agencies, an economic strategic plan has been prepared and implemented. Several active programs have successfully attracted business and office park development now located at the north and south ends of Nipomo and at the Woodlands property near Highway 1. Downtown development has expanded beyond the historical area onto the west side of Highway 101. Attractive buildings within Nipomo demonstrate the success of an approved community design plan.



Figure 1-3: Rural Character

Attention to pedestrian convenience and safety in the design of streets and development have made Nipomo a welcoming and popular place to walk, ride bikes and have fun shopping, socializing and entertaining. This active urban setting has captured the interest of several major businesses as well as a full complement of smaller service and retail.

Housing is available for all incomes due to a variety of development incentives. Professional people, service and farm workers co-exist well due to a blending of their different needs in the neighborhoods and in employment areas.

The Nipomo Mesa and its environs are also an appealing destination for recreation that contribute to the economic base. The rural landscape has attracted recreational development associated with destination resorts and rural residential living. Recreational opportunities, including golf courses, have been developed between Nipomo and Arroyo Grande. A major recreational resort offering championship golfing has successfully developed west of Nipomo, appealing to visitors from more urban areas both within and outside of California. Industrial research and development parks are located within this resort.

At least one additional village has been created west of Nipomo by obtaining additional development allowances. The older villages have matured with additional recreational and community facilities. Neighborhood shopping opportunities are provided occasionally in the rural area by small convenience developments. Within the Palo Mesa village area, a village center serves the western Nipomo Mesa with daily needs.

The presence of the natural environment extends from the rural countryside through the most populated urban areas by the use of frequent street trees, substantial landscaping, many small plazas and linear as well as neighborhood parks. This connection and the benign climate combine to make being outside a popular past-time. Similarly, an extensive pathway network linking the villages, recreation centers and nearby cities with Nipomo provides a reason to enjoy the South County (South) sub-area from outside.

The transition to a healthy local economy has not adversely affected the environment. With a sufficient population located near employment and shopping, public transit, walking and bicycling offer advantages over private vehicle use. Traffic congestion and air pollution have been moderated by an ongoing program to implement the County Clean Air Plan. Schools are fully developed and staffed to provide high quality education as a result of the passage of several bond measures. Drainage controls have been developed at the community level to avoid the need to have on-site detention basins. An increased tax base from commercial development that accompanied the economic development program contributes toward specialized funding for local improvements.

Achieving the Vision

Without community activity, a land use plan is only a static representation of a possible future. It needs to be put into motion toward that future with the combined efforts of the community and public service agencies. The vision for the South County (South) sub-area will most of all depend on participation. Implementing the vision is an act of creation that can transcend the many tasks that make up the whole effort. Ongoing community impetus is needed to focus the limited resources of public agencies on the vision. The most important ways to implement this vision include the following:

Rural Character

The separation of communities by open countryside gives them a basic identity, as shown in Figure 1-4. Large agricultural areas between Santa Maria, Nipomo and Arroyo Grande imbue that atmosphere. Rural character is also achieved by development in a rural residential density which is the dominant land use on the Nipomo Mesa between the urban and village areas. A combination of this overall low density and development which is sensitive to this issue retains and maintains rural charm. New development fits within

a rural ambiance both through standard and clustered subdivision designs. Development within rural villages and site-sensitive treatment in scenic areas further enhances this quality of life.



Figure 1-4: Rural Character-Community Identity

Economic Development

An economic plan will provide the direction for achieving a self-sufficient local revenue base, through a wide-ranging list of programs. Such a plan needs to be based on a sound analysis of the regional economic base and the feasibility and means of successfully attracting major classes of businesses through a market study. Public revenues should exceed the incentives offered. Initial community ventures involve improving the appearance and function of selected areas, perhaps through the formation of a redevelopment agency, assessment districts and a business improvement association. The formation of an organization that is interested in improving economic activity will be important. Amendments to this plan should be considered to achieve more defined objectives from these studies and programs.

Pedestrian-Supportive Development

Pedestrian environments successfully separate the automobile from places where people walk, shop and work. Uses are placed closer together than in normal shopping center development, and the sidewalk is the people-oriented connection that links people to uses. Whether in downtown Nipomo or in a neighborhood center, placing buildings at or near the street, at close intervals, with obvious connections to anchor stores will enhance community life and will reduce the need to drive automobiles and thereby minimize traffic congestion.

Transfer of Development Credits

Transfer of development credit (TDC) programs can be used as an effective planning tool in achieving the goals and policies of the South County Area Plan. They may, for example, be used to redistribute lots from areas where the community would like to discourage development, such as in wetlands and steep hillsides, to locations where services are available and the land is suitable for development. TDC programs within the South County (South) sub-area should be evaluated on an individual case-by-case basis and incorporated into the area plan when the details have been fully described.

Program Implementation

A methodical implementation of the programs listed in the Public Services, Circulation, Land Use and Combining Designations chapters of this plan will be needed to achieve this vision. Progress on each program will depend on community initiation and support, since the competing demands for County government resources reduce its ability to provide for every recommended program.

Area Plan Amendments

As progress is made in these areas, changes to this plan may be desirable. Several areas are encouraged to prepare Specific Plans that will result in area plan amendments. The culmination of some of the recommended studies may partly be area plan amendments that achieve their aims. Applications can be made for individual amendments to the land use categories, combining designations, programs, or any other policy of this plan. However, any one amendment should respect the overall framework and goals to achieve the vision of the area plan.

Area Plan Updates

The South County Area Plan should be updated within a regular timetable to seek community consensus or compromise on new or evolving issues and their resolution. The process can identify the necessary important changes to the plan that the community supports. A balancing of a variety of interests should occur through a positive process of participation. The outcome is intended to have community support and "ownership."

1.6 Goals

Land use and circulation planning efforts in the inland area of the county are guided by general goals which have been adopted by the Board of Supervisors and incorporated into Framework for Planning (LUCE Part I). In addition to the countywide goals, the following goals apply to the South County and San Luis Obispo South sub-areas (refer to Figure 1-1):

San Luis Obispo South Sub-area

1. Protect and, where it has been degraded, enhance wildlife habitat areas.
2. Protect the scenic values of natural landforms.
3. Protect important historic or archaeological resources.
4. Protect natural drainage channels and floodways in their natural condition to the maximum extent feasible.

5. Devote the remainder of the sub-area to a "greenbelt" consisting of production agriculture and low-density development. (Also see Framework for Planning).
6. Promote the development of affordable housing.
7. Manage types and intensities of residential land uses such that they can be supported by conventional on-site sewage disposal systems and available water resources until municipal or community systems are provided.
8. Encourage and support expansion of existing businesses.
9. Encourage telecommuting.

South County (South) Sub-area

Primary Goals

1. A functional living environment, complete with necessary public facilities and services, and an adequate transportation system.
2. A strong and viable economy, with a tax base for supporting public services.
3. The highest, most responsive level of public services that the South County community tax base allows and that community input and consensus supports.
4. The rural character and heritage of South County with a strong sense of identity and place.
5. A social, educational, recreational, cultural and historical quality of life for its citizens in a manner that is affordable to its residents.
6. The long-term sustainability of natural resources as growth occurs with sensitivity to the natural and built environment.

Supportive Goals

The following goals are intended to expand upon and support the primary goals of this plan:

Economic Expansion.

1. Provide enough areas for a variety of commercial, tourist-serving and light industrial developments to generate local business activity and increase retail sales and property tax revenues.
2. Promote the development of commercial and industrial uses (light industrial and research/development) to provide for the functional needs of the community and an employment base for the.
3. Develop Nipomo as the commercial center of the South County (South) sub-area by encouraging a variety of commercial development in balance with population growth, so as to facilitate economic independence for the possible future incorporation of Nipomo.

4. **Develop an economic strategic plan for South County to facilitate economic growth in the sub-area.**
5. **Utilize South County's recreational, social, cultural and historical assets to its economic advantage, such as to attract tourism through golf courses, horse and bike trails, the Dana Adobe and an enlivened Nipomo downtown area.**
6. **Encourage recreational development that promotes commercial tourism while satisfying the needs of the local community and maintains and enhances the rural character of South County.**
7. **Strengthen the continuation of agriculture as part of the economic base of the South County area.**

Community Planning.

1. **Retain the open, low-density character around and between population centers.**
2. **Plan rural areas for agriculture, low-density residential and recreational development.**
3. **Promote a network of open spaces, trail systems and parks that connect important community features, by using incentive-driven methods of acquisition consistent with the County Parks and Recreation Element.**
4. **Plan Nipomo to be the economic, cultural and residential center of the South County (South) sub-area.**
5. **Encourage central business district development to occur with a pedestrian-oriented village style east of Highway 101 and a larger scale west of the highway to facilitate walking and alternative transportation.**
6. **Adopt general design guidelines for downtown Nipomo that would establish an attractive and cohesive character.**
7. **Encourage the infilling of existing vacant lands within the Nipomo urban reserve line consistent with permitted zoning densities.**
8. **Locate employment areas conveniently near housing areas consistent with the San Luis Obispo County Housing Element and to enhance alternative transportation.**
9. **Allow the creation of rural villages through a variety of mechanisms.**
10. **Major expansions of the Nipomo urban reserve line should be accompanied by a specific plan. Permit minor adjustments to the urban services with only general plan amendments.**

Quality of Life.

1. **Plan for an enhanced social and cultural life that respects the historic and rural character of Nipomo and the South County (South) sub-area by improving public safety, convenience and pedestrian access between uses.**

2. **Maintain the rural open countryside of the Nipomo Mesa, the Nipomo valley and the foothills, as a contrast to the development density and activity within the urban and village areas.**
3. **Encourage the development of rural neighborhood retail service businesses that will:**
 - a. **help relieve traffic and air pollution**
 - b. **be compatible with the rural character**
 - c. **be compatible with surrounding land uses**
4. **Provide a balance of housing types for all income groups.**

Environment.

1. **Promote the protection of natural resources and encourage the following in new development proposals:**
 - a. **Retention of sensitive vegetation.**
 - b. **Conservation of water.**
 - c. **Reduction of significant air pollutants.**
 - d. **Blending of new structures into the surrounding environment and minimal visual impacts in areas considered to be scenic.**
 - e. **Protection of cultural and historic resources.**
 - f. **Separation of new residential development from adjacent commercial agricultural and industrial operations.**
2. **Review and balance economic and environmental impacts in making future planning decisions.**

Public Services and Facilities.

1. **Secure adequate means of generating revenue that can provide for necessary public resources, services and facilities to serve additional development.**
2. **Projects resulting from general plan amendments and urban expansion shall fund their share of public resources, services and facilities to ensure that they will be provided.**
3. **Evaluate the financial capability of service providers to accommodate additional growth by reviewing capital improvement plans before urban expansion or major projects are approved.**
4. **Encourage the formation of or addition to local community services that implement community programs.**

5. Create a mandatory trash collection program and develop recycling programs for bulk items, green waste and hazardous products, and provide transfer stations for convenient collection to reduce the problem of illegal dumping.

Circulation.

1. Facilitate the use of all modes of transportation to improve traffic service and air quality.
2. Encourage improvements of roads and circulation systems, including two new interchanges at Highway 101.
3. Revise existing County road standards to allow for more flexibility to address various road conditions and neighborhood needs, to be more affordable, to increase safety for pedestrians, vehicles and bikes, and to protect, enhance and maintain the rural character of the area.

This page intentionally left blank.

Chapter 2: Population and Economy

The purpose of this chapter is to discuss the population and economy of the South County planning area. This discussion is grouped under headings for each of the six South County sub-areas, which are the former planning areas shown in Figure 1-1, and is current as of the dates specified in Table 1-1. Supporting data for this chapter is found in Appendix A.4: South County Population and Economy Data. A focused discussion on population and economy in each urban and village area is described in the Community/Village Plans (LUCE Part III).

Huasna-Lopez Sub-area

Population

Population growth within the Huasna-Lopez sub-area has been steadily increasing, but slower than the county as a whole. This growth pattern reflects the agricultural orientation of the area. Future residential development will likely continue to complement agricultural use.

The growth rate of the Huasna-Lopez sub-area is expected to remain low in comparison with the rest of the county, and is expected to decline very slightly as the countywide growth rate also declines. The 1987 population is estimated at 775 persons and this is expected to increase to approximately 1,000 by the year 2000. Refer to appendix A.4 for population projections and build-out capacity for the Huasna-Lopez sub-area.

Economy

The sub-area contains several features that strengthen the regional economy. Lopez Lake is the domestic water supply reservoir for coastal communities in the San Luis Bay sub-area. It is also a major recreational resource adding to the quality of life in the south county, as well as contributing to tourist business in Arroyo Grande and nearby communities. Other recreation attractions are the Santa Lucia Wilderness Area, Los Padres National Forest and Biddle Park.

Twitchell Dam is a flood control and water conservation facility benefitting farmlands and communities in the Santa Maria Valley. The sub-area also contains several extractive sites for sand, gravel, and rock. Oil exploration has been conducted around Huasna Valley.

The sub-area is anticipated to remain a viable agricultural area with a stable economy. Because of limited population growth, residents will continue to rely on the Five Cities and other urban areas for needed goods and services.

Agriculture is the principal land use in the area, ranging from small irrigated farms to large cattle ranches. Valley lowlands, particularly in the Huasna drainage area, have soils and climate conducive to more intensive farm uses. Hilly areas with moderate slopes have the potential for tree and vine crops. A substantial portion of the sub-area consists of hilly and mountainous land with chaparral and oak woodlands, suitable only for limited grazing. However, continued livestock production is supported by the large size of ranches encompassing mixed quality land. About half the sub-area is committed to agriculture for a number of years through the agricultural preserve program.

Los Padres South Sub-area

The Los Padres South sub-area contains less of the total county population than any other sub-area. The 1989 population is estimated to be approximately 244, with projected growth to only 295 persons by the year 2000. Approximately 80% of the sub-area is federally owned; the remainder is owned by state, County or private parties. A significant portion of the private land within the national forest boundaries is in the Williamson Act agricultural preserve program. The Los Padres sub-area will continue to provide for expanding recreational, wilderness, watershed and aesthetic needs demanded by an increasing population in other sub-areas. As such, it will continue to develop into an even more valuable resource.

San Luis Bay Inland South Sub-area

The San Luis Bay sub-area contains a significant portion of the county population, approximately 43,250 (1989 estimate) persons or 20% of the countywide total.¹ Growth within the sub-area has been occurring slightly faster than the countywide average. Between 1970 and 1976; the Arroyo Grande - Grover Beach - Oceano area (including areas within the coastal zone) increased 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 sub-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.

San Luis Obispo South Sub-area

Population

The rural population of the San Luis Obispo (South) sub-area grew from 5,511 in 1980 to 9,357 in 1990, which was a 5.4 percent average annual rate of growth.² However, this was primarily due to a doubling of the inmate population at the California Men's Colony. Excluding the California Men's Colony, the average annual rural population growth between 1980 and 1990 was 2.2 percent. Only a portion of this population resides within the South County planning area.

Economy

The County *Business Retention, Expansion and Attraction Study* (1994) identified agriculture as one of the industry "clusters" necessary for the County's multi-base economic development strategy. The agricultural activities of San Luis Obispo will support business development within the county.

¹ This population figure is for the former San Luis Bay Inland planning area, which is split between the South County and San Luis Obispo planning areas.

² Population figures are for the former San Luis Obispo planning area, which is split between the South County and San Luis Obispo planning areas.

Shandon-Carrizo South Sub-area

The Shandon-Carrizo South sub-area will likely remain a viable agricultural area because of existing land uses and the prevailing agricultural dedication of the population. The area should experience limited population growth, related only to future increased demands for agricultural labor.

Factors that contribute to the viability of the sub-area include: (1) continuing agricultural uses; (2) the rural agricultural environment and large agricultural acreages that discourage suburban residential encroachment; (3) remoteness from populated areas; and (4) surface mining in the Temblor Range, as well as limited oil exploration.

South County (South) Sub-area

Population

The rate of population growth in the South County (South) sub-area has been significant when compared to other sub-areas and the overall county. Population in the South County (South) sub-area increased from 10,702 to 16,200 between 1980 and 1990, an increase of approximately 66 percent, or an average annual growth rate of 6.0 percent. In contrast, the county experienced a 26 percent population increase between 1980 and 1990, or a 3.76 percent average annual growth rate.

This growth illustrates the attractiveness of the South County (South) sub-area for residential development. Most new construction has occurred in the Nipomo urban area, but the Nipomo Mesa has also experienced new development.

Data from the 1990 census indicate that approximately 13 percent of the population is over 65 years of age, slightly less than the county average of 14 percent. About 30 percent of the population is children up to age 17, compared to the county average of 22 percent, reflecting the influx of new families to the area.

Economy

It is anticipated that the South County (South) sub-area and nearby communities will have a stable economic future, with intermittent fluctuations of population growth and economic development. Factors that will influence growth include:

1. The existence of productive farmlands;
2. Industrial areas south, north and west of Highway 1;
3. Recreational and resort development;
4. Organized promotion of retail, office and industrial park development within Nipomo and on the Nipomo Mesa; and
5. The suburban and rural residential environment.

An economic development program is proposed in Chapter 4 for the South County (South) sub-area. Unless an economic development program is organized, however, it is expected that the sub-area will continue to be dependent upon the Five Cities area and Santa Maria for future growth incentives, commercial services, and employment opportunities.

The development of South County can improve the quality of life by balancing residential and economic growth. The Nipomo region was characterized by rapid residential growth during the 1980s without corresponding commercial development. The future economic climate can become more favorable for new business development if attention is given to strategies that will encourage it.

Economic Expansion in South County (South) Sub-area

The following goals are intended to spur activities within and beyond the South County (South) sub-area:

1. Encourage economic development of the sub-area that will generate local employment for residents, create an adequate supply of goods and services locally, and help generate sufficient revenue for necessary public services and facilities.
2. Provide sufficient areas for a variety of commercial, tourist-serving and light industrial developments to generate local business activity, and increase sales, transient occupancy and property tax revenues.
3. Encourage the economic expansion of agriculture through incentives and positive County programs.
4. Develop an economic strategic plan for South County to enable it to play a stronger role in the economic future of the county while providing the resources necessary to sustain the needs of its citizens.
5. Encourage and support commercial, recreational and industrial uses that will help facilitate economic independence for the possible future incorporation of Nipomo.
6. Promote the development of commercial and industrial uses (light industrial and research/development) to provide for the functional needs of the community and an employment base for the South County (South) sub-area.
7. Utilize South County's recreational, social, cultural and historical assets to its economic advantage, such as to attract tourism through golf courses, horse and bike trails, the Dana Adobe and a redeveloped downtown area.
8. Analyze economic as well as environmental impacts in making future planning decisions.
9. Encourage recreational development that promotes commercial tourism while satisfying the needs of the local community and that maintains and enhances the rural character of South County.
10. Encourage programs for improvements to help beautify east Nipomo and help pay for much-needed infrastructure.

The South County area is expected to retain and improve upon an overall stable economy. Average income levels will rise as a result of population growth and economic development. The median gross income for Nipomo in the 1990 Census was \$30,561, compared to the countywide median income of \$31,164. With the growth of the area as a residential community for other employment centers, it is expected that the average income will rise even more. This may leave a substantial number of low income families who will find it increasingly difficult to meet their housing needs within the ever

increasing market. Proportionally fewer people have had incomes below poverty levels since 1970.

Since 1980, the workforce of the South County (South) sub-area increased in the professions and service and retail trades more than in agriculture. According to the 1990 census, the agricultural share of the workforce declined from approximately 25 percent compared to 12.5 percent countywide. Due to the nature of agricultural and service-oriented businesses, about 30 percent of South County residents hold part time or seasonal jobs. It is estimated that the most significant job generating activities in the county are tourism and retail trade. Retail trade employment in Nipomo comprises 13.8 percent of the town's workforce, compared to 20 percent of the workforce in the five cities.

The area has the natural assets of a moderate climate, a fairly intact and scenic rural countryside and a central location within the central coast that lend themselves to potential recreational and specialized research and manufacturing uses. The participation of the community in an economic strategic plan is needed to identify potential types of development, their needs and corresponding incentives such as local investments in infrastructure and other assistance to interested firms. An economic development program should be considered by the community as an analysis, investment and marketing effort to attract the best potential businesses to the area. To stimulate economic growth, existing local or family-owned businesses can be assisted so that profits will remain largely within the county. Within Nipomo, the community has the opportunity to invest in a business improvement district that will provide funds for "dressing up" the downtown area, and promoting its attractiveness for business and shopping.

This page is intentionally left blank.

Chapter 3: Public Facilities, Services, and Resources

3.1 Introduction

This chapter discusses service concerns that directly affect the South County planning area. It contains policies intended to achieve the community's vision and goals related to provision of services, plus programs designed to implement those policies.

The discussion of services and facilities is limited to the rural portion of the planning area only, since the Community/Village Plans cover these topics for the planning area's urban and village areas. However, since resource issues, such as water availability and air quality, are fundamentally regional in nature, this plan describes these issues for both the rural and urban/village areas. The policies and programs in this chapter apply either areawide or to the rural areas only.

Supporting data for this chapter is found in Appendix B.3: South County Public Facilities, Services, and Resources Data.

Resource Management System (RMS)

In order to monitor the relationship between resources and demand levels, the County has developed the Resource Management System (RMS). This system monitors specified essential resources and reports on their current status in an Annual Resource Summary Report. The RMS report uses three levels of severity to inform decision makers of current and potential deficiencies. The Annual Report includes a variety of program options that are available to deal with specific concerns.

Water supply, sewage disposal, schools, roads, parks and air quality are monitored by the RMS. Resource information included in this chapter is generally current through the end of 1993. The most recent data may be found in the latest edition of the Annual Resource Summary Report.

More information on the RMS is provided in Framework for Planning (LUCE Part I).

3.2 Natural Resources in the San Luis Obispo South Sub-area

Geological Resources

The San Luis Obispo South sub-area is located within the geologically complex southern coast range province. The area is underlain primarily by a 180 million year old mixture of consolidated igneous, metamorphic and sedimentary rocks. The upper surface of these non-water-bearing formations is highly irregular, ranging in depth from less than 50 feet to as much as 500 feet below the ground surface. Water-bearing sediments in the form of clay, silt, sand, gravel and sandstone overlie the older consolidated formations, except for the volcanic plugs which rise above the valley floor (the chain of morros extending from Islay Hill to Morro Rock) and other less significant outcroppings.

The sub-area is located in a seismically active region which includes several active earthquake faults. The Los Osos fault zone extends into the sub-area from the northwest,

generally between the Irish Hills and Los Osos Valley Road. This zone has the potential for seismic events up to a magnitude 6.75 on the Richter scale. The San Andreas fault zone, about 40 miles east of the city of San Luis Obispo, has the potential for magnitude 8.5 events. The Rinconada, Nacimiento and San Simeon-Hosgri fault zones are also located in the vicinity of the San Luis Obispo South sub-area, but are considered to have less significant hazard potential. In addition to earthquakes, geologic hazards associated with fault zones include ground rupture, liquefaction of alluvial soils, generally in low-lying areas, and landslides on steeper, unstable slopes.

Soils

The geology, topography and drainage patterns within the sub-area have helped define the soils found here. In the valley bottoms, alluvial soil groups typically are found, dominated by the Cropley-Salinas soils in the Edna area and Salinas-Marimel soils around San Luis Obispo Creek. These soils are very deep, nearly level to moderately sloping, and mostly well-drained. The surface layer ranges from sandy loam to clay. The Cropley-Salinas soils are well suited for dryland farming and irrigated pasture, while the Salinas-Marimel soils are well suited for irrigated row crops. The Salinas and Marimel soils are well suited for wildlife habitat development.

The major soil groups found in the hills and mountains include the Los Osos-Lodo-Diablo soils, Santa Lucia-Lopez-Rock outcrop soils, Nacimiento-Calodo soils and Rock outcrop-Obispo-Henneke soils. These soils are shallow to deep, moderately sloping to extremely steep and generally well drained. The surface layer ranges from loam to clay. These soils are used mainly as rangeland, with limited areas suited for dryland farming. The following soils are well suited for wildlife habitat development: Los Osos, Diablo, Santa Lucia, Rock outcrop and Nacimiento.

Biological Resources

Important biological resources may be found within all of the rural area. Man-induced plant communities include non-native grasslands, continually disturbed habitats, such as along roadways, agricultural areas and urban parks. Within the natural communities there are several state- or federally-listed rare or endangered species. Information about the location of native plant communities is available at the County Department of Planning and Building. Wildlife networks or “migration corridors” typically occur between many of these plant communities. As new development is proposed, retaining these corridors will allow species to travel between different habitats and provide for physical and genetic exchange between animal populations. Migration corridors provide critical linkages between what has or may become larger “islands” of intact native vegetation.

As future development occurs, the potential exists for these habitats and corridors to be adversely affected. Retaining sufficient acreage within these native habitats and linkage between these habitats is critical to maintain a diverse, sustainable and functional network of communities. A biological inventory is necessary to establish the location of these components as well as determine what measures may be appropriate to maintain a sustainable network.

Air Quality

San Luis Obispo County is designated a moderate non-attainment area for the state ozone and PM10 (fine particulate matter 10 microns or less in diameter) air quality standards. In response to this condition, the Board of Supervisors certified a Resource Management System Level of Severity II for countywide air quality in November, 1989. Ozone

concentrations measured throughout the county exceed the state standard an average of two to four days each year. Violations of the state PM10 standard are recorded an average of three to six days per year, countywide; since sampling for PM10 is conducted only once every 6 days, the Air Pollution Control District (APCD) estimates that levels exceeding the state standard may actually occur about 20 to 30 days per year. Ozone and PM10 levels in the San Luis Obispo South sub-area are shown in Appendix B.3. Ozone air quality appears to be improving countywide over the past 10 years, which suggests that ongoing industrial and vehicular pollution controls are accomplishing their intended goals.

Ozone, the primary constituent of smog, is formed in the atmosphere through complex photochemical reactions involving reactive organic gases (ROG) and oxides of nitrogen (NOx) in the presence of sunlight. Short-term exposure to higher concentrations of ozone can cause or contribute to a variety of respiratory ailments, while long-term exposure to lower concentrations may result in permanent lung damage. In San Luis Obispo County, the primary sources of ROG are motor vehicles, organic solvents, the petroleum industry and pesticides. The primary sources of NOx are motor vehicles and fuel combustion by utilities, the petroleum industry and other sources.

PM₁₀ is fine particulate matter 10 microns or less in diameter, and consists of many different types of particles which vary in their chemical activity and potential toxicity. It can be emitted directly to the air by man-made and natural sources or be formed in the atmosphere as a by-product of complex reactions between gaseous pollutants. PM₁₀ is particularly important from a health standpoint due to its ability to bypass the body's air filtering system, traveling deep into the lungs where it can lodge for long periods. Major sources of PM₁₀ in San Luis Obispo County include vehicle travel on paved and unpaved roads, demolition and construction activities, agricultural operations, fires, mineral extraction and wind-blown dust.

State law requires that emissions of non-attainment pollutants and their precursors be reduced by at least 5% per year until the standards are attained. The 1991 Clean Air Plan (CAP) for San Luis Obispo County was developed and adopted by the Air Pollution Control District to meet that requirement. The CAP is a comprehensive planning document designed to reduce emissions from traditional industrial and commercial sources, as well as from motor vehicle use. In 1995, an updated CAP was adopted by the APCD board. Implementation of the 1995 plan is expected to bring the County into compliance with the state ozone standard by the end of 1997.

Motor vehicles account for about 40 percent of the precursor emissions responsible for ozone formation, and 50 percent of direct PM10 emissions. Thus, a major requirement in the CAP is the implementation of transportation control measures and land use planning strategies designed to reduce motor vehicle trips and miles traveled by local residents. All jurisdictions are expected to incorporate applicable strategies in their land use planning and project review process to ensure that motor vehicle use and emissions resulting from existing and new development are minimized to the maximum extent feasible. As described in the County's Resource Management System, the County will implement applicable transportation and land use planning strategies recommended in the CAP through incorporation of these strategies in the County general plan, focusing on the land use and circulation elements and updates of those elements for each of the County's planning areas.

3.3 Public Facilities, Services & Resources Goals

The County general plan contains goal statements that apply to the provision of public facilities, services, and resources. As expressed in Framework for Planning, the goals are:

- Balance the capacity for growth allowed by the Land Use Element with the sustained availability of resources.
- Provide for a sustainable rate of orderly development within the planned capacities of resources and services and the County's and citizens' financial ability to provide them.
- Avoid the use of public resources, services, and facilities beyond their renewable capacities, and monitor new development to ensure that its resource demands will not exceed existing and planned capacities or service levels.

South County Sub-area

The following goals are derived from the former South County area plan and apply only within the boundaries of South County (South) sub-area (refer to Figure 1-1).

1. Secure adequate means of generating revenues that can provide necessary public resources, services and facilities to better serve existing population as well as future growth.
2. Projects resulting from general plan amendments and urban expansion shall fund their share of public resources, services and facilities to the limits allowed by law.
3. Evaluate the financial capability of service providers to accommodate additional growth by reviewing capital improvement plans before urban expansion or major projects are approved.
4. Encourage the formation or addition of local community services to generate revenue that can be used to implement community programs.
5. Create a mandatory trash collection program and develop recycling programs for bulk items, green waste and hazardous products, and provide transfer stations for convenient collection to reduce the problem of illegal dumping.

3.4 Special Districts

This section describes the special districts providing services within the rural portion of the South County planning area. The Community and Village Plans (LUCE Part III) describe the special districts within the County's urban and village areas. Detailed information on these special districts is available in a 2012 report by the San Luis Obispo County Local Agency Formation Commission (LAFCO) entitled *Directory of Local Agencies*.

Community Services Districts

A community services district is a locally-governed body authorized to provide a wide spectrum of public services, with the exception of land use planning. A CSD has an elected governing board with full financial and operational responsibilities.

Formed in 1965, the Nipomo Community Services District (NCSD) provides water service, sewage disposal, street lighting and some drainage facility maintenance. Other

Note: For information on the CSDs and CSAs within the planning area's urban and village reserve areas, refer to the Community/Village Plans (LUCE Part III).

services are authorized to be provided. The NCS D's service area extends beyond the Nipomo urban reserve line and into rural portions of the South County (South) sub-area. More information on the NCS D is found in the Nipomo Community Plan.

Cemetery Districts

The Arroyo Grande Cemetery District provides a cemetery within the city of Arroyo Grande. However, a local cemetery should be located more conveniently within the planning area, preferably within or adjacent to Nipomo. Either the existing district should pursue purchasing a site and developing it, or it should work with the Local Agency Formation Commission to revise its service area to establish a South County district to meet this need.

Conservation Districts

The San Luis Coastal Resource Conservation District was established to introduce modern agricultural methods to farmers and ranchers, establish and maintain watersheds, stabilize sand dune areas, reduce pollution through planning and educational programs relative to proper use of natural resources, and assist in soil testing and drilling for individual landowners.

Harbor District

The Port San Luis Harbor District is responsible for the development, maintenance and operations of harbor piers, and facilities. It serves the entire southern half of the county from Cuesta Grade to the Santa Maria River.

3.5 Water Supply

The following paragraphs describe water resource issues throughout the South County planning area, including rural, agricultural, and urban areas. This discussion is separated with headings for each of the six sub-areas (the former planning areas) and is current as of the dates specified in Table 1-1. While this section addresses water resources on a regional level, the Community/Village Plans (LUCE Part III) provide more detailed water supply and demand figures for the County's urban and village areas.

Huasna-Lopez Sub-area

The Huasna-Lopez sub-area encompasses a large extent of watershed land that supplies both the Arroyo Grande (Lopez Lake) and Santa Maria (Twitchell Reservoir) groundwater basins. These basins are replenished primarily from uncontrolled runoff in several major and minor streams and from direct infiltration of rainfall.

In rural areas, such as Huasna-Lopez, water extractions will be a function of economic pumping and annual recharge by rainfall, stream flow and return irrigation. Individual wells should suffice for agricultural and limited residential uses.

Lopez Dam and reservoir, completed in 1970, regulates and supplies water on a contract basis for the cities of Arroyo Grande, Grover City, and Pismo Beach, the Oceano Community Services District and County Service Area No. 12 (which includes the Avila Beach area), and Port San Luis.

Lopez Lake was built with a storage capacity of 51,800 acre-feet. The estimated safe yield is 4,530 acre-feet for the five urban contractors plus an additional 4,200 acre-feet to satisfy vested water rights and augment the groundwater recharge of the Arroyo Grande/Tri Cities/Mesa area. The total storage capacity of Twitchell Reservoir is 239,000 acre-feet. Twitchell Reservoir is operated to recharge the Santa Maria groundwater basin.

The population of this sub-area is widely distributed. Water is supplied to both agriculture and residences through individual wells. Due to the relatively small scattered population, water supply problems are not anticipated for the life of this plan. Thus, there is no level of severity for water resources in the Huasna-Lopez Sub-area.

However, the sub-area encompasses a large extent of the watershed land that supplies water to the Arroyo Grande and Santa Maria groundwater basin. Thus, it will be important to make sure water quality is not deteriorating. Water quality is monitored by the Environmental Health Department.

Los Padres South Sub-area

The sub-area encompasses several mountain ranges with steep and rugged terrain, which delineate several watershed and groundwater basins. These include the San Luis Obispo, Pismo Beach, Arroyo Grande, Santa Maria, Pozo, Paso Robles, Carrizo Plains and Cuyama water basins. Most of the land within the sub-area is undeveloped national forest, with some scattered ranching operations. The sub-area is a watershed resource, consuming water only to supply the recreational campground facilities and the limited agricultural uses. There are minor watershed basins and springs within the sub-area, which provide water supplies in some local situations. However, these water supplies have limited consumption and distribution capabilities, due to basin configurations, geographical and other similar physical limitations. Water extraction will be a function of economic pumping and will be recharged annually by rainfall or streamflow. While no safe yield information is available, it can be assumed that water supplies and individual wells are adequate to support future low intensity recreational demands, extremely limited residential uses, and any future intensified agricultural uses.

San Luis Bay Inland South Sub-area

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

The sub-area contains two 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 safe/yield is 2,000 acre-feet per year, but annual consumptive use has been over 2,100 acre-feet, indicating basin is slightly over drafted.

The Arroyo Grande groundwater basin is much larger and underlies portions of the San Luis Bay and South County (South) sub-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 sub-areas. 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 Beach 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 affected by sea water intrusion if the onshore 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.

The urban portions of San Luis Bay sub-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 the 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 sub-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.

San Luis Obispo Sub-area

The San Luis Obispo Creek groundwater basin underlies the city and the northwestern end of the Edna Valley and extends south along the creek to San Luis Bay. The Pismo Creek groundwater basin underlies the southeastern three-fourths of the Edna Valley. Figure 3-1 shows the general location of the groundwater basins in the former San Luis Obispo planning area. The San Luis Obispo South sub-area consists of the southeastern portion of the area shown in Figure 3-1. The area generally north of Biddle Ranch road is addressed in the San Luis Obispo area plan. Currently published studies estimate the total combined safe annual yield of the San Luis Obispo Creek and Pismo Creek groundwater basins at 4500 AFY.

Agriculture in the Edna Valley is a significant consumer of water. As estimated in the draft EIR for the San Luis Obispo Area Plan, agriculture water demand in the San Luis Obispo South sub-area was approximately 8440 AFY, about two-thirds of it in the Edna Valley.

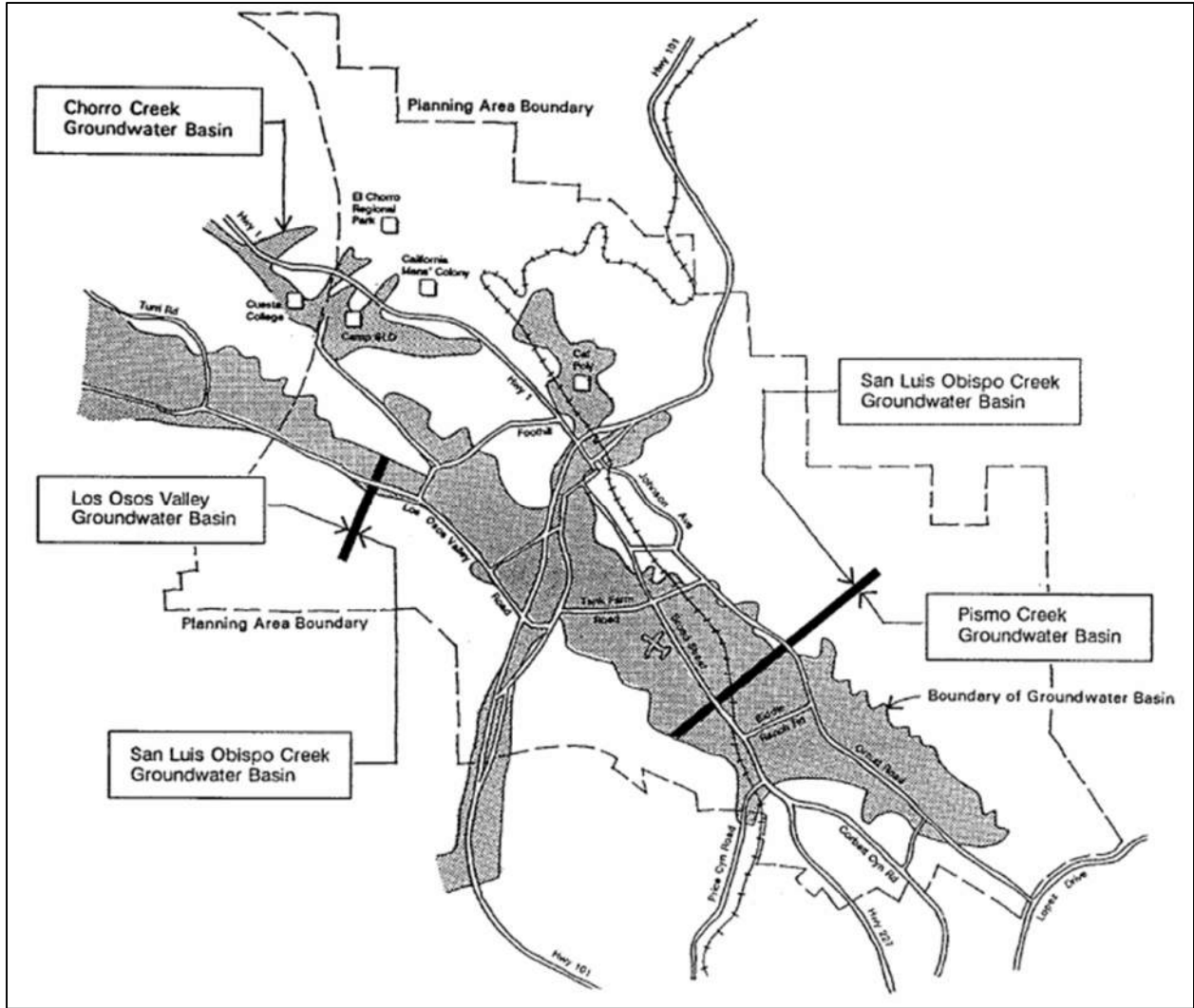


Figure 3-1: Groundwater Basins in San Luis Obispo (South) sub-area

Shandon-Carrizo South Sub-area

An adequate water supply is essential to continuing agricultural development in the Shandon-Carrizo South sub-area. Most of the area uses little water in dry farm and grazing operations, but the bottomland acreages suitable for irrigated crops are limited in production by available water supplies. Rainfall alone could be insufficient to sustain types or productivity of crops qualifying as croplands or vineyard and orchards. Consequently, the estimated safe annual yield of the underlying basins might be insufficient to irrigate all lands of otherwise suitable topography and soil.

The current pattern of water supply in the sub-area is essentially one of localized groundwater use. Water needs are being met by pumping groundwater in the immediate vicinity of the point of use; there is no extensive transmission of water from point of source to point of use.

South County (South) Sub-area

The South County (South) sub-area draws the majority of its water supply from the Santa Maria groundwater basin. The Santa Maria groundwater basin stretches from the Five Cities on the north to Orcutt on the south, generally lying west of Highway 101 in San Luis Obispo County. The primary water supply is from the Nipomo Mesa sub-unit of the Santa Maria basin for the Nipomo urban area.

Capacities are limited or have been exceeded in smaller aquifers that provide groundwater for the Nipomo Valley and Los Berros. Continued farming is seriously threatened in Nipomo Valley by localized shortages. The community of Nipomo, including the Nipomo Community Services District and California Cities Water Company, utilizes groundwater for its water supply and has limited capacity from existing wells for additional growth.

Additional sources will need to be obtained to enable build-out of this plan. A groundwater management plan with the participation of all water purveyors, including agriculture, is needed to utilize the groundwater resource fairly between them.

The Nipomo Community Services District has decided not to participate in the State Water Project after a referendum taken in November, 1992 was in favor of the district not requesting an allocated amount. It will be necessary for the district to provide additional service from groundwater sources under the Nipomo Mesa, if not from other as-yet unidentified sources. It appears that the best groundwater supplies occur outside of the district boundaries on the west side of the Nipomo Mesa. Obtaining new water supplies from that area does not need to follow a district annexation. The district and other water users from the Santa Maria groundwater basin should meet to discuss ways to reach agreements on fair and appropriate amounts of water consumption for each.

The Nipomo Community Services District has wells located on the Mesa and supplies customers in much of the Nipomo urban area and at Black Lake Golf Course. California Cities Water Company, a private company, serves the southwestern portion of the Nipomo urban area. County Service Area No. 1, through a zone of benefit, supplies water to the Black Lake Golf Course Area from on-site wells in accordance with the Black Lake Specific Plan (Amended 1984, Ord. 2190). There are also numerous small water companies on the Mesa serving suburban and rural customers, as well as many private domestic and agricultural wells. Because of the large number of small water companies and private wells, accurate monitoring of groundwater withdrawals and effective management of the resource in the South County area is difficult. The cooperation of water purveyors and users will be necessary to manage the provision and use of water. To help in this effort, the County well monitoring program should be expanded on a voluntary basis. The effort to initiate groundwater management should be recognized and supported, particularly as a community-based activity (Amended 1984, Ord. 2190).

A ground water study is being done by the Department of Water Resources and County Flood Control and Water Conservation District. This report will include areas of the Arroyo Grande fringe as well as the subunits of the Santa Maria Ground Water Basin. The study will determine ground water storage capacity, water in storage, safe yield, transmissivity, natural and artificial replenishment, sea water intrusion and water quality. The study should be completed in 1996.

Summit Station Rural Area

The area surrounding Summit Station Road, as shown in Figure 98-41 (Article 9 – Land Use Ordinance Chapter 22.98: South County Planning Area Standards), has a unique hardship situation regarding water availability. All parcels have historically used on-site wells.

However, the supply of groundwater has been inadequate to serve many existing residences, or to support the land uses that are allowed by the area's Residential Rural category. Although Framework for Planning, Public Service Considerations, indicates that urban level services should be kept within urban or village reserve lines, the present water shortage justifies the establishment of a community water service system within this specific hardship area.

Community water service within the Summit Station Road hardship area is not intended to be used to support land uses or a level of development that is higher than what is allowable under the Residential Rural category, or to support or justify any change to a land use category that allows a denser level of development than the Residential Rural category. It is not intended to justify the establishment of any other urban level community services within the Summit Station Road hardship area. No alteration or modification should be made to the identified hardship area boundaries that would enable extension of community water service to any parcels outside of the hardship area boundaries. Creation of a community water service system for the Summit Station Road area is not intended to set a precedent or be seen as the sole justification for the establishment of community services within other rural areas of the county which do not have a physical hardship of comparable magnitude.

The establishment of the community water system shall be at the option of the land owners within the identified hardship area, who may opt to:

1. Elect to join or to establish a community service district or a special purpose water district (for water service only), subject to LAFCO approval, or
2. Apply to the County and to LAFCO to establish a County service area (for water service only), or
3. Choose a private water purveyor.

Regardless of the actions taken by the land owners, establishment of a community water system in the Summit Station Road area shall comply with the applicable planning area standards in Article 9 of the Land Use Ordinance. [Added 1993, Ord. 2614]

Cal-Cities' water service area is mostly comprised of large lot residential subdivisions in the southwest area of Nipomo. This area is outside the Nipomo CSD Sphere of Influence and is intended for suburban density services. However, there are several areas within Cal-Cities water service boundary that are also included in the Nipomo CSD Sphere of Influence. These areas are anticipated to develop with public water and sewer services in the future. It is Nipomo CSD policy that future service areas must accept all district services. Thus, a potential jurisdictional problem may arise if properties first accept Cal Cities Water Service and later request Nipomo CSD sewer service. As the community grows, the possibility of a consolidated water system should be studied in order to prevent such jurisdictional disputes, as well as providing increased service capabilities to the entire community.

3.6 Wastewater Disposal

The rural portion of the sub-area (outside of urban and village areas) relies on septic systems for sewage disposal. Such systems generally work well in the areas where the soil is sandy, satisfactory percolation rates can be obtained and the distance to groundwater is generally adequate to prevent contamination. In rural and village areas,

the use of septic systems should continue to be acceptable at the residential densities permitted.

Regular maintenance of septic systems should be encouraged to avoid possible groundwater contamination from the cumulative use of septic systems. The County Health Department could inform people of the importance of regular maintenance. Within its boundaries, the Nipomo Community Services District should develop a public information program about proper system maintenance, and it should perhaps consider requiring periodic maintenance.

Lopez Lake Recreation Area is served by a small sewage treatment plant with wastewater disposal by percolation and evaporation ponds. Uses located within the Lopez Lake Recreation Area and Lopez terminal reservoir watersheds are only permitted to have septic disposals if there will be no hazard to the lake's water quality.

South San Luis Obispo County Sanitation District

The district treatment plant in Oceano provides secondary treatment for wastewater from Grover Beach, Arroyo Grande and Oceano (including areas within the coastal zone), 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 Beach 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.

3.7 Drainage

The principal streams of the Huasna-Lopez sub-area are Cuyama River, Huasna River, Huasna Creek, Alamo Creek, and Arroyo Grande Creek. Watershed protection is particularly important in the Huasna-Lopez sub-area to prevent erosion and excessive sedimentation of Lopez Lake and Twitchell Reservoir. The Land Use Ordinance includes standards for grading and building permits to minimize the potential of erosion from new development. Other protective measures should include cooperative educational programs (as through the resource conservation district) to promote wise farming, grazing, and mineral extraction practices. Uncontrolled fires and other destruction of natural vegetation aggravate the problems of watershed erosion and reservoir sedimentation.

In the South County (South) sub-area, improperly controlled runoff from the northwest mesa is causing erosion of the steep slopes and sedimentation in the vegetable fields below. Development of bluff areas should consider potential impacts on the lower lands.

3.8 Solid Waste Disposal

Solid waste disposal for the San Luis Obispo (South) sub-area is provided at the Cold Canyon Landfill, located adjacent to Highway 227 in the southern end of the sub-area. A new landfill site may be necessary prior to the 20-year horizon of this plan, as the current

expansion approved by the County in 1992 is estimated to provide a 15 to 20 year extension of the existing site's use. Possible locations for a new landfill, and possibly a transfer station, will be identified in a siting element of the Integrated Waste Management Plan.

In the South County (South) sub-area, solid waste collection is provided by the South County Sanitary Service and is available on a voluntary basis. The waste is disposed at either the Santa Maria Landfill or the Cold Canyon Sanitary Landfill north of Arroyo Grande. Illegal dumping is very common in the South County. As the population increases in the South County, the long standing problem of solid waste disposal is certain to increase. The Solid Waste Management Plan (1986) recommends mandatory collection for urban Nipomo and a rural container station or transfer station for the rural South County, to reduce the problem of illegal dumping. A mandatory trash collection program and develop recycling programs for bulk items, green waste and hazardous products should be created, and transfer stations should be provided for convenient collection to reduce the problem of illegal dumping.

3.9 Emergency and Social Services

Fire Protection

Fire protection and emergency medical assistance for rural areas are provided by the California Department of Forestry (CDF), which acts as the County Fire Department by contract with the County. Nearby fire stations are located in San Luis Obispo, Nipomo, Highway One on the west side of the Nipomo mesa, California Valley Simmler, La Panza, and Cuyama (Santa Barbara County). An air tanker squadron is based at the Paso Robles airport during high risk fire season. As is usual with fire protection stations, there are reciprocal firefighting arrangements with Cuyama and Kern County.

Assistance can be requested from the U.S. Forest Service, which operates a helicopter just east of Lopez Lake on the Hi Mountain Road during high fire risk season. Additional cooperative assistance is provided to the Arroyo Grande Valley area by the City of Arroyo Grande Fire Department. Prescribed burnings are conducted cooperatively by the CDF and private landowners to reduce wild land fire hazards. Structural fire protection and medical aid assistance is provided year round by the San Luis Obispo County Fire Department. A fire pick up pumper is maintained in the Lopez Lake Recreation Area for immediate response to fires in the park area. The Huasna-Lopez sub-area is identified by the California Department of Forestry (CDF) as a "high" or "very high" fire hazard severity area.

Response Times

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 approach disaster levels in the steep, chaparral covered remove 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.

The following describes response times at key locations in the South County planning area:

- 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.
- The Arroyo Grande fringe area is within 7 ½ to 15 minute response time from either San Luis Obispo or Nipomo stations. The remaining portions of the San Luis Bay sub-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.
- Fire protection for the Huasna-Lopez sub-area is provided by the San Luis Obispo and Nipomo stations. Response times from these stations are generally poor, with most areas being served in more than 30 minutes, although some limited areas can be served within 15 to 30 minutes.

There are presently no urban type fire districts in the South County (South) sub-area, yet an urban type of fire response is expected by suburban and rural residents. Year round fire protection should be provided in areas outside of urban and village reserve lines by CDF. Urban fire protection should eventually be provided in Nipomo by the Nipomo Community Services District or other public agency.

Currently, plans to widen Tefft and the Tefft Street overpass will relieve congestion and increase response time for emergency services. A new fire station has been built on the Nipomo Mesa. However, areawide traffic circulation must be improved to enhance traffic circulation and minimize emergency vehicle response time.

Police Service

The entire area is served by the County sheriff from a substation in the South County Regional Center in Arroyo Grande, as well as by the California Highway Patrol. Response times are generally poor, due to the large area to be serviced and the distances involved. However, the new substation at South County Regional Center and a report writing room in Nipomo have decreased response times slightly. There is presently a need to expand police services in the South County (South) sub-area, and this need will increase as the population grows.

Emergency Medical Services

Hospital services are available in Arroyo Grande, San Luis Obispo, and Santa Maria. Ambulance service is provided by private companies located in San Luis Obispo, Arroyo Grande, and Santa Maria. As the Nipomo area grows, ambulance services should eventually be located in the Nipomo business district. A local, federally funded medical clinic provides primary care services to residents of Nipomo primarily to low and moderate income residents. The California Highway Patrol (CHP) provides a helicopter service available for emergency transportation to local hospitals.

Human Services

County offices providing social services (i.e., counseling, mental health, welfare, family planning) are found in Grover Beach and in San Luis Obispo. A private, non-profit senior center operates in east Nipomo. An additional center will eventually be needed to conveniently serve west side neighborhoods. There will be a future need to move Social Services to a Nipomo office.

Library

The South County Regional Center in Arroyo Grande provides a regional library but is not convenient to the Nipomo urban area. A branch County library is located on Dana Street in Nipomo, and a bookmobile also serves the planning area. A library is also located in the California Valley Community Services District building adjacent to the CDF firehouse. A new branch library is proposed (and funded) for a site at the Nipomo Regional Park which should serve the community.

Schools

The Lucia Mar District provides school services to all portions of the planning area except for the northerly portion (Edna Valley) within the San Luis Coastal District and the Shandon-Carrizo South sub-area within the Atascadero Unified School District.

Lucia Mar School District

The Lucia Mar School District is experiencing problems with overcrowding and is at a level of Severity III. Table B.3-2 in Appendix B.3 summarizes the enrollment and capacity figures for various schools.

San Luis Coastal Unified School District

The San Luis Coastal Unified School District serves portions of the San Luis Obispo (Edna Valley) sub-area. Elementary schools in San Luis Obispo and Laguna Middle School have had long-standing shortages of capacity, compared to enrollment. In 1995, enrollment in these schools exceeded capacity by about twenty-five percent. However, a favorable outcome to the litigation regarding the 1993 bond election has made it possible for the district to begin implementation of plans to expand the elementary and middle schools and to make qualitative improvements to San Luis Obispo High School.

Atascadero Unified School District

The Atascadero Unified School District serves the Shandon-Carrizo South sub-area. Students attend elementary or high school in New Cuyama (Santa Barbara County). There is also a junior college in Taft (Kern County), about 40 miles east of California Valley. The schools are presently adequate to serve existing rural agricultural school populations.

Government Services

The South County Regional Center in Arroyo Grande contains a regional library, a citizen center, Sheriff's substation and a County road maintenance yard. Additional long term facilities and services provided at this site could include such things as municipal courts, social services department, probation department, County administrative offices, and a clinic. Many of these services would be available to residents of the South County planning area. However, construction of a human services/community building or any of these services should be considered first in Nipomo Regional Park or at the former Pacific Coast Railway station site. Refer to the Nipomo Community Plan for more information on these sites and their potential for accommodating future government facilities.

3.10 Recreation Services

Recreational facilities in the city of San Luis Obispo, including a number of parks and a municipal golf course, serve the San Luis Obispo South sub-area. Refer to the San Luis Obispo Area Plan for more information on these facilities.

The Huasna-Lopez sub-area includes or provides ready access to a variety of outdoor recreation opportunities. The principal developed area is the Lopez Lake Recreation Area which provides for boating, swimming, camping, picnicking, and hiking. The Lopez 2000 Plan was adopted by the County in 1984 as the long range master plan for the Lopez Lake Recreation Area.

Within Los Padres National Forest, the Santa Lucia Wilderness Area north of Lopez Lake has scenic hiking trails, while the rest of the forest provides limited access for camping, hiking, and hunting.

Biddle Park is a County park developed along Arroyo Grande Creek downstream from Lopez Lake and is primarily used as a regional park for South County residents who prefer a quiet, relaxed setting for family and group outings, picnicking, and field sports.

Those who choose to live in the more remote portions of the planning area exchange the more easily accessible variety of recreation and cultural facilities available to the urban resident for the rural lifestyle and outdoor forms of recreation.

Trail Access Connections

Several private properties lie between Lopez Lake and the National Forest, interrupting access and the continuity of recreational use between the two blocks of public land. The Lopez 2000 Plan includes policies recommending that access be established between the northwest boundary of Lopez Lake Recreation Area and the National Forest. The plan recommends developing a connection to Bald Mountain.

Equestrian Trails

There is interest among citizens in the area in the development of a system of equestrian trails. Equestrian trails are shown for this area in the County Parks and Recreation Element.

3.11 Public Services and Resources Programs

“Programs” are specific, non-mandatory actions or policies recommended by the LUE to achieve community or areawide objectives identified in this area plan. The implementation of each program is the responsibility of 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.

Note: Many of the goals, policies, and programs in this plan apply only to the former planning areas referred to as sub-areas. Figure 1-1 should be referenced to determine the applicability of a goal, policy, or program to a specific parcel or region in

The following policies and programs apply only to the rural portions of the South County. Policies and programs that apply to specific urban or village areas are found in the Community/Village Plans (LUCE Part III). These policies and programs are current as of the dates shown in Table 1-1.

Special Districts

1. Multi-Purpose Special District, Hutton Road Area, South County (South). LAFCO should work with area property owners to establish a multi-purpose district to supply water and provide septic tank maintenance service in the area of small non-conforming lots.
2. Cemetery District, South County (South). The community should work with the Arroyo Grande Cemetery District to locate and develop a local cemetery, or it should seek to divide and create a south county cemetery district to create and manage a local site.
3. Sewage Disposal Agency Consolidation, San Luis Bay Inland South. The County, the South San Luis Obispo County Sanitation District, and the cities of Pismo Beach, Arroyo Grande, and Grover Beach 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.

Water Resources

4. **Water Source Augmentation, South County (South).** Water providing agencies should work towards programs to provide additional water for the sub-area. Any use of the offshore aquifer should be accompanied by a contingency plan for preventing or correcting seawater intrusion.
5. **Supplemental Water Development Fee, South County (South).** The Planning Department, in coordination with the Public Works Department and the Nipomo Community Services District, should determine the amount of a fee, as soon as possible, to be paid by new development resulting from new land divisions that would increase non-agricultural water demand within the Nipomo Mesa Water Conservation Area. The fee shall also apply to development of existing lots of record. Those lots that are otherwise contributing to the development of supplemental water would not be required to pay the fee (for example those lot within the Woodlands Village Area). Determination of the fee and adoption of an ordinance requiring payment of the fee should be consistent with the requirements of AB 1600.
6. **Water Conservation, South County (South).** The Public Works Department, with assistance from the Planning Department and local water purveyors, should establish a public education program on water conservation and water conserving landscaping.
7. **Water Conservation Retrofit, San Luis Obispo (South).** The County should adopt an ordinance and program to encourage developers to retrofit existing structures with water-conserving plumbing fixtures within the San Luis Obispo South sub-area.
8. **Basin Information, San Luis Obispo South.** The State DWR should complete the pending study of the San Luis Obispo groundwater basin to determine more definitively the characteristics and capacities of the San Luis Obispo groundwater basin as well as trends of water supply and demand. Once this information is available, the City and the County should review their respective general plans and make adjustments where necessary to ensure that planned intensities of land uses dependent upon groundwater will not overdraft the basin, or worsen any existing overdraft conditions.
9. **Regional detention basins, San Luis Obispo South.** The County and LAFCO should consider amending the powers of CSA #22 to provide funding for establishment of regional storm water detention basins.
10. **Groundwater Management, South County (South).** South County water purveyors, cities, agencies, and individual users are encouraged to work toward management of the groundwater resource. Agreements and funding should be sought by these entities to prepare a groundwater study that will assist in identifying the appropriate management strategies.

A comprehensive study of the Santa Maria groundwater basin to be used for future planning purposes should identify the historical and potential impacts to the basin.

Water Systems

11. **Flood Control, San Luis Obispo South.** The City of San Luis Obispo, the County, and Zone 9 of the Flood Control and Water Conservation District, should update and implement the Zone 9 Flood Control Master Plan.

- 12. **Community Water Systems, South County (South).** In the Palo Mesa and Los Berros village areas and the Port Hartford Eucalyptus Tract, the County should work with existing small water providers and property owners to establish a community water system in appropriate areas.
- 13. **Water Service Plan Coordination, South County (South).** The Planning Department should provide Land Use Element plan information to private water companies to coordinate future service expansions with County policies.

Sewage Disposal

- 14. **Septic Systems Maintenance, South County (South).** In areas intended to be served by septic tanks, the Planning and Health Departments should develop public information mailings and handouts about the proper care and maintenance of septic systems. The Nipomo Community Services District should establish and administer a septic system maintenance program in areas within its boundary not served by the community sewage system. (Amended 1986, Ord. 2270)
- 15. **Effluent Recycling, San Luis Bay Inland South.** Agencies planning expansion of treatment facilities should pursue re use of treated effluent rather than continuing use of ocean outfalls.

Drainage

- 16. **Runoff Monitoring, San Luis Obispo South.** The County Public Works Department should work with the City of San Luis Obispo to monitor the effects of land development on downstream runoff within the San Luis Obispo Creek floodplain.
- 17. **Runoff Monitoring, San Luis Obispo Inland South.** The County Public Works 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.
- 18. **Zone 9 Master Plan, San Luis Bay Inland South.** The San Luis Obispo County Flood Control and Water Conservation District should implement the master plan for Zone 9 of the district.
- 19. **Public Information, San Luis Bay Inland South.** The County Public Works and Planning Departments, Soil Conservation Service, resource conservation district, and the cities of Arroyo Grande, Pismo Beach and Grover Beach 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.

Solid Waste Disposal

- 20. **Collection Stations, Huasna-Lopez.** A rural container collection station should be established in Huasna Valley near the old Huasna town site.
- 21. **Refuse Collection, South County (South).** The Planning, Health and Public Works Departments should coordinate to select an appropriate site and program for a rural container station on Nipomo Mesa.

22. **Waste Collection- Nipomo and Village Areas, South County (South).** A mandatory waste collection service should be investigated in the Nipomo urban area and the village areas that offer recycling and low-cost service for low-volume users for bulk items, green waste and hazardous products. The Department of Planning and Building and the Health Department should investigate the need to require evidence of a contract for private waste collection before the issuance of building permits in village areas.

Recreation Services

23. **Trail Access Connections, Huasna-Lopez.** The Planning and General Services Departments should investigate easements or land exchanges to develop a connection between the northwestern area at Lopez Lake Recreation Area and the Bald Mountain Trail in Los Padres National Forest.
24. **Equestrian Trails, Huasna-Lopez.** The General Services Department should respond to organized citizen groups to map an equestrian trail system for the sub-area, and to form a countywide trails council to advise and participate in the creation and management of walking and riding trails.
25. **Reservoir Canyon, San Luis Obispo South.** The County Planning and General Services departments should work with the City of San Luis Obispo to evaluate the recreational potential of Reservoir Canyon, including development of methods for improved maintenance and reduced trespassing.

Police Protection

26. **Sheriff Patrols/Substation, South County (South).** The community should consider funding additional Sheriff patrols in the South County as well as funding a new substation in the Nipomo area.

Fire Protection

27. **Urban Fire Jurisdiction, South County (South).** The Nipomo Community Services District should assume responsibility for providing year round urban fire protection services within the Nipomo Urban Reserve Line. A mutual aid agreement with the County Fire Department (CDF) should be reached for serving areas outside of the district also.

Government Services

28. **Government Services/Public Service Centers, South County (South).** The Planning and General Service Departments should prepare a facility needs study of the specific, desirable public services, and their space requirements, that can be scheduled for locating in the identified government facilities locations, as part of the County capital improvement program.

Schools

29. **School Facility Expansion, South County (South).** The Planning Department should work with the Lucia Mar Unified School District to coordinate plans for siting and funding additional schools. The County staff's role as to funding has been described in the Schools section.

30. **School Facility Siting, South County (South).** The General Services and Planning Departments should work with the Lucia Mar Unified School District to complete a study and environmental determination by 1998 of the appropriate location for a high school.

Table 3-1: Schedule for Completing Public Facilities, Services and Resources Programs

Program Title	Responsible Agencies	Potential Funding ¹	Timeframe (years) ²	Priority ³
Special Districts				
1. Multi-purpose, Hutton Road Area Special District, South County (South)	LAFCO	User Fees	5-10	Moderate
2. Cemetery Districts, South County (South)	Arroyo Grande Cemetery District	District Fund	3-5	Moderate
3. Sewage Disposal Agency Consolidation, San Luis Bay Inland South	Co. Sanitation District, City of Pismo Beach, Arroyo Grande, and Grover Beach	Unspecified		
Water Resources				
4. Water Source Augmentation, South County (South)	NCSD, California Cities Water Co., Rural Water Co., Other Small Purveyors	District Fund	3-5	High
5. Supplemental Water Development Fee, South County (South)	Co. Public Works, Planning, Water Purveyors	General Fund	1	High
6. Water Conservation/ Public Education, South County (South)	Co. Public Works, Planning, Water Purveyors	General Fund	1-3	High
7. Water Conservation Retrofit, San Luis Obispo	Co. Planning, County Public Works	Assessment District, Developer Fees, State Grants	1-2	High
8. Basin Information, San Luis Obispo	DWR, Co. Planning and Public Works, City of San Luis Obispo	N/A	1-2	High
9. Regional Detention Basins, San Luis Obispo	Co. Public Works, LAFCO	Assessment District	1-2	High
10. Groundwater Management, South County (South)	Nipomo CSD, Private Water Purveyors	District Fund, Grant	1-3	Moderate
Water Systems				
11. Flood Control, San Luis Obispo	City of San Luis Obispo, Co. Public Works	N/A	3-5	Moderate
12. Community Water Systems, South County (South)	Co. Planning, Public Works	Unspecified		
13. Water Service Plan Coordination, South County (South)	Co. Planning	Unspecified		
Sewage Disposal				
14. Septic Systems Maintenance, South County (South)	Co. Planning, Health Department, NCSD	Unspecified		
15. Effluent Recycling	Agencies Planning	Unspecified		

Drainage				
16. Runoff Monitoring, San Luis Obispo	County Public Works, City of San Luis Obispo	N/A, Grants	3-5	Moderate
17. Runoff Monitoring, San Luis Bay Inland South	Co. ublic Works, City of San Luis Obispo	Unspecified		
18. Zone 9 Master Plan, San Luis Bay Inland South	San Luis Obispo County Flood Control and Water Conservation District	Unspecified		
19. Public Information, San Luis Bay Inland South	Co. Public Works, Planning Departments, Soil Conservation Service, Resource Conservation Districts, City of Arroyo Grande, Pismo Beach, and Grover Beach	Unspecified		
Solid Waste Disposal				
20. Collection Stations, Huasna-Lopez	Co. Public Works	Unspecified		
21. Refuse Collection Stations, South County (South)	Co. Planning, Health, Public Works	General Fund	1-3	High
22. Waste Collection, Nipomo and Village Areas, South County (South)	Co. Planning and Building, Health Department	Unspecified		
Recreation Services				
23. Trail Access Connection, Huasna-Lopez	Co. Planning, General Services	Unspecified		
24. Equestrian Trails, Huasna-Lopez	Co. Planning, General Services	Unspecified		
25. Reservoir Canyon, San Luis Obispo	City of San Luis Obispo, General Services	N/A, Grants	3-5	Moderate
Police Protection				
26. Sheriff Patrols/Substation, South County (South)	Co. Sheriff	Impact Fees	1-3	High
Fire Protection				
27. Urban Fire Jurisdiction, South County (South)	NCSD, Co. Fire Department	Unspecified		
Government Services				
28. Government Services/ Public Service Centers, South County (South)	Co. Planning, General Services	General Fund	1-3	Moderate
Schools				
29. School Facility Expansion, South County (South)	Co. Pl., Lucia Mar School District	None Required	1-3	Moderate
30. School Facility Siting, South County (South)	Co. Planning, General Services, Lucia Mar School District	General Fund	1-3	Moderate

Notes:

1. N/A in “Potential Funding” column means that the work would be performed by County staff within their budget. No special funding is required.
2. Timeframes are from the date of adoption of the South County or San Luis Obispo Area Plans, as applicable (refer to Table 1-1).
3. Priority listings are the relative importance within each timeframe: low, moderate, or high.

Chapter 4: Land Use

4.1 Introduction

This chapter discusses regional land use issues affecting the South County planning area. It contains policies intended to achieve the community's vision and land use goals, and programs designed to implement those policies in the rural area. The Community/Village Plans (LUCE Part III) covers these topics for the planning area's urban and village areas, except that Chapter 7 discusses land uses within the unincorporated areas of the Arroyo Grande and Pismo Beach Urban Reserve Lines.

The Land Use Element official maps separate the planning area into land use categories, which define regulations for land uses, density and intensity of use. The programs at the end of this chapter recommend actions by the County to address land use and growth-related issues in the rural portions of the South County planning area. Article 9 of the Land Use Ordinance contains development standards related to the land use categories to assist in guiding planning area development.

4.2 Rural Area Distribution of Land Use

The primary method of allocating land uses within the planning area is through the mapping of 14 land use categories. Each land use category allows certain uses that distinguish it from others, although many uses are allowed within more than one category. A new land use or development may be allowed within a particular land use category if it is listed within an allowable or special use group in Article 2 of the Land Use Ordinance. Further limitations on allowable uses may be imposed by standards located in Article 9 of the Land Use Ordinance. "Allowable" land uses must have land use permits as shown in 22.08.030 of the County Land Use Ordinance. "Special" uses may have their permit requirements set in Article 4 of the Land Use Ordinance. The location and distribution of land use categories is shown in the official maps on file in the Department of Planning and Building and on the informational report maps at the end of this document.

The Land Use Ordinance also provides minimum standards for development and subdivision. These standards apply generally to site conditions throughout the county's unincorporated area. Standards are adopted in the Land Use Ordinance. They apply to certain properties in response to more local conditions or issues than the more general Land Use Ordinance standards. Where they conflict with similar other Land Use Ordinance standards, the area plan standards prevail in recognition of local conditions. However, the area plan standards do not have similar precedence over other County ordinances.

Table 4-1 summarizes the acreage in the rural portions of each of the South County's six sub-areas. As shown in Table 4-1, the rural portions of the South County planning area consists of 441,790 acres of land, approximately 95 percent of which is designated Agriculture, Rural Lands, and Open Space.

Table 4-1: Rural South County Planning Area Land Use by Sub-area (acres)¹

Land Use Categories	Huasnalopez ¹	Los Padres ²	San Luis Bay Inland ²	San Luis Obispo ²	Shandon-Carrizo ²	South County ¹	Total
Agriculture	82,840	15,331	9,822	18,910	47,285	48,969	223,157
Rural Lands	17,069	8,624	2,865	1,245	54,824	15,587	100,214
Recreation	3,764	0	0	8	0	1,833	5,605
Open Space	0	94,868	0	0	0	0	94,868
Residential Rural	0	0	3,738	508	0	10,317	14,563
Residential Suburban	0	0	2,855	0	0	193	3,048
Residential Single Family	0	0	0	0	0	0	0
Residential Multi-Family	0	0	0	0	0	0	0
Office and Professional	0	0	0	0	0	0	0
Commercial Retail	0	0	0	0	0	5	5
Commercial Service	0	0	0	0	0	59	59
Industrial	0	0	0	0	0	30	30
Public Facilities	0	0	6	230	0	5	241
Dalidio Ranch	0	0	0	0	0	0	0
Total	103,673	118,823	19,286	20,901	102,109	76,998	441,790

¹ Acreage quantities are current as of the last major update to each of the former South County area plans (refer to Table 1-1).

² Acreage quantities are current as of 2012.

4.3 Rural Area Land Use Issues

Community Separation/Rural Character

Separation between communities provides each community an opportunity to develop its own distinctive identity. The physical difference between each community is strengthened by the intervening rural land, which can contribute to a unique sense of arrival or departure. The open areas between each town provide a rural visual character. Open areas that separate communities, as illustrated in Figure 4-1, should be retained through zoning that affects the amount and location of development. As one example, the

distinct change in the amount of development at the edges of the City of San Luis Obispo and the Los Ranchos/Edna village establishes recognizable boundaries to each community.

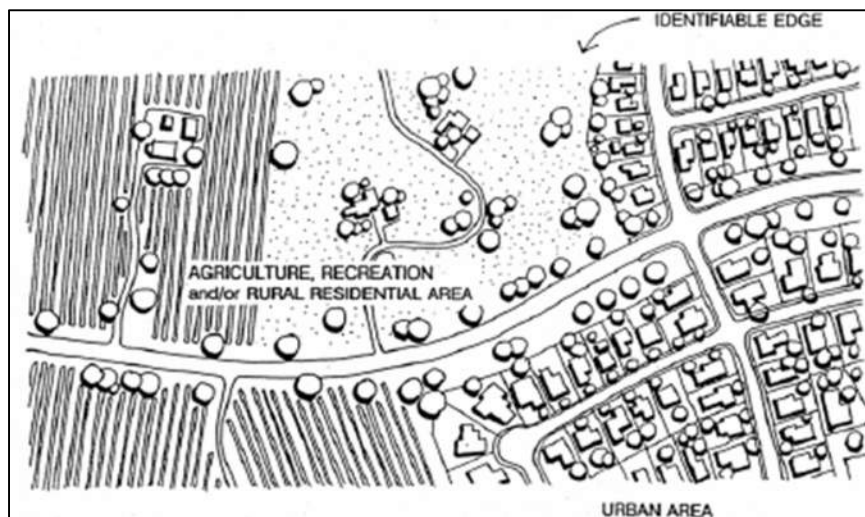


Figure 4-1: Rural Edge to a Community

Capacity for Growth in San Luis Obispo South and South County (South) Sub-areas

The potential for population growth is termed the "build out capacity," which is an estimate of the development that can be expected within densities allowed by the land use categories in the plan. This capacity is a function of the acreage of each residential category, the number of parcels that can be created generally within it, the number of allowable residences and the people per household. The build-out capacity for the San Luis Obispo South sub-areas is shown in Table A.4-3 (refer to Appendices). Build-out capacities for urban and village areas are described in the Community Village Plans (LUCE Part III).

For build-out, the number of people that can realistically be expected is estimated to be 75% of the theoretical maximum development that is allowed by general standards, due to various limiting factors. Build-out capacity represents the start of a transition to a stable, slower growing population as most of the existing parcels in the planning area become developed. It is only an estimate because each community will build out to a different degree, depending on such factors as its desirability, local business development and convenience to other marketing and employment centers.

San Luis Obispo Greenbelt

The westerly portion of the San Luis Obispo South sub-area is partially located within the San Luis Obispo greenbelt area. The rural setting that surrounds San Luis Obispo is in direct contrast to the activity within the city. This distinction between City and county should be protected by both the City and County, by establishing a "greenbelt" that would involve property owners in voluntary, innovative methods of open space preservation while maintaining economic land uses. A greenbelt typically is privately-held land where voluntary, contractual commitments are made between the jurisdiction (the County in this case) and owners that grant land use incentives in return for retaining their property in agricultural and open space use. Other arrangements may be financial, where the

potential development value of the property is purchased, leaving it in private ownership for continued use. New development that occurs as an incentive bonus is usually guided to fit unobtrusively within the existing landscape. Refer to the San Luis Obispo Area Plan for more information on the San Luis Obispo Greenbelt and the County's various incentives for preserving land in the greenbelt.

South County Resource Limitations

In the South County (South) sub-area, development is planned to be located primarily on the Nipomo Mesa, where previous subdivisions and building have occurred and urban services are concentrated. However, limited water supply, air quality, schools, county finances and road capacities have been identified in this area, as discussed in the preceding chapters on public facilities and circulation. These long-term resource constraints are important factors on which to base the area plan.

This plan supports the initiation of resource related programs for the South County (South) sub-area during the five years until the next plan update. These measures are intended to avoid several impacts to resource capacities that can be expected to occur if development continues at historical rates. The needed studies are identified in specific programs at the end of this chapter and in Chapters 3, and should be completed before the next plan update.

The policy response of this plan to limited resources in the South County (South) sub-area that are identified in this chapter and Chapter 3 and in the RMS Annual Resource Summary report, is to refrain from amending the land use categories to higher densities where they would increase areawide water, school and traffic demands. The development of a voluntary transfer of development credits program is encouraged.

Community Identity in the South County (South) Sub-area

As illustrated in Figures 4-1 and 4-2, community identity is partly a function of how distinct the edge of a community is in relation to other communities and the countryside. Large agricultural areas between Santa Maria, Nipomo and Arroyo Grande reflect a rural character that the community values. The dominate land use on the Nipomo Mesa between the village areas is rural residences at a five-acre density. A combination of this overall low density coupled with methods to enhance the rural ambiance include some of the following: 1) clustered subdivisions within open space areas, 2) the encouraged use of varied setbacks on five-acre sites to locate development away from road corridors, 3) development of incentive-driven programs, such as transfer of development credits, to encourage owners to protect areas important to the community; and 4) the continued support of agricultural activities.

Community identity is also a function of how distinguishable the parts of the community are, that is, whether the neighborhoods have distinct features and focal points that bring people together rather than isolating them from each other. The benefit of the community is largely the opportunity for interaction for social, economic and environmental purposes. Land development has the role of defining the places for residing, shopping and working, and for public life. The focal points for these activities should be clearly recognizable and attractive so they will create a sense of place within the community.



Figure 4-2: Rural Character Between Communities

4.4 Land Use Goals

Countywide

The general plan contains goal statements that apply to land use planning and development that is appropriate, as expressed in Chapter 1 of Framework for Planning (LUCE Part I). The goals encourage:

- A distribution of land uses that is appropriate to the size and scale of each community and its resources and services;
- A clear distinction between urban and rural development;
- Preservation of separate, identifiable communities;
- Compact urban expansion, phasing vacant areas first (infill); and
- Employment and residential areas located close to each other.

San Luis Obispo South Sub-area

The Clean Air Plan adopted by the San Luis Obispo County Air Pollution Control District includes recommended land use planning strategies for reducing dependence on the private automobile and increasing the convenience of alternative modes of transportation. The following goals from the Clean Air Plan have been considered in preparation of the San Luis Obispo South sub-area portion of this area plan:

1. **Plan compact communities.** Urban communities should be compact, and rural areas maintained in a largely undeveloped state. The more compact a community is, the lower its vehicle trips and miles traveled, and the easier it is for people to walk, bike or take public transit to meet their transportation needs.

The city of San Luis Obispo has an urban edge that is more distinct than many communities in the state. However, land use proposals at the urban fringe could threaten to blur that edge and create urban sprawl, and therefore this plan proposes to maintain the City's urban edge and to enhance it where possible.

Areas within the urban reserve line around San Luis Obispo and within the Los Ranchos/Edna village have been planned for urban density development, while areas outside of the urban or village reserve lines are maintained in larger parcels and in uses compatible with the production agricultural and visual values they contain. Only a few pockets of Residential Rural category land have been established in order to recognize existing ownership and use patterns.

2. **Provide for mixed land use.** In order to reduce usage of the private automobile, communities should allow a mixture of land uses enabling people to walk or bicycle to work or shop for necessary household items at locations convenient to their neighborhood. Also, mixed use patterns promote compact urban communities by eliminating the need for separating land uses which are functionally compatible.

While the ALUP prohibits the plan from allowing mixtures of housing and commercial development near it, large amounts of housing are proposed near the existing and future locations of employment and shopping in the airport area.

3. **Balance jobs and housing.** The gap between the availability of jobs and housing should be narrowed and should not be allowed to expand.

This plan includes an improved balance of jobs and housing in the sub-area (at build-out of the plan) compared to the potential development allowed by the plan as it existed during the 1980's. Much of the formerly-designated Industrial land has been changed to Recreation, for a golf course, parks and other recreational uses. Also, some of the Industrial land is redesignated to Residential Multi-Family, which benefits the jobs/housing balance by reducing future employment while increasing future affordable housing supply. However, the amount of land in the plan that could be designated for residential use is limited by the presence of the airport. The Dalidio Ranch Property is affected by aviation restrictions related to the airport. Therefore, it has limited potential as a source of housing. It is, a good location for commercial retail, business park and the other uses allowed under the Dalidio Ranch Land Use Designation. The jobs created by these uses will balance with other areas more suitable for residential development. The 60 dwelling units allowed in the Dalidio Ranch Land Use Designation maximizes the housing potential for this property.

The airport presents a variety of opportunities and challenges. As the only commercial airport from Paso Robles to the north and Santa Maria to the south, San Luis Obispo County Airport is very attractive to industries that produce low mass, high value products. They desire to be located close to the airport to facilitate quick transportation of their products to their markets.

This area plan is also consistent with the Clean Air Plan's strategies of increasing transit use, promoting bicycling and walking, and managing traffic flow as discussed in Chapter 5 (Circulation).

4.5 Rural Area Land Use

This section describes the various land use categories throughout the rural portion of the South County planning area. This discussion is separated with headings for each of the six former South County planning areas (sub-areas) and is current as of the dates specified in Table 1-1. Land use within the County's urban and village areas is described in the Community/Village Plans (LUCE Part III).

In the South County (South) sub-area, some non-residential uses may be accommodated within the rural land use categories provided that those uses support the local population with shopping and employment. Particular uses are listed for the Residential Rural category in that section.

Agriculture

Huasna-Lopez Sub-area

Agriculture remains the most widespread land use in the sub-area. Many of the large old ranchos and land grants are owned and operated by descendants of the original families living in the same ranch buildings. A unique feature is the "old west" town recreated at the Tar Springs Ranch headquarters as a conference center. The large parcel sizes and ownership patterns, the large number of properties under agriculture preserve contracts, and the good soils and extensive grazing lands all reinforce this as an agricultural area.

Some rural residential uses are located in the sub-area, particularly in the Huasna Valley; however, any further appreciable loss in farm or ranch acreages through rural home site development should be avoided. Various proposals on both the Ranchita and Huasna Ranches have ranged from campsites to small ranchettes and clustered housing; however, any property divisions should be large enough to support agricultural operations qualifying for agricultural preserve.

Prime valley lands should be protected exclusively for agricultural uses. Substantial portions of the sub-area are marginal agricultural lands because of steep topography and extensive oak and chaparral cover. However, most of this land is still in a few large ranch holdings where extensive acreages make up for the marginal quality of land to support viable rangeland use. Special uses such as dude ranches and camps may be appropriate; however, they must be compatible with the existing rural environment and be integrated with services, access and circulation patterns.

There are several rock quarries and extraction sites, particularly in the Suey Creek and Alamo Creek areas, providing an existing or potential source of sand, gravel, and rock for construction purposes.

Los Padres South Sub-area

Agricultural lands in the Los Padres South sub-area are privately held and in agricultural preserve. These are mainly large cattle ranches with occasional residences or out buildings. Limited dry farming exists where soil and terrain permit.

Many ranches have obtained special Forest Service use permits allowing cattle grazing allotments on national forest lands. These permits are reviewed periodically to ensure use of recommended range and grazing practices.

Some ranches also control private access roads into portions of the national forest. Cooperative use of access is fairly well established; however, public access in most cases is permitted at the discretion of ranch operators.

San Luis Bay Inland South Sub-area

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 sub-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 break-down 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.

San Luis Obispo South Sub-area

The Agriculture land use category designates areas that have existing or potential agricultural production capability. A large portion of the sub-area is designated for agriculture, almost entirely surrounding the urbanized area of San Luis Obispo. The continued viability of agricultural activities is essential to the economic base of the San Luis Obispo South sub-areas and to the county as a whole. Potential urban/suburban areas which are adequate to provide for population growth have been identified, but encroachment of those areas into the production agriculture areas should be avoided. Lot sizes vary throughout the agricultural areas, but in most instances have remained relatively large. Availability of a reasonably priced water supply is vital to agriculture.

A wide variety of agricultural activities exist in the sub-area. In the Edna Valley, recent expansion of intensive agricultural uses includes citrus and avocado groves and grape vineyards. Further expansion of these uses should be encouraged in order to maintain viable commercial agriculture. However, availability of an economical water supply is essential to these activities. Retention of large agricultural holdings could prolong the use of existing groundwater supplies, since agricultural activities on small parcels may tend to be more water-intensive.

Development of a limited number of homesites in agricultural areas, preferably located in clusters, is appropriate primarily to accommodate persons involved in agriculture. Clustered dwellings can leave large remaining agricultural parcels committed to long-term

agricultural and open space uses. Also, clustered dwellings facilitate better security and fire protection, require fewer miles of access roads and environmental disturbance than widely scattered dwellings.

Although low densities would be retained in the Agriculture category, insensitive siting of homesites and accessory buildings could intrude on the visual consistency of the natural terrain and vegetation. Siting and design that is subordinate to natural features is preferable to preserve the natural character of slopes and ridges. Accordingly, areas of scenic slopes, ridges and other natural features are included within the Sensitive Resource Area Combining Designation to protect their substantial public values (see Chapter 6).

Shandon-Carrizo South Sub-area

The Shandon-Carrizo South sub-area consists of 47,000 acres of land designated Agriculture within the Cuyama Valley. Historically, agriculture has been and still is the primary use of land in the sub-area.

South County (South) Sub-area

The Agriculture land use category designates areas that have existing or potential production capability. Agriculture has historically been, and still is, the most widespread use of land in the South County (South) sub-area. Agricultural practices of varying degrees of intensity involve over two-thirds of the sub-area. Any appreciable loss in viable farm acreage should be avoided.

Nipomo Valley. Most of the land east of Highway 101 and outside the Nipomo urban reserve line has been in long term agricultural use, including ranching, orchards and grain crops. This land will be appropriate for continued long-term agriculture depending on continued larger property sizes, water supply and soil types.

Adjacent to Nipomo, commitments to agriculture have been made through voluntary property owner contracts in the County agricultural preserve program. These commitments should be bolstered by retaining the agriculture category next to the Nipomo urban area east of Highway 101. The Nipomo urban area has adequate build out capacity so that expansion of urban development into agricultural lands in the Nipomo Valley is not necessary. Prime soils in the valley lands should be protected exclusively for agriculture. Large portions of the Nipomo and Santa Maria Valleys are in agricultural preserves and should be retained as primary farming areas.

Thompson Road Area. A re-configuration of parcels and permanent agricultural protection is envisioned for a 252-acre ownership that is northeast of Thompson Road, adjacent to Knotts Street in Nipomo. A portion of the property has been designated in the Residential Single Family category within the Nipomo urban reserve line. This area would be re-subdivided into larger agricultural parcels and committed to open space uses, transferring current residential entitlements into residential development within the urban area, except for those needed for agricultural purposes.

Nipomo Mesa. There are a wide range of agricultural uses occurring on the Nipomo Mesa. However, most of the area designated Agriculture on the mesa includes lands currently under agricultural preserve contracts. Noncontract lands include avocado and citrus orchards, tree farms and grazing land. As this land comes into the agricultural preserve program, the land use category should be changed through amendment to the Land Use Element to designate these lands in the Agriculture land use category.

Rural Lands

Huasna-Lopez Sub-area

Rural Lands in the Huasna-Lopez sub-area consist almost solely of agriculturally non-viable properties in rugged, chaparral covered terrain. These lands include some larger properties with little or no agricultural value, as well as smaller parcels of marginal land that are surrounded by large ownerships in the Agriculture land use category. Many of the Rural Lands parcels are federal lands administered by the Bureau of Land Management. Most of the Rural Lands are remote and appropriate only for low intensity uses and densities.

Los Padres South Sub-area

Due to the diversity of landforms, climate, vegetation and uses, and the large amount of land in this sub-area, privately owned areas in the national forest are treated separately from federal lands. The rugged, chaparral covered lands in private ownership within the forest boundary are designated Rural Lands.

These inholdings are of various sizes. Most are large acreage ranches not under agricultural preserve. They provide limited agricultural uses (primarily marginal rangeland) though some areas have orchards and limited farming operations. Other uses include rural homesites, rural recreational uses and organized group camp facilities, such as in Lopez Canyon.

Remoteness, rugged terrain and extreme fire hazard on most Rural Lands indicate that residential uses should not be encouraged. It would be more appropriate for these lands to remain in low intensity agricultural use, such as grazing and rangeland. Development of non-intensive recreational activities such as dude ranching and recreational camps would also be appropriate provided access problems, fire protection, water supply and impacts on adjacent national forest watershed areas can be resolved.

San Luis Bay Inland South Sub-area

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 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.

San Luis Obispo South Sub-area

Areas designated Rural Lands (RL) are primarily steeper terrain with dense vegetation, rocky outcrops or land unsuited for cultivation. Included are portions of the Irish Hills, Prefumo Canyon, Santa Lucia Hills and other hillside areas in the southern portion of the sub-area. Agricultural preserve lands that would otherwise qualify for RL are instead included in the Agriculture category to reflect their contractual commitment.

Shandon-Carrizo South Sub-area

Rural Lands in the Shandon-Carrizo South sub-area consist almost solely of rugged chaparral covered terrain or desert. These lands are generally in larger ownership holdings and represent lands used for grazing and watershed uses. Much of the land is owned by the federal government through the Bureau of Land Management (BLM). There are several oil well operations in areas near the Kern County line and near larger BLM holdings in the southwest portion of the sub-area. Also in the area is a microwave station operated by the U.S. Navy. Many areas contain unique wildlife species and plants, such as the California condor and the San Joaquin kit fox, both on the rare and endangered species list.

South County (South) Sub-area

The Rural Lands category encompasses the rugged and rolling terrain of the Temettate Ridge and Newsom Ridge area north and east of Nipomo and the larger properties south of Nipomo along the Highway 101 corridor. These areas are generally in large ownerships and are used for grazing, watershed and, more recently, rural residential uses. The Rural Lands category provides for low density development where agriculture is not the primary use of land due to smaller parcel sizes, steep topography or poorer quality soils.

Inappropriate rural residential uses could dramatically change the present character of the rural landscape. Special uses such as dude ranches and camps may be appropriate in the mountainous rural areas, but must be compatible with the existing rural environment. The Temettate and Newsom Ridges are the scenic backdrop to the Nipomo Valley. Care should be taken to preserve their scenic qualities by carefully locating new roads and siting proposed buildings so they do not intrude on the landscape, but blend with it. Any cut and fill slopes should be replanted to reduce visual impacts.

Upper Los Berros Creek. North of Upper Los Berros Canyon Road, which is on the east side of Temettate Ridge, older land divisions were created without adequate access. Public road access should be secured to these parcels, and the capacity of Upper Los Berros Canyon Road for additional traffic to these parcels should be evaluated. One possible method of obtaining road access would be to require easements with any land use permits or subdivisions of intervening parcels. Associated with this technique would be formation of a road assessment district to acquire access to these parcels, as proposed in Chapter 5.

Orchard Road Area. Southeast of Nipomo, property development should occur at the larger parcel sizes allowed by the Rural Lands category to minimize the need for major road improvements to Orchard Road, to provide adequate area to separate residences from Highway 101, and to preserve the rural scenic quality of this south edge of the Nipomo Mesa and minimize noise conflicts with the existing auto racetrack. Specialized agricultural uses are allowed in this area.

Southland Street Specific Plan Area. Specific plan(s) are encouraged in the area shown in Figure 4-3 where more precise site planning, financing of public improvements and phasing of development can be considered than within this area plan. The portion of this area that is west of Highway 101 has significant potential to bring large scale light industrial and service commercial uses into the area. The specific plan(s) should be coordinated and accompanied by a development constraints analysis, market feasibility study and environmental impact report to determine the logical extent and location of development.

Southland Street Specific Plan objectives.

1. Service commercial and light industrial uses in business parks with integrated site planning, architecture and landscaping.
2. Incidental retail and service uses and open space amenities for employees of the site.
3. "Gateway" retail uses for travelers at a new Highway 101 and Southland Street interchange.
4. Circulation alternatives that will retain low traffic volumes within the South Oakglen neighborhood.
5. Full Highway 101 interchange with "hook" ramps as interim access.



Figure 4-3: Specific Plan Area-Southland Street

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

Residential Rural

San Luis Bay Inland South Sub-area

Residential Rural lands are those which are generally unsuitable for commercial agriculture because of topography and/or soil capability, small property size, broken ownership patterns, and prior residential commitments. They are predominately undeveloped or underdeveloped with scattered residences. The areas recommended for rural residential development have experienced property breakdowns through the lot split process in recent years and there are some isolated pockets of small lots as well as large undeveloped acreage parcels. The properties that have developed have done so on a haphazard basis such that the residents must contend with limited fire and police

protection and inefficient roads. Equestrian trails have been developed on an informal basis, where they exist. The rural residential area northeast of Arroyo Grande is discussed in the "Arroyo Grande Fringe" portion of the text.

There are also two small pockets of rural residential designated along Branch Mill Road and Huasna Road. There are areas using individual wells and septic tanks and are appropriate for continued development of this type, but they should not be expanded into the adjacent agricultural lands.

South County (South) Sub-area

Areas designated for rural residential uses will provide for estate sized residential lots or small farms of five acres or larger. These areas are generally unsuitable for commercial agriculture because of topography, small property size, broken ownership patterns, and prior residential commitments.

Rural Services and Issues. Many of the rural residential areas are undeveloped and often lack adequate circulation and road improvements, including a lack of trails and areas for horseback riding that are associated with rural residential character. The rural residential density on the mesa recognizes that services are not generally available for higher densities and are not planned.

Rural residential home-sites rely on individual wells to meet their domestic water needs and irrigate small orchards and gardens or supply water to livestock. Development pressure to further subdivide properties to suburban lot sizes less than five acres conflicts with the existing rural character, which is highly valued. A suburban water supply and delivery system would be inappropriate for parcels in this category.

The Residential Rural designation for this area recognizes both the potential for continued agricultural uses as well as potential development of large-lot rural home-sites. The Residential Rural category recognizes that for this area the non-agricultural activities are the primary use of the land, but agriculture and rural residences may co-exist. (Amended 1985, Ord. 2215)

Subdivision Design. The rural character of this low-density area could deteriorate if standard subdivision practices continue to form large parcels without any variety, screening or buffering. Monotonous, grid parcelization and street patterns can be avoided with variations in lot geometry, curving street design, wide setbacks, identified building sites and landscaping plans designed in new subdivisions. Clustered land divisions are also encouraged to help retain more open spaces for resource protection, recreation or agricultural uses.

Non-residential uses allowed. Some non-residential uses are permitted to develop within the Residential Rural category that will provide convenience shopping and services and local employment. Unless noted otherwise, the uses would be subject to the requirements of Title 22, the Land Use Ordinance, for the type of permit and development standards to be met.

Table 4-2: Selected Permitted Non-Residential Uses

Selected permitted non-residential uses in the Residential Rural (RR) category:	Comments
Food and beverage retail sales	Retail trade establishments primarily selling food and packaged goods. Design to serve neighborhood needs.
Eating and drinking places	Restaurants; bars allowed only as accessory uses.
Outdoor retail sales	Limit to temporary retail trade, such as farmers' markets, seasonal sales, roadside displays.
Roadside stands	Temporary open structures for agricultural retail sales.
Home occupations	Home businesses that do not change the residential character of the building, with no display of products, and no outdoor activities on lots one acre or smaller.
Churches	Religious meeting facilities.
Outdoor sports and recreation	Limited to outdoor athletes facilities.
Rural recreation and camping	Camping, guest ranches, health resorts, etc.
Specialized animal facilities	Limited to equestrian facilities.
Schools	Pre-through secondary schools.
Business and vocational schools	Trade, music, dance and other specialized schools.
Bed and breakfast facilities	Dwellings of historical or architectural interest.
Public safety facilities	Fire stations, sheriff sub-stations.
Recycling collection stations	Temporary storage of recyclable materials for transfer.

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

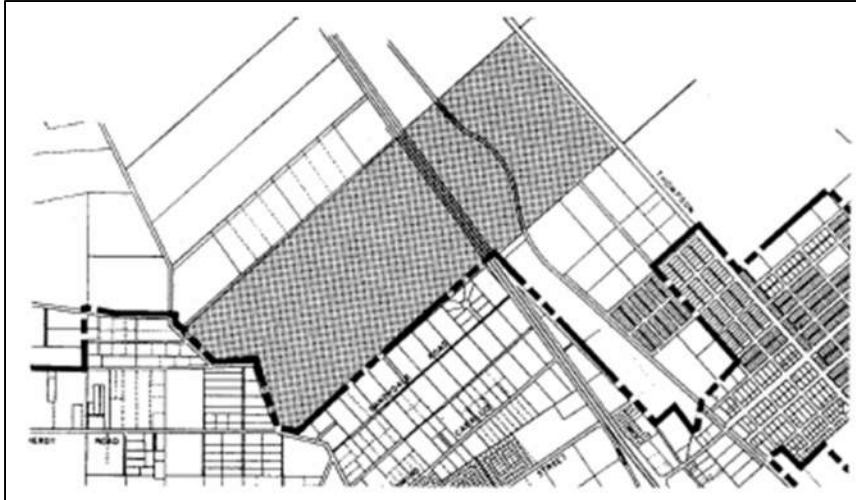


Figure 4-4: Specific Plan Area-Canada Ranch Property

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

Canada Ranch Objectives.

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

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

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

Sheehy and Dana-Foothill Road Areas. East of Highway 101, the Residential Rural area along Sheehy and Dana Foothill Roads will provide locations for rural home-sites and agricultural uses. The upper area is located on the slopes of the Temattate Ridge, which is recognized by the county Agriculture and Open Space Plan as a scenic resource. Development in this area should be located in the least visible portions of sites, not on the ridge tops. The Residential Rural acreage was expanded in 1987 so that about half of the area is vacant, which should help provide enough land for this type of development.

San Luis Obispo South Sub-area

All land in the San Luis Obispo South Sub-area, but outside of the urban or village reserve lines, is either within or adjacent to the area proposed as a "greenbelt" around the city of San Luis Obispo. To maintain the rural character in these areas, a special minimum parcel size of 10 acres and a lower residential density standard are established in Article 9 of the Land Use Ordinance for the Residential Rural land use category. The following areas are identified for rural homesites outside the urban and village reserve lines:

San Miguelito Hills. This area is south of Los Ranchos/Edna village, with access from Price Canyon Road. No expansion is identified for this area. Due to the scenic backdrop created by higher elevations in this area, rural residential densities could intrude on the visual consistency of the natural terrain and vegetation. Siting and design should be subordinate to those features and considerate of visual impact on surrounding areas.

Residential Suburban

South County (South) Sub-area

Joshua-Hutton Road Area. One area is recognized for suburban residential development that occurs outside of either an urban or village reserve line. It is along Joshua and Hutton Road northwest of the interchange at Highways 101 and 166. The previous development of an old substandard subdivision and the lot split process led to a mixture of small lots and large undeveloped acreage parcels. Some of the area has residences located where they are highly visible and lack any apparent design consistency.

This suburban residential area should develop into a cohesive neighborhood with adequate roads, internal services and utilities. Most of the portion of the area located on the mesa has been subdivided in clustered land divisions. Agricultural uses on the prime agricultural land should be encouraged to continue in appropriate areas by utilizing methods including, but not limited to, clustered land divisions or transfer of development credits. Residential uses should be clustered through the remainder of the area and designed so as to be compatible with agriculture or other existing uses such as the auto racetrack. Existing nuisances and non-conforming uses should be abated.

Commercial Retail

South County (South) Sub-area

The Commercial Retail category includes the site of the Los Berros store, a recognized historic use, is located on the south side of Los Berros Road just west of Milton Street. It is expected that this use will continue as a commercial establishment serving the rural Los Berros Valley and the northern portion of the sub-area.

Commercial Service

South County (South) Sub-area

Cuyama Lane Area. A commercial service area is located on the north side of the Santa Maria River, west of the Highway 101/166 interchange. This area, for the most part, has uses that do not depend on highway visibility for continued commercial success and have established a service commercial character. Future development should focus on service commercial or light industrial businesses. Visitor-serving uses should be limited to incidental traveler services and convenience uses for the area employees and neighborhood residents as well as tourists.

Property owners should work together to establish an identity for the Cuyama Lane area. Establishment of all uses should emphasize coordinated signing, landscaping, architectural design, drainage, and overall appearance from Highway 101. Property owners should work together to establish some kind of common identity for the area, rather than each business competing for maximum highway identification. Setbacks and habitat restoration and protection to Nipomo Creek should be taken into consideration as new development occurs.

Industrial

South County (South) Sub-area

Highway 1. The strip of Industrial category area west of Highway 1 is a portion of a large ownership currently occupied by the Unocal refinery and the carbon coke plant, which are within the coastal zone. These uses occupy only a portion of the total area. This vacant area provides a desirable buffer from adjacent uses and an area where wind carried pollutants can be deposited on site, thereby not affecting neighboring properties. This is particularly important to the agricultural uses in the Santa Maria Valley. This industrial area is related to the Industrial category in the Callender-Garrett Village, which is also in the coastal zone.

Recreation

Huasna-Lopez Sub-area

Lopez Lake Recreation Area provides an outstanding recreation setting with a variety of water and associated outdoor activities. The lake attracts county residents as well as vacationers from other areas of the state. The Lopez 2000 plan was adopted in 1984 as a master plan for the long range recreational development of the park. Biddle Park primarily serves as a regional park for residents of the adjacent San Luis Bay sub-area.

These facilities will continue to meet various tourist and resident recreational requirements and should be developed, refined and expanded to include programs and facilities for any future recreational needs. Equestrian trails, bicycle and pedestrian paths are also envisioned as connecting these facilities with the San Luis Bay sub-area.

South County (South) Sub-area

The Recreation category designates private and public land for a variety of recreational uses. Potential public recreation is addressed as well in the County Parks and Recreation Element. The concepts for recreation within these documents are to locate sufficient areas for organized and passive recreation that are convenient for South County residents, and which should be linked by road-side pathways or specially designated trails as much

as possible. Additional areas should be studied for recreational pursuits through new development proposals and dedications of land.

Brushpopper's Arena. Equestrian activities are popular in the sub-area. However, there is only one publicly owned arena for horse training and shows outside Nipomo Regional Park. Known as Brushpopper's Arena, the site is located between Palo Mesa and Callender-Garrett Village areas on the east side of Highway 1, as shown in Figure 4-5. Because the site is owned by the city of Arroyo Grande, a cooperative effort should be made by the City and County to secure its long term status as a public park and equestrian center.



Figure 4-5: Brushpopper's Arena

Santa Maria Speedway. An auto racetrack is located south of Nipomo on Hutton Road. The grandstands and racetrack are bounded on three sides by steep slopes that act as a noise and visual buffer from nearby suburban residential uses. The site may provide a suitable location for concerts and other performances. Future additional development should upgrade the appearance of the grandstands and facilities due to their high visibility from Highway 101. Particular attention to landscaping with large trees will eventually partially screen the site to reduce its visibility.

Bartleson Ranch. Golf course development is allowed on a property between Highway 101 and Los Berros Road, to provide a rural recreational use south of Arroyo Grande. Related activity is encouraged, such as an eating place, health and athletic facilities that are predominately outdoor, overnight lodging and equestrian facilities and trails. Residential development is limited to a maximum range of 40 to 50 dwellings, depending on site constraints, service capability and evidence of a long-term, sustainable water supply as determined through a Conditional Use Permit. Future residential development shall be carefully sited to minimize potential visual impacts from Highway 101 and shall provide for adequate sewage disposal systems.

Open Space

Los Padres South Sub-area

Public lands in the Los Padres South sub-area are managed by the U.S. Forest Service, part of the U.S. Department of Agriculture. These public lands are designated in the Open

Space land use category. The Forest Service is not a land use permit agency and can only review projects and recommend conditions of approval. Uses allowed in the national forest are set by federal statute. The Forest Service may permit limited uses such as roads, grazing leases and communications facilities.

Because Forest Service policy is directed by the Department of Agriculture, the national forests are considered agricultural commodities, though resource conservation to maintain production is also emphasized. The principal values identified for Los Padres National Forest by forest officials are:

1. Watershed (water yield, storage, transmission; protection of soil; forage for wildlife and stock, etc.)
2. Rare and endangered species (flora and fauna)
3. Wildlife protection (including aesthetic resources)
4. Wilderness resource (per the Wilderness Act of 1964).

Those values guide Forest Service multiple use management objectives, and resulting tradeoffs are evaluated for possible use and production levels under the National Environmental Policy Act. Forest Service programs emphasize:

1. Watershed management to provide high quality water and regulate distribution and timing of runoff, including minimizing soil erosion. Watershed protection and water production were the original reason for creation of the forest; this major role will continue.
2. Fire protection to continue minimizing fires and acreage burned, including limited chaparral modification and fuel reduction by fire and fuelbreaks where they make minimal physical changes, though natural fire is recognized as an integral part of the forest ecosystem.
3. Protection of threatened and endangered flora and fauna should continue, with fish and wildlife habitat management directed toward reaching and maintaining a natural population balance without habitat modification.
4. Recreation offering experiences emphasizing natural, quality wildland rather than man made attractions.
5. Study and evaluation of roadless and undeveloped areas for possible addition to the wilderness preservation system and for dispersal of recreation to lessen pressures for facilities in designated wilderness areas.

4.6 Arroyo Grande Fringe

The Arroyo Grande fringe is a large area of unincorporated lands bordering the northerly portion of the city, extending from Lopez Drive to west of Oak Park Road and north beyond Corbett Canyon Road. It has experienced substantial growth in recent years with many of the older large parcels breaking down into smaller suburban and rural residential lots. The process has led to the creation of many lots, some approaching one acre in size, that do not have adequate road access due to a poorly planned overall circulation system. Scarring of hillsides due to poor grading practices, inadequate drainage resulting in

localized flooding and siltation of drainage courses has also occurred. Since much of this fringe area lies in the watersheds above Arroyo Grande, the City's facilities are often impacted by poor land management practices in unincorporated areas. This is especially a problem with increased storm water run-off and siltation overburdening City storm drains. It has resulted in localized flooding in some parts of the city. This problem becomes even more critical as more properties develop and more land is cleared for home sites, corrals, barns, etc.

Most of this "fringe" area lies over non-water bearing geology. Domestic water supply is by private wells that must tap localized groundwater basins fed strictly by surface run off. As a result, many areas have developed where both water quantity and quality is marginal and future growth will only add further pressure on available resources. The entire area is served by individual septic tanks for sewage disposal and this should continue to be acceptable as long as they are properly paced so as to not affect localized groundwater basins. Some of the steeper slopes and poorer soils may also require more extensive systems in order to provide adequate treatment capabilities.

Properties between the existing city limits and Printz Road are some of the smallest parcels adjacent to Arroyo Grande. These properties are also immediately adjacent to the area where substantial development will be occurring. The circulation system within the city limits should be coordinated with these adjacent suburban properties so an adequate street network can be established between Printz Road and the new city subdivisions. Eventually these lots might be included within a new city boundary that extends to Printz Road, however, that does not appear likely in the foreseeable future.

The "fringe" area is appropriate for residential growth. Future development must be responsive to the problems previously noted. This can be better accomplished if there is a closer working relationship between San Luis Obispo County and Arroyo Grande in reviewing development proposals and establishing criteria aimed at solving the problems. This area encompasses approximately 6,513 acres, with a maximum absorption capacity of as many as 8,451 people, if all lots were developed to their maximum density. With this amount of potential development, the areas designated for suburban and rural residential should not be expanded any further into the surrounding agriculture and rural lands.

Residential Rural

Areas designated as Residential Rural are characterized by larger lots, steeper slopes, heavier brush cover and scattered rural residences with orchards, tree farms and other agriculturally related uses. These areas suffer from many of the same problems cited for suburban areas and many of the same corrective measures would also apply. There are still many larger undeveloped parcels where the rural planned development concepts should be utilized. Many homes are located in canyons that lack through circulation and are in areas with steep slopes and heavy bush cover, posing a potentially severe fire hazard for residents. Individual wells and septic tanks will remain acceptable in the Rural designation but small water companies should be utilized wherever cluster divisions are used for proposed developments. Assessment districts should also be formed where road improvements are needed and right-of-way needs to be acquired so as to complete an adequate circulation system. Also, official street names need to be established throughout the entire fringe area.

Residential Suburban

Areas designated Residential Suburban are characterized by smaller lots, many with existing homes, located on some of the more gentle slopes, but often created without

serious consideration given to the natural features. Many of the residents are equestrian oriented and the effects of keeping horses on the small lots, on soils subject to high erosion potential, has led to many run off and siltation problems. The creation of each lot, with separate driveways to each separate building site, has further aggravated these problems.

Where larger undeveloped parcels still exist the future development should utilize the cluster division concepts wherever possible in order to minimize these impacts. While septic tanks will remain acceptable, the utilization of the cluster concept, using a small water company rather than individual wells for each home, would allow creation of smaller lots than if each lot has to meet the requirements for having both a well and septic tank on site. These measures could also provide for better utilization of the requirements for having both a well and better utilization of the available water resources and still maintain the desired suburban character.

4.7 New Rural Village

In addition to the three existing villages (refer to South County Villages Plan), an additional rural village is encouraged to be developed within the west Nipomo area, shown in Figure 4-6. The purpose of the rural village strategy is to recognize that large parcels on the western Nipomo Mesa will fracture under inevitable growth. This unplanned fracturing will result in a built environment that could threaten the rural charm of the Nipomo Mesa. The rural village concept offers an alternative planning tool that will benefit the community and the environment, and it will provide an incentive for large blocks of land to participate. Another purpose for a rural village is to respond to the employee housing needs of potential nearby resort and recreational development.

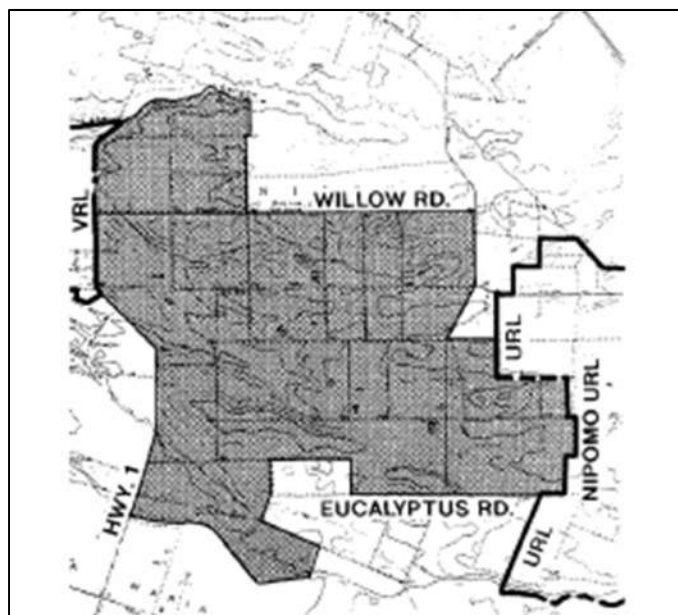


Figure 4-6: Area in Which a Rural Village May be Proposed

Village Design. The rural village should be designed within a minimum set of site planning criteria, as shown in the village standards in Article 9 of the Land Use Ordinance. A rural village should be designed as a compact, internalized neighborhood, with strong focal points and central recreational facilities and amenities. There should be provisions for pedestrian and equestrian circulation throughout the village, as well as around its

perimeter. A buffer area should be designed between the major road network and the site, within which pedestrian and equestrian paths would provide linkages to other destinations in the area.

Village Planning. A specific plan application is required by area plan standards in Article 9 of the Land Use Ordinance for consideration of a rural village, to be reviewed concurrently with the necessary general plan amendments and subdivision maps. The specific plan will address both on and off-site issues concerning site planning and development, financing of improvements and evaluation of the potential implementation of a transfer of development credit program.

- Division Street and Hazel Lane;
- Division Street and Orchard Avenue;
- Division Street and South Frontage Road;
- Story Street near South Frontage Road.

Developers of these sites should pay particular attention to landscaping and architecture to be compatible with adjacent residences. These areas should not be expanded in size to provide community scale shopping centers so that development in the central business district will not be adversely affected. Smaller stores are encouraged within the residential land use categories to provide more convenient services.

4.8 Land Use Programs

"Programs" are non-mandatory actions or policies recommended by the Land Use Element to achieve community or area wide objectives identified in this area plan. The implementation of each LUCE 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.

Note: Many of the goals, policies, and programs in this plan apply only within the former planning areas referred to as sub-areas. Figure 1-1 should be referenced to determine the applicability of a goal, policy, or program to a specific

The Community/Village Plans (LUCE Part III) contain land use programs for the County's village and urban areas.

Areawide

The following programs are established for the identified sub-areas, as applicable (refer to Figure 1-1):

1. Agricultural Preserves, Shandon-Carrizo South and San Luis Bay Inland South. The County should continue to encourage owners of eligible lands to participate in the agricultural preserve program.
2. Los Padres National Forest, Los Padres (South). The existence of the Forest Service programs is acknowledged. Any proposed changes in these programs should be submitted to the County and affected property owners for review.

3. **Public Lands, Huasna-Lopez.** The County should encourage retention of public land in public ownership except where trade of isolated parcels would be mutually beneficial for consolidating holdings.
4. **Economic Development, South County (South).** The Department of Planning and Building should help the community initiate a program for economic development within the sub-area, so that a variety of special district or redevelopment agency benefits and loan programs for physical improvements, image development and marketing can be created within an overall program.
 - a. With community participation, conduct a market study and fiscal impact analysis to determine the expected trends in business development and potential strategies for enhancing them in carefully selected markets, such as tourism, community retail or light industrial uses.
 - b. Establish a strategic plan for economic development that includes all income and ethnic segments of Nipomo and the south county, and undertake appropriate measures to implement the strategy.
 - c. Work with the South County Historical Society, Nipomo Chamber of Commerce and other community organizations for additional promotion of Nipomo and the south county.
5. **Parks Planning, South County (South).** The General Services Department should work with the Planning Department to implement the County Parks and Recreation Element through park land acquisition and dedication during the land use permit and subdivision process.
6. **Biological Inventory, South County (South).** The County should conduct an inventory or data base of the location and condition of, including but not limited to, coastal dune scrub, oak woodland/forest and riparian habitats throughout the South County (South) Sub-area and determine how best to preserve them. A mitigation program should also be developed for review and approval by the Board of Supervisors, to identify how best to preserve and enhance these native plant communities. Preparation of a countywide native tree ordinance should be considered to preserve the integrity of the habitats and provide consistent standards for oak removal and replacement.
7. **Transfer of Development Credits, San Luis Obispo.** The County should (in coordination with the City of San Luis Obispo) design and implement a voluntary, incentive-based transfer of development credits (TDC) program to transfer potential residential development from sensitive sites to more appropriate sites within the city and urban expansion areas.
8. **San Luis Obispo Greenbelt, San Luis Obispo.** The County should collaborate with the City of San Luis Obispo and property owners to plan and implement a greenbelt program to preserve open space and rural character surrounding the city.
9. **San Luis Obispo Gateways, San Luis Obispo.** The County should work with the City of San Luis Obispo to prepare and implement policies to protect, improve and restore the entryways to the city along the main road corridors, including but not limited to the following:

- a. Identify three gateway zones around the city, "scenic vista, transition area, and urban arrival area," with short-term and long-term strategies for each.
- b. Identify objects such as billboards that could be removed through an amortization ordinance and replaced by off-ramp signing, and utility poles that could be re-located.
- c. Establish setbacks near the roadway in certain locations, and other limits such as height, sign area, lighting.
- d. Identify key areas that provide the most powerful or memorable, unobstructed views to visitors of the mountains and the city.
- e. Obtain highway signage with Caltrans that provides information about institutional and commercial destinations within San Luis Obispo.
- f. Adopt future plan amendments to retain the attributes of the gateways.

Rural Area

The following programs are established for the portions of the identified South County (South) sub-areas outside of urban and village reserve lines, in the land use categories or locations listed.

- 10. **Specific Plan Areas, South County (South).** The County should work with property owners to schedule the preparation of specific plans for four areas to increase the amount of employment areas adjacent to or near Nipomo:
 - a. Canada Ranch, for industrial, commercial service, commercial retail and incidental residential uses;
 - b. Southland Street, for industrial and commercial retail uses;
 - c. West Nipomo Rural Village, for a mix of residential and neighborhood-serving and recreational uses;
 - d. Hanson Industries property, for a mix of recreational, industrial, office and residential uses.

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

- 11. **Agricultural Preserves.** The County should continue to encourage owners of eligible lands to participate in the agricultural preserve program.

Recreation

- 12. **State Acquisition, Shandon-Carrizo South.** The County should work with affected state agencies and property owners toward state acquisition of the Hubbard Hill Freeborn Mountain to provide recreational improvements for camping, hiking and riding, together with an adequate maintenance and security program.

Rural Lands

- 13. Viewshed Protection, San Luis Bay Inland South. 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.**
- 14. Public Lands, Shandon-Carrizo South. Lands in BLM ownership should be retained and administered by the federal government except where property trades are mutually beneficial for consolidating both public and private land holdings.**

Table 4-3: Schedule for Completing Land Use Programs

Program Title	Responsible Agencies	Potential Funding ¹	Timeframe ² (years)	Priority ³
Areawide				
1. Agricultural Preserves	County		Unspecified	
2. Los Padres National Forest	N/A		Unspecified	
3. Public Lands	County		Unspecified	
4. Economic Development	Co. Planning	General Fund District	1-3	High
5. Parks Planning	Co. General Services and Planning	No Increase	1-3	High
6. Biological Inventory	Environmental Coordinator; Co. Planning	General Fund	1-3	Moderate
7. Greenbelt	Co. Planning and City of San Luis Obispo	City/Private Transactions	1-3	High
8. Gateways	Co. Planning and City of San Luis Obispo	N/A	1-3	Moderate
9. Transfer of Development Credits	Co. Planning and City of San Luis Obispo	N/A, Private Transactions	1-3	Moderate
Rural Area				
10. Specific Plan Areas	Co. Planning and Public Works	Applicant	3-5	Moderate
11. Agricultural Preserves	Co. Planning and Assessor	Application Fees, General Fund, State Subventions	Ongoing	High
Recreation				
12. State Acquisition	County		Unspecified	
Rural Lands				
13. Viewshed Protection	County		Unspecified	
14. Public Lands	BLM		Unspecified	

Notes:

1. N/A in "Potential Funding" column means that the work would be performed by County staff within their budget. No special funding is required.
2. Timeframes are from the date of adoption of the South County or San Luis Obispo Area Plans, as applicable (refer to Table 1-1).
3. Priority listings are the relative importance within each timeframe: low, moderate, or high.

Chapter 5: Circulation Element

5.1 Introduction

Land use and transportation planning support each other and need to be closely linked. The planned circulation system – roads, pedestrian routes, bikeways, equestrian trails, and other means of transportation – needs to take into account the planned amount and location of future development. At the same time, planning for future development must consider transportation needs and capacities. Accordingly, this element describes existing and proposed major transportation routes and public facilities that are closely coordinated with the anticipated land use pattern.

Framework for Planning (LUCE Part I) establishes countywide circulation goals and policies. This chapter contains regional programs to implement those goals and policies in the South County planning area. The Community/Village Plans (LUCE Part III) contain circulation programs that apply entirely within the County’s urban and village areas.

5.2 Major Issues

Countywide circulation issues, such as increased traffic congestion and insufficient transportation funding, are described in Framework for Planning (LUCE Part I). This section describes some of the key circulation issues in the South County region.

Increasing Traffic Congestion in San Luis Obispo South Sub-area

Increasing commuter traffic from surrounding communities has affected the level of service of several roadways and created a need for road improvements and alternative transportation. Increased tourist traffic further burdens the circulation system.

The automobile will most likely continue as the primary transportation mode in the county and in the sub-area for many years to come, leading to increasing traffic volumes, congestion and air quality impacts. Increasing traffic levels on roadways in the unincorporated areas of the county result primarily from new development in both unincorporated areas and the cities. It should be noted that focusing on alternative types of transportation and managing the demand for vehicle travel may improve traffic and air quality. An increasing emphasis must be placed on more comprehensive measures that can help reduce dependence on the automobile, which lower the increase in peak-hour traffic and that avoid or postpone major road improvements that increase roadway capacity alone.

Alternative transportation measures fall into three general categories of strategies: 1) transportation system management, 2) transportation demand management and 3) land use planning. These strategies will be described in the next section. Major trails in the sub-area are identified in the County’s Trails Plan. Efforts to reduce traffic congestion can result in air quality benefits. Transportation system and demand management strategies are consistent with the transportation control element of the San Luis Obispo County Clean Air Plan, which has been adopted by the San Luis Obispo Air Pollution Control District. The Council of Governments has also adopted a state-required congestion management plan, which includes a travel demand management element.

Scenic Roads and Highways in San Luis Obispo South Sub-area

The natural and pastoral landscapes along the major roadways in the sub-area provide a high quality visual experience and enjoyment for local residents and tourists alike. However, inappropriate development could reduce the scenic qualities along these visual corridors. The Agriculture and Open Space Plan recommends that scenic corridors be identified and standards adopted to protect scenic land. As part of preparation of this area plan, visual surveys were conducted to identify scenic backdrops along highway corridors. Visually sensitive areas are identified in this plan as two types:

1. The most critical landmarks and hillsides near scenic roadways continue to be designated in the Sensitive Resource Area (SRA) combining designation, which is discussed in Chapter 6. Special development standards in the Combining Designations section of Article 9 of the Land Use Ordinance apply to construction for dwellings, residential accessory uses and residential access roads, and to some agricultural accessory structures if proposed near the roadway.
2. The important foreground and background views of the landscape along scenic highways and roads are identified in a highway corridor design area (refer to Land Use Ordinance Section 22.96.050F). Although the highway corridor design area is not designated as a Sensitive Resource Area combining designation, the same concerns and standards for development described in number 1 above apply.

Foreground views along highways and railroads are identified in a highway corridor design area. These areas are close enough to the viewing public to reveal individual trees, rock outcrops, creeks, hillsides and historic structures such as farm houses and barns. These elements of the scenic corridors have their own scenic values, while they also serve to frame and enhance views of the more distant scenic backdrops. Accordingly, the highway corridor design area includes areas within 100 feet of Highways 1, 101, 227, Los Osos Valley Road, Orcutt Road, and the Southern Pacific Railroad (which is proposed to accommodate increasing numbers of vacation and business travelers).

The highway corridor design area also identifies other important environmental resources. They provide habitat for wild plants and animals, many of which are rare or endangered species. They comprise the watershed for recharging the San Luis Obispo groundwater basin and portions of the watersheds for the Pismo and Chorro basins. These watersheds also serve to delay surface water flows from rainfall, thereby significantly reducing downstream flooding.

5.3 Policies and Objectives

Two of the former South County area plans (San Luis Obispo and South County Inland) contain policies and objectives to implement countywide circulation goals within those subareas (refer to Figure 1-1).

San Luis Obispo South Sub-area Circulation Policies and Objectives

The following policies and objectives apply to the San Luis Obispo South sub-area (refer to Figure 1-1):

1. Provide necessary roadway improvements while protecting sensitive resources and mitigating adverse impacts to the environment.

Objectives:

- a. To the maximum extent practicable, avoid roadway improvements on Class I or II soils, highly erodible soils, slopes over 30 percent, sensitive resource areas, wetlands, riparian and other valuable wildlife habitat areas. Where avoiding these areas is not feasible, mitigate the impacts of the improvements.
 - b. Mitigate or avoid traffic impacts to residential or other sensitive land uses by establishing appropriate truck and bus routes, speed limits, traffic calming measures, safety and sound barriers, lighting and landscaping, and residential street designs for development to achieve vehicle speeds of 25 miles per hour or less.
 - c. Provide major roadways that are attractive and safe for pedestrians and bicyclists, while accommodating projected vehicular traffic efficiently, through appropriate application of landscaped medians and parkways between vehicle travel lanes and bikeways and walkways, and well-marked, dedicated bike lanes.
 - d. Accommodate slower moving agricultural traffic on roadways in a way that does not impact agricultural activity, other vehicular traffic or bicyclists.
2. Cooperate with the City of San Luis Obispo to establish roadway improvement specifications for areas within or near the City's urban reserve line to avoid conflicts with City standards.

Objectives:

- a. County Public Works and Planning staff should consult with City staff periodically to review existing standards and identify potential changes to City or County standards which would resolve any conflicts.
 - b. This Circulation Element should be amended as needed to address changes in existing and needed roadway improvements.
 - c. The City's engineering standards should be used instead of the County's Standard Engineering and Improvement Specifications and Drawings for road improvements within the urban reserve around the city, except where standards similar to the City's have been adopted by the County (for example, as part of the airport area specific plan).
3. The costs of needed roadway improvements should be paid by the people who benefit from the improvements.

Objectives:

- a. The County and the City of San Luis Obispo should apply public facilities fees on new development in areas of both jurisdictions, based on agreement between the City and County establishing proportionate shares of the cost of improvements to applicable roadways.
- b. Require new development to dedicate and improve roadways which directly front and serve the development.

- c. Amend the powers of County Service Area No. 22, or establish a new assessment district, to enable funding of areawide improvements to the degree the improvements are needed to serve development in the area.
 - d. Pursue the other local and non-local sources of funding identified in the Regional Transportation Plan for improvements which provide countywide, regional or wider benefits.
4. Utilize the Resource Management System to determine when specific actions must be taken to address existing and projected deficiencies in service levels.

Objectives:

- a. Monitor traffic conditions on principal arterials and urban/rural arterials to identify existing deficiencies.
- b. Project future traffic conditions based on anticipated local development trends and traffic from outside the sub-area using computer-based modeling techniques.
- c. Utilize computer-based modeling techniques to assess the most cost-effective strategies for roadway improvements and alternative transportation programs that provide a level of service (LOS) D or better at peak commuter periods.
- d. The roadway improvement needs identified in Section 5.6 should be implemented when determined necessary as described above. This list should be updated as conditions change or new information and technologies become available.

South County (South) Sub-area Circulation Policies and Objectives

The following policies and objectives apply to the South County (South) sub-area (refer to Figure 1-1):

Policies

- a. Transportation should be planned to facilitate the use of all modes to improve traffic service and air quality. Transportation planning should be consistent between the Planning and Public Works Departments.
- b. Encourage improvements of road conditions and circulation, including two new interchanges at Highway 101.
- c. Revise existing County road standards to allow for more flexibility to address various road conditions and neighborhood needs, to be more affordable, to increase safety for pedestrians, equestrians, vehicles and bikes, and to protect, enhance and maintain the rural character of the area.

Objectives

- a. Utilize transportation system/demand management to develop various means of reducing traffic volume increases and conflicts, and reduce the need for roadway capacity improvements.

- b. Monitor roadway capacities and correlate growth within safe traffic levels, utilizing the criteria contained in the resource management system.
- c. Develop funding sources that are linked to new development impacts.
- d. Plan for a mix of fixed-route express and local bus service, dial-a-ride service, and study the long-range feasibility of a regional light-rail system.
- e. Utilize techniques to adequately surface existing unpaved roads such as the establishment of assessment districts and developer-installed paving, to reduce dust emissions.
- f. Provide an opportunity for public input before decisions are made on road improvement needs.

5.4 Transportation System and Demand Management

Transportation system/demand management (TSM/TDM) is intended to reduce the need for more expensive street and highway improvements, by implementing low-cost engineering improvements and demand management techniques that can reduce congestion and maintain the effective capacity of roadways.

There are three broad categories of available TSM/TDM measures: system management strategies, demand management strategies and land use planning strategies. Each of these strategies has related transportation programs such as developing park and ride lots, encouraging a modal shift, increasing public transit, ridesharing and car/vanpools.

System Management Strategies

Utilize engineering methods to improve traffic flow conditions on the region's roadway network to maximize its use and efficiency with the least expenditures for capacity expansion.

Typical measures include but are not limited to synchronization of traffic signals, intersection channelization, designation of one way streets, development of high occupancy vehicle lanes, provision of left and right turn lanes, additional passing lanes and wider shoulders and elimination or restriction of on street parking on certain streets.

Demand Management Strategies

Reduce the number of single occupant vehicles by promoting ridesharing and other alternative transportation modes.

Typical measures include increasing ridesharing, use of public transit, bicycling and other non-auto based transportation modes, both voluntarily and through trip reduction ordinances.

Land Use Planning Strategies

Plan the area's communities in a way that reduces the need to drive where feasible and desirable while recognizing the rural character.

Typical strategies are to develop planning policies that promote a balance of jobs, housing, shopping, recreation, schools, etc. within walking distance of neighborhoods.

Efforts to reduce traffic congestion will also produce an air quality benefit. Transportation system and demand management is closely related to the Transportation Control Element of the San Luis Obispo County Air Quality Attainment and Maintenance Plan.

Implementation of TSM/TDM measures is the responsibility of the County, the incorporated cities, the San Luis Obispo Regional Transit Authority, transit operators, the Air Pollution Control District, Caltrans and the private sector. Planning and programming agencies such as the San Luis Obispo Area Coordinating Council are generally limited to identifying problems, recommending solutions and seeking funding for implementation of adopted measures.

Transportation Systems and Demand Management Goals for San Luis Obispo South Sub-area

The following goals apply within the San Luis Obispo South Sub-area (refer to Figure 1-1):

Transportation systems and demand management strategies should be implemented wherever possible, and apply especially to the following section on Roads and Highways, since these strategies can help avoid or delay the need for costly major roadway improvements.

1. **Systems management:** Utilize a variety of methods to improve traffic flow conditions on the region's roadway network to maximize its efficiency with the least expenditures for capacity expansion.

Systems management techniques include but are not limited to the following: synchronizing traffic signals; channelizing intersections; designating one-way streets; establishing traffic lanes reserved for high-occupancy vehicles; providing passing lanes; limiting the number of cross streets, traffic signals and driveways along arterial streets and regional routes; providing wider shoulders and eliminating or restricting on-street parking where necessary.

2. **Demand management:** Reduce the number of single-occupant vehicles by promoting ridesharing and other modes of transportation.

Demand management techniques include promoting ridesharing, public transit, flexible schedules, telecommuting, bicycling, walking and other non-vehicular transportation means.

3. **Land use planning:** Plan the area's communities in a way that reduces the need to drive.

Land use planning techniques that are consistent with the principles of transportation systems and demand management include establishing and maintaining compact urban communities. Patterns of land use categories are combined with networks of local streets, walkways and bikeways that enable people to walk, bike or drive very short distances between their homes, work places, schools, shopping, recreation and other services. Moderate residential densities are desirable to make public transit services feasible, and adequate standards are necessary for the design and location of bus stops, bus turnouts, bus shelters, and streets designated as transit routes.

5.5 Roads

The circulation system is planned to accommodate anticipated traffic along existing roads and new routes as development occurs. The Land Use Element recommends construction of sufficient access to new developments, as well as upgrading existing routes. Transportation in the planning area will likely continue to be automobile based, but alternatives such as transit, bikeways and inter-regional air traffic should be important parts of the areawide system to divert trips from roadways. The Regional Transportation Plan, which is adopted by the San Luis Obispo Council of Governments, contains detailed information concerning the existing size, capacity and traffic volumes of major highways, streets and roads.

Existing public roads are classified as Principal Arterials, Arterials, Collectors and Local Streets (the Land Use Element maps show the functional road classifications). Road improvement and maintenance is required for development and proposed land divisions by the County Land Use Ordinance, County Real Property Division Ordinance and applicable planning area standards. Since CDF road construction standards apply areawide, the general absence of planning area standards pertaining to road construction requirements and specifications in Article 9 of the Land Use Ordinance is intended to defer to Land Use Ordinance and CDF requirements at the time of road construction.

Principal Arterials

U. S. 101 and State Highways 1 and 227 are the main corridors providing access to and through the 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 Beach 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 Beach 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.

Local Streets

Local roads and streets function to carry traffic and alternative transportation at low volumes within neighborhoods and non-residential areas. They also carry storm water run-off. Road improvements, including walkways for pedestrians and traffic calming measures, will be determined at the project and subdivision review stage consistent with adopted plans and regulations.

The RTPA study 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.

The Public Works Department monitors traffic on Lopez Drive at Orcutt Road. Most of the traffic is due to the recreational use of Lopez Lake. During peak summer recreation activity in June, 1986, and June, 1987 there was a level of service "B" on Sunday afternoons. Although further recreational development may increase use of the lake, there

appears to be ample capacity for additional traffic. There are no levels of severity anticipated for Lopez Drive.

On Highway 166, the Caltrans' System Management Plan and the Route Concept Report both project a level of service "A" through the year 2005. No level of severity is anticipated.

Although no severity levels have been identified for roads in the Huasna-Lopez sub-area monitoring programs should continue in order to ensure early detection of a problem.

5.6 Road Improvement Projects

The following sections identify major improvements as the land uses envisioned by this plan develop along with growth in the South County area. The circulation plan maps show functional classifications of existing and proposed roads within the planning area. Improvements will be required with proposed land divisions by the County Real Property Division Ordinance and planning area standards.

The Resource Management System (RMS), through the annual Resource Summary Report, identifies the necessary timetables for making road improvements with timely funding decisions. It also describes procedures for revising Land Use Element policies if timely funding decisions cannot be reached. The RMS utilizes a level of service "C" in rural areas, and level of service "D" in urban areas, to identify the threshold at which traffic congestion is of concern. The annual report utilizes an analysis by the Public Works Department to identify those roads nearing or exceeding capacity. The Final Environmental Impact Report for the 1995 area plan update identifies existing traffic and capacities for major roads in the planning area. Funding decisions for road improvements will consider the feasible use of County general funds, state and federal grants and funding sources, and development fees.

Improvement standards are shown in the Public Works Department's "Standard Improvement Specifications and Drawings." However, standards set forth in this chapter for roadway improvements shall supersede those in the Standard Improvement Specifications and Improvements and Drawings in the event of any conflicts.

The following is a listing of the significant roadways in areas outside the city limits, their classifications and major improvements needed to accommodate projected traffic levels. It is recognized that the following projects are subject to change with the annual update of the South County Circulation Study, which projects the dates when projects should begin. Where a year is not shown for a project, the road project is not essential for safe regional travel, but it may be desirable for convenient access to the planned areas of development if funding becomes available. The listed order does not imply any priority.

Principal Arterials

U.S. 101, state Highways 1 and 227 are major regional arteries providing access to and through the planning area. This section describes anticipated improvements to these roadways.

1. U.S. Highway 101. The following improvements are anticipated in the South County planning area:

- a. 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. Cal Trans is preparing special studies to develop an improvement plan for the highway.
 - b. There are two proposed interchanges: one at the future Willow Road extension and one at Southland Street. These are needed to relieve congestion at the Tefft Street/101 interchange, the only connection between east and west Nipomo. Construct an interchange with an extension of Willow Road. A full interchange should be planned at Southland Street, in accordance with Caltrans and Federal design standards; "hook" on and off ramps may be constructed as interim measures.
 - c. Widen Highway 101 to six lanes in stages from Arroyo Grande to Santa Maria as needed depending on the success of alternative transportation and land use strategies to mitigate traffic congestion.
 - d. Efforts should continue with Caltrans to prepare and implement a freeway landscaping plan for the right-of-way passing through the Nipomo urban reserve line, to include median and roadside planting.
2. State Highway 227. The following improvements are anticipated in the South County planning area:
- a. If transportation systems and demand management techniques cannot maintain acceptable service levels, this roadway may require widening to four travel lanes from Tank Farm Road to Price Canyon Road, with turn lanes or pockets at intersections with Buckley Road, Crestmont Drive, Los Ranchos Road, Biddle Ranch Road and Price Canyon Road, and signalization at Los Ranchos Road.
 - b. This route should be reconstructed to modern standards between Arroyo Grande and the town of Edna (located in the San Luis Obispo Planning Area to the north). Improvements should consist of two lanes of improved alignment and should occur within the existing right-of-way wherever possible. As a long term proposal, Highway 227 should also be extended southerly of its present junction with the Branch Street shopping area in Arroyo Grande. The extension should then continue southwesterly to an interchange at U.S. Highway 101 in the vicinity of the present Traffic Way interchange, then continue west of the freeway to eventually connect into Valley Road. At the present time there have been no definitive routing studies prepared and no precise alignment selected, so the route designated on the plan map is a schematic location only.
3. State Highway 1. The following improvements are anticipated in the South County planning area:
- a. Improve to urban arterial (undivided) standards from just south of the Pismo Beach CBD, through Grover Beach and Oceano, to the intersection of

Valley Road. This improvement will provide for better traffic movement between communities and the major beach recreational areas. Include street landscaping and provide a bicycle lane.

- b. Improve curves at the Callender Road and Willow Road intersections. Along the length of Highway 1, construct paved shoulders at a minimum width of four feet to improve vehicular and bicyclists' safety.**

Arterials

The functional purpose of arterial roads is to carry traffic between population centers and to serve large volumes of traffic within an urban area. Several roads shown as existing arterials are being used for this purpose, but improvements will be needed to achieve County standards for most arterial roads as development continues.

1. **Orcutt Road.** Improve Orcutt Road southeast from the city limits to Lopez Drive as a two lane rural arterial with Class II bike lanes.
2. **Price Canyon Road.** Maintain as a two lane rural arterial with bike lanes from Pismo Beach city limits to Ormonde; add bike lanes between Ormonde and Highway 227.
3. **Corbett Canyon Road.** Maintain as a two lane rural arterial and add bike lanes.
4. **Highway 166.** This is the major route between the southern San Joaquin Valley, southern San Luis Obispo County and northern Santa Barbara County. The highway provides access to large ranches and local rural roads in the southern portions of the planning area. The existing level of service is "A". The "A" rating is projected to remain through the year 2005. Any local improvements would primarily be for safe ingress and egress to local roads and ranches.
5. **Lopez Drive.** This arterial road provides major access to Lopez Lake Recreation Area as well the Arroyo Grande Valley and other rural roads en route. The level of service is "A" except during peak recreational times when the level of service is "B". Access from abutting properties should be limited by combining driveways wherever possible because of recreation traffic on weekends and holidays.
6. **Willow Road.** Extend easterly from Pomeroy Road to intersect Highway 101 at a proposed interchange, then east to Thompson Road with rural arterial standards, including a Class II bike lane.
7. **Pomeroy Road.** Improve that portion of Pomeroy Road between Sandydale Drive and West Tefft Street to urban arterial standards. Improve to rural arterial standards from Sandydale Road to Willow Road in phases.
8. **Los Berros Road.** Improve to rural arterial standards.
9. **Orchard Road.** Improve to urban arterial standards with four lanes, landscaped center median and Class II bicycle lanes between West Tefft Street and Southland Street. Maintenance of the median should be established when the project's funding is considered.

Improve to two lane rural arterial standards from Southland Street to Joshua Road. Orchard Road should have (minimum) the same 8-foot paved shoulders that Joshua and Hutton Roads will have, between Joshua Road and Tefft Street.
10. **Joshua and Hutton Roads.** Improve to two lanes with 8-foot paved shoulders from Orchard Avenue to Cuyama Lane as a parallel route to Highway 101.
11. **Thompson Avenue.** Improve to urban two-lane standards within the urban reserve line, with landscaped center median where practical and Class II bicycle lanes. Maintenance of the median must be established when the project's funding is considered.

- 12. **Tefft Street.** Improve to urban arterial standards with four lanes, a landscaped center median and Class II bicycle lanes from Orchard Road to South Oakglen Avenue. Maintenance of the median should be established when the project's funding is considered.
- 13. **Tefft Street/Highway 101 Interchange.** Widen the freeway bridge to four traffic lanes with Class II bike lanes and wide, lighted and fenced sidewalks, as shown in Figure 5-1. North Frontage Road is closed to through traffic from Tefft Street and shall be utilized as a multi-use pathway between Tefft and Juniper Streets.

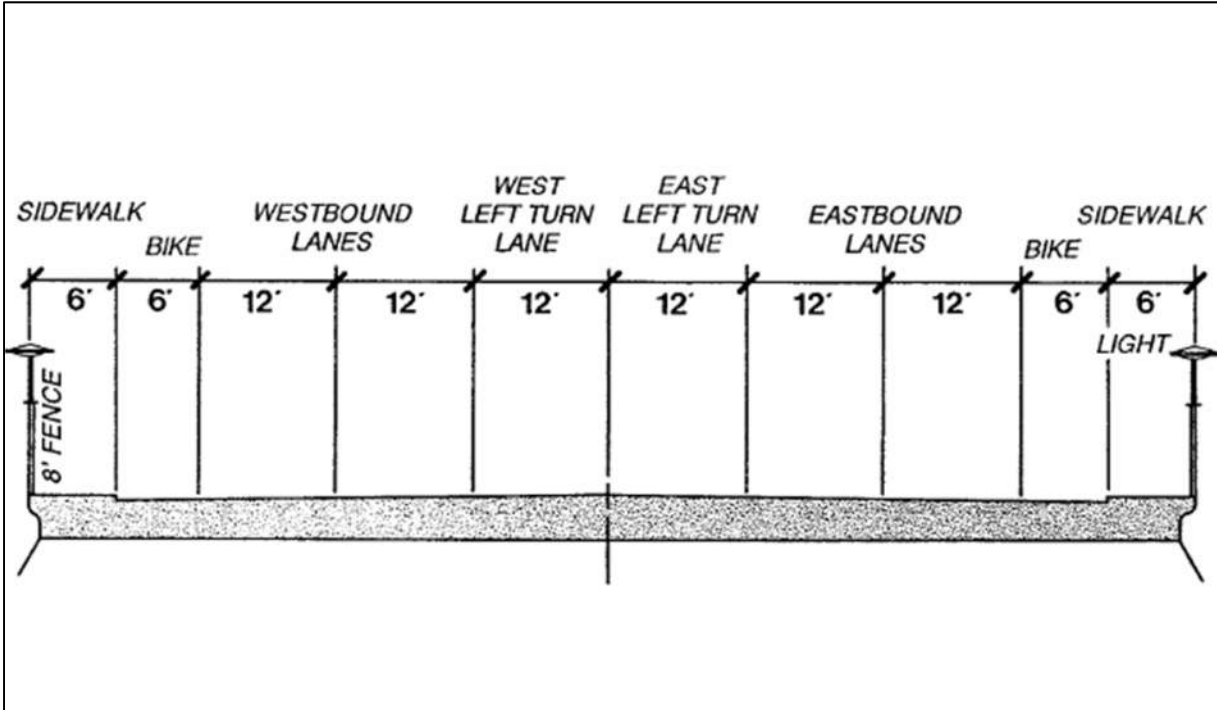


Figure 5-1: Highway 101/Tefft Street Overcrossing

Collectors

Collector roads or streets function to enable traffic to move between minor roads or streets and arterial roads or streets. Collectors are important routes for pedestrians, bicyclists and equestrians to connect to neighborhood destinations. They are also important in an overall bicycle and equestrian network to circumvent the faster-speed arterials wherever possible. Several roads shown as existing collector roads are being used for this purpose, but they are inadequate and improvements will be needed to achieve County standards for most collector roads.

- 1. **The Pike.** Improve to urban collector standards, including bikeways. Initiate a street tree program. Extend the road westerly from 13th Street to intersect Pismo Road. There is to be no access from the Commercial Service area along the south side of the extension.
- 2. **Farrol Road, 13th Street, 22nd Street, Paso Robles Street.** Improve to urban collector standards. Initiate a street tree program and provide bikeways.

3. **South Elm Street.** Extend from the Arroyo Grande city limits to Highway 1 and improve to urban collector standards. Provide bikeways and initiate a street tree program.
4. **Halcyon Road.** Improve to urban collector standards from the existing Arroyo Grande city limits to the southerly limit of the proposed Arroyo Grande urban reserve line; improve the remainder of the road, to Highway 1, to suburban collector standards.
5. **Front Street.** Improve to urban collector standards from Highway 1 to the Grover Beach city limits.
6. **Mary Avenue.** Construct from Tefft Street to Grande Street, and extend north to Inga Avenue, as a two-lane urban collector as development occurs.
7. **South Oakglen.** Improve with two traffic lanes and Class II bike lanes.
8. **Las Flores Drive.** Improve to urban collector standards from Osage to Tefft Street.
9. **Hazel Lane.** Improve to urban collector standards between Tefft and Division Streets.
10. **Camino Caballo.** Improve as a two-lane collector, with a multi-use path as a pedestrian, bicyclist and equestrian by-pass route for Willow Road.
11. **Osage Road.** Improve to urban collector standards between Las Flores Drive and Camino Caballo.
12. **Black Lake Canyon Crossing (Zenon Road, etc.).** Additional analysis must be completed prior to any road grading or improvements being installed. The analysis needs to consider alternative routes for emergency and traffic circulation purposes and crossing and road drainage alternatives, their impacts to the canyon's sensitive wetland habitat and whether there are adequate mitigation measures to minimize these impacts.
13. **North Frontage Road.** Improve to urban collector standards from Sandysdale to the proposed interchange at the Willow Road extension.
14. **Sheridan Road.** Improve to urban collector standards from Highway 1 north to Callender Road.

Rural Collectors

1. **Huasna Road.** Improve to rural collector standards with asphalt paving from the Arroyo Grande city limits to the intersection of Ormonde Road.
2. **Oak Park Road.** Improve to rural collector standards with asphalt paving from the Arroyo Grande city limits to the intersection of Ormonde Road.
3. **Ormonde Road.** Improve to rural collector standards with asphalt paving between Oak Park and Noyes Roads.
4. **Corbett Canyon Road.** Improve to at least rural collector standards with asphalt paving from Deer Canyon Road to the northerly limits of the "fringe" area.

5. Verde Canyon Road. Extend to intersect with Highway 227 and improve to rural collector standards.
6. Deer Canyon Road. Extend to intersect with Verde Canyon Road and improve to rural collector standards.
7. Erhart Road. Improve to rural collector standards and construct a connection north to Vetter Lane.
8. Vetter Lane. Improve to rural collector standards and construct a connection south to Erhart Road.
9. Hetrick Road. Improve to a two-lane rural standard with Class II bike lanes as a parallel route to Highway 101, from Pomeroy Road north to Aden Way.
10. Aden Way. Improve to two-lane rural standards with Class II bike lanes from Pomeroy Road to Hetrick Road, as a link in an east/west connection between Halcyon Road and Highway 101.
11. Callender Road. Improve to two-lane rural road standards from Sheridan Road west to Highway 1.
12. Aden Way. Improve to two-lane rural standards with Class II bike lanes from Pomeroy Road to Hetrick Road, as a link in an east/west connection between Halcyon Road and Highway 101.
13. Mesa Road. Extend and improve to rural collector standards between Highway 1 and Osage ROAD. Improve to urban collector standards between Osage Road and Tefft Street.
14. Oso Flaco Road. Improve to rural collector standards, with a Class II bike lane from Highway 1 west to its end.

Local Collectors

1. 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.
2. Access to individual properties usually occurs from local or minor streets. There are many local streets that will need to be installed as the planning area develops. The lack of an adequate circulation system has plagued the area for many years, especially on the Nipomo Mesa, where dirt roads may exist but are located on private property, or they exist as private easements.
3. Local streets need to be developed to a minimum level of improvement throughout the Nipomo Mesa, including the villages, in order for these areas to develop to their potential. These road improvements should be made as a condition of approval of land divisions, or alternative methods of funding may be to construct roads through a County service area and the establishment of an assessment district, or a cooperative road program. The Public Works Department will respond to requests from property owners for road improvements by providing information on the funding mechanism and the process of development roads.

4. Pedestrian, bicycle and equestrian passage along local streets are important for children within their neighborhoods and for access to destinations such as local schools, other neighborhoods and parks. Local streets also provide alternate routes for multi-use paths to avoid congested collector streets or arterials. People living along these local streets and neighborhoods should have direct input to determine the needs and type of design for pedestrian passage. Where that need has been determined, that is, where a local street leads to a regional trail, multi-use paths along one side of local streets are recommended where practical.

Some roads should be abandoned where they would conflict with area development or sensitive areas. An example of the former is in the Los Berros Village town site and the latter is represented by a road platted in the bottom of Black Lake Canyon. Road abandonment proceedings can be initiated by the Board of Supervisors upon property owner requests or recommendations of staff. Abandonment by the County only involves the public's right to use the roadway, however, and does not affect private easement rights of the owners of land within the platted subdivision.

5. Within urban and village areas, local streets should be planned in a network of cross-streets to avoid concentrating traffic on a few large-scale streets, illustrated in Figure 5-4. The more connections between streets that are established, the easier and more convenient it will be not only to drive between destinations but also to walk and avoid vehicle trips entirely. Such connections may include pedestrian pathways and emergency vehicle accesses as well, particularly where cul-de-sacs are utilized.
6. Corbett Canyon Road. Improve to suburban collector standards from Deer Canyon Road to the city limits.
7. Noyes Road. Improve to suburban collector standards from Oak Park Road to Phillips Road, and to rural collector standards with asphalt paving from Phillips Road to Highway 227.
8. Stage Coach Road. Improve to suburban collector standards between the Arroyo Grande city limits and Lopez Drive.
9. Printz Road. Improve to suburban collector standards.

Implementing Road Improvements in the South County (South) Sub-area

The circulation maps located at the end of this chapter show existing and proposed collector and arterial roads in the sub-area. Privately funded improvements will be required of proposed land divisions and new development in accordance with the Land Use Ordinance, the Real Property Division Ordinance, and the planning area standards. Improvements to existing roads not maintained by the County may be provided through a variety of funding mechanisms.

Many road improvements will be constructed with individual subdivisions or development projects. Standards in Article 9 of the Land Use Ordinance require some improvements that are different from countywide ordinance requirements in recognition of the following objectives:

1. All projects and subdivisions shall pay for their share of the cost of improvements that will be necessary because of the traffic they will generate.

2. Within residential areas, a wider right-of-way should be provided to allow for a landscaped parkway for street trees, between the curb and sidewalk, as illustrated in Figure 5-2. This improvement will provide a canopy of trees on streets and create a more open, suburban character within neighborhoods. Several streets are shown on the Nipomo Circulation map that should have a sufficient width dedicated for a multi-use pathway as well, as shown in Figure 5-3. The dedication requirement is in Article 9 of the Land Use Ordinance, and the improvement design should be selected from existing County Parks and Recreation Element options. As an incentive, the portion of abutting parcels within these dedications should not be deducted from the gross acreage of the parent parcel when calculating the minimum parcel size in Land Use Ordinance Section 22.22.
3. Streets within downtown and in residential areas should be designed in a modified grid pattern that provides an interconnected network of local streets, which should be curvilinear, as shown in Figure 5-4. Frequent connections will provide alternate routes and minimize traffic concentrating on collector and arterial streets. Cul-de-sac streets should also consider through routes for emergency vehicles and pedestrians when feasible.
4. Residential development should occur at moderate densities near major employment areas so that transit can be convenient to more people.
5. Design necessary road and street expansions to include measures to reduce the "hardscape" and retain the open visual character of the local area.
6. Streets should be the focal orientation of most urban development, as illustrated in Figure 5-5, to promote the efficient use of sidewalks and alternative transportation, by facing and locating buildings at or near the edge of the street, yet providing adequate setbacks in residential areas where needed to buffer noise.

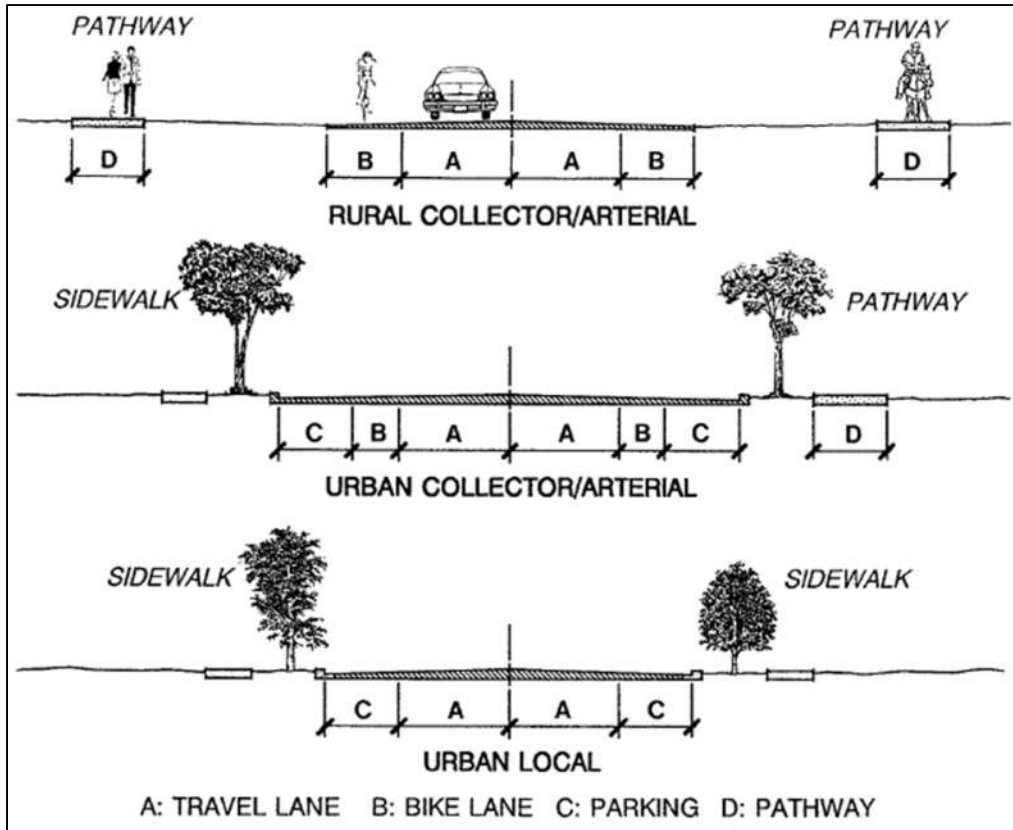


Figure 5-2: Selected Street Improvements

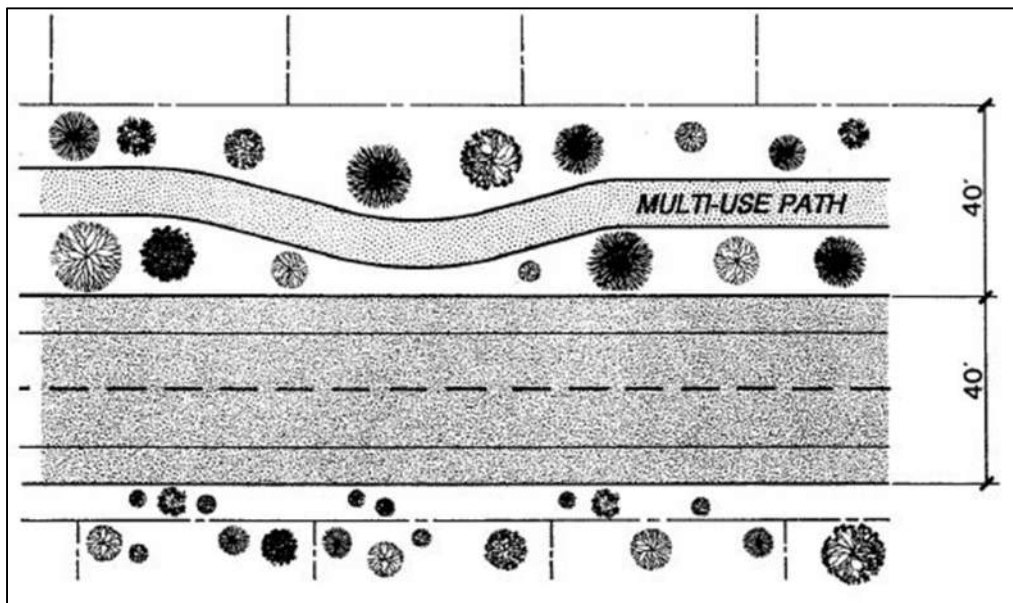


Figure 5-3: Multi-use Path

7. Multi-use pathways should be established in accordance with the County Parks and Recreation Element. They may also be constructed along roads where there is a desire among local residents for them. The actual design of these multi-use pathways will be dictated by available funding, community needs and adjacent

property impacts. The surfaces used for these multi-use pathways should be appropriate for their usage and available funding and take into consideration the existing soil conditions.

As an incentive to obtaining these rights-of-way, this dedication should be considered part of the net acreage of the abutting parcels instead of gross acreage when calculating the minimum parcel size in Land Use Ordinance Section 22.22.

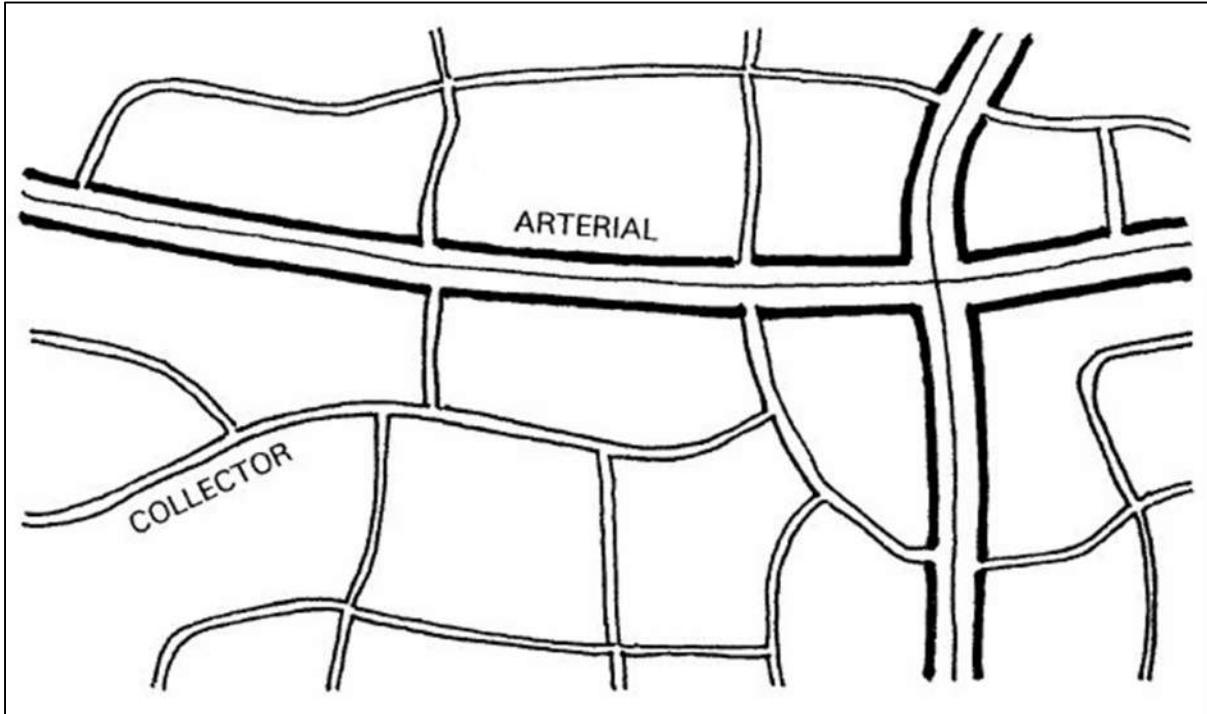


Figure 5-4: Network of Connected Streets

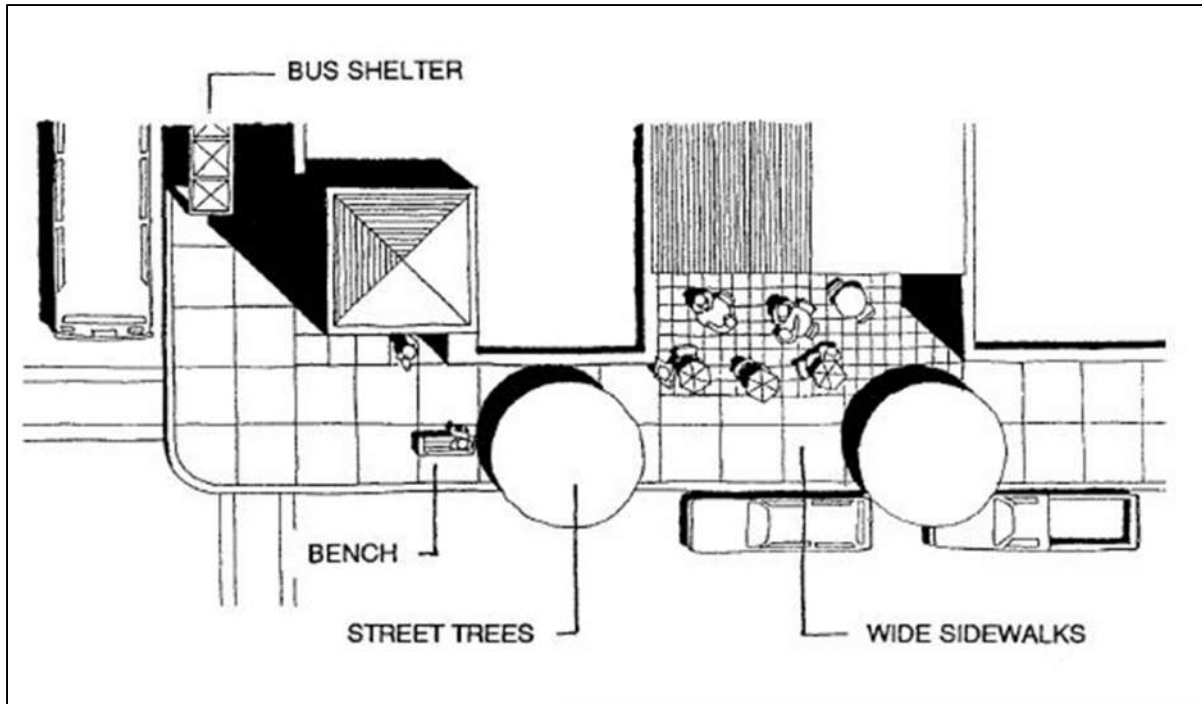


Figure 5-5: Street-oriented Commercial Development

The South County Circulation Study is an annual report approved by the Board of Supervisors that updates routes, capacities and necessary fees. It identifies the road improvements needed to maintain safe and efficient traffic conditions on collector and arterial streets and roads. The study identifies the projected years when improvements will be needed as population growth increases within the capacity of the area plan. Those estimates provide an indication when funding will be needed for many of the following listed road improvement projects.

The South County Circulation Study also provides estimates of the costs to construct the necessary projects, and it evaluates different funding methods, which are summarized briefly below:

- Federal aid. An existing federal aid grant program combines with state matching funds and other funding sources.
- Local transportation fund. Existing one quarter of one percent of all state gasoline sales tax provides for unmet transit needs and for street and highway projects when transit needs are determined to be met.
- State gasoline tax. Existing sources include the local generation of state gasoline tax, fines and forfeitures and license fees.
- General funds. Traditional source of local funding by annual appropriation of County General Fund money by the Board of Supervisors.
- Assessment districts/Community service districts. A potential but difficult to implement measure of calculating the benefit of road improvements to each property, and assessing property owners their share, while many road users will not be contributing to funding the improvements.

- **Mello-Roos community facilities district.** Another potential district that would collect a special tax to pay as you go or to repay a bond. Once the initial district is formed, separate non-contiguous sub-districts within it may be formed more readily.
- **Local motor vehicle fuel taxation.** State authorization (SB 215, 1981) enables the County and the cities to increase the per gallon tax on gasoline in increments of one cent, subject to approval by a majority of voters. Funding originates with the user upon purchases of gasoline.
- **Sales tax increase.** A potential method is to submit a proposal to increase the sales tax for approval by county voters, based on an expenditure plan with the ballot measure. A half-cent increase would probably provide sufficient funds to implement most of the recommended projects for the South County (South) sub-area.
- **Road improvement fee.** Existing Road Improvement Fee Ordinance No. 2379 (1988) allows the County to collect fees to fund road construction projects that are needed to mitigate cumulative traffic impacts. These projects are on the busier streets and do not involve small, local streets. The Board of Supervisors adopted two areas of benefit in the South County (South) sub-area on January 17, 1989, in which fees are collected from new residential and non-residential development. These fees are projected to pay for the major road improvements identified by dates in this plan. However, these fees will not pay for improving smaller local roads and streets.
- **Cooperative roads program.** A cooperative roads program would offer improvements on the basis of loan funding repaid by affected land owners.

Without these recommended improvements, other off-setting transportation programs or any adjustments to land use policy, the area will face a declining quality of service on its roadways as growth continues, characterized by increased congestion, delay and decreased safety. This plan recognizes that safe traffic conditions on the road system must be maintained. The Resource Management System provides an annual review of road capacities so that early transportation funding decisions can be made.

5.7 Other Means of Transportation

Bikeways

Bikeways provide convenient routes as an alternative to automobile travel for purposes of commuting to work or school, shopping, or for recreation. A goal of this plan and the County Bikeway Plan is to provide a framework for establishment of a safe and efficient bikeway system. Planned projects should not only include the construction of bikeways, but also consider the installation of facilities such as bike racks, bike lockers, bike and ride racks, signs, showers, the creation of bike maps and safety and education programs. The County Bikeways Plan lists and maps the bikeway system, and includes policies for integrating bike-related facilities within the transportation system.

There are several types of bikeways described in Framework for Planning, Part I of the Land Use Element. Summarized here, they include Class I bike paths (separated from the road for the exclusive use of bicycles), Class II bike lanes (at least four feet of maintained and marked shoulder of a road, for semi exclusive use of bicyclists), and Class III bike routes (shared traffic lane with automobiles designated by signs).

San Luis Obispo South Sub-area

The following goals and objectives apply to the San Luis Obispo South Sub-area (refer to Figure 1-1):

Goal: Provide for an area-wide bikeway system to enable efficient and safe transportation for bicyclists riding to work, school, shopping, or for recreation.

Objectives:

- a. City and County governments, schools, major private employers and shopping centers should provide bicycle parking facilities at locations of employment, shopping, schools, transit facilities, and park-and-ride lots to increase the use of bicycles.
- b. Promote interconnection of designated bikeways in City, County, state and federal plans for circulation, land use, parks, and public facilities.
- c. Promote linkages between transit and bikeways by accommodating bicycles on buses.
- d. Encourage employers to provide incentive programs and shower/locker facilities for employees who ride bicycles to work.
- e. Develop class I bike paths along selected riparian routes or other appropriate corridors where possible to link residential areas with important destinations (no dead-end routes) while avoiding impacts to agricultural and environmentally sensitive areas.
- f. Provide for the safe and separate uses for the roads for bicycle and other vehicular traffic, including slow agricultural vehicles, through separate bike lanes.

South County (South) Sub-area

The following objectives and policies apply to the South County (South) sub-area (refer to Figure 1-1):

Objectives and Policies

1. **Regional bikeway system.** Create an area-wide bikeway system to provide for efficient and safe transportation for bicycle commuters.

Encourage local jurisdictions and major employers to provide bicycle parking facilities at major destination points such as shopping centers, public facilities, transit hubs, and park and ride lots to increase the use of bicycles.

2. **Safe bikeway improvements.** Provide safe travel for school children, the commuter and the recreational rider.

Encourage all new development to include 5' - 8' Class II bikeways along all new collectors and arterials, where terrain permits, as shown in Figure 5-6.

Width and class should be determined by factors such as vehicle speed, traffic volumes, terrain and road width.

3. Bicycle safety program. Increase efforts to implement yearly bike safety programs in all public and private schools.
4. Transportation demand management, (TDM). Encourage use of bikes as an alternative transportation mode to reduce single occupancy vehicle (SOV) travel thereby reducing air pollution.
 - a. Encourage employers with 25 or more employees to reduce SOV travel with an organized program that includes bike use.

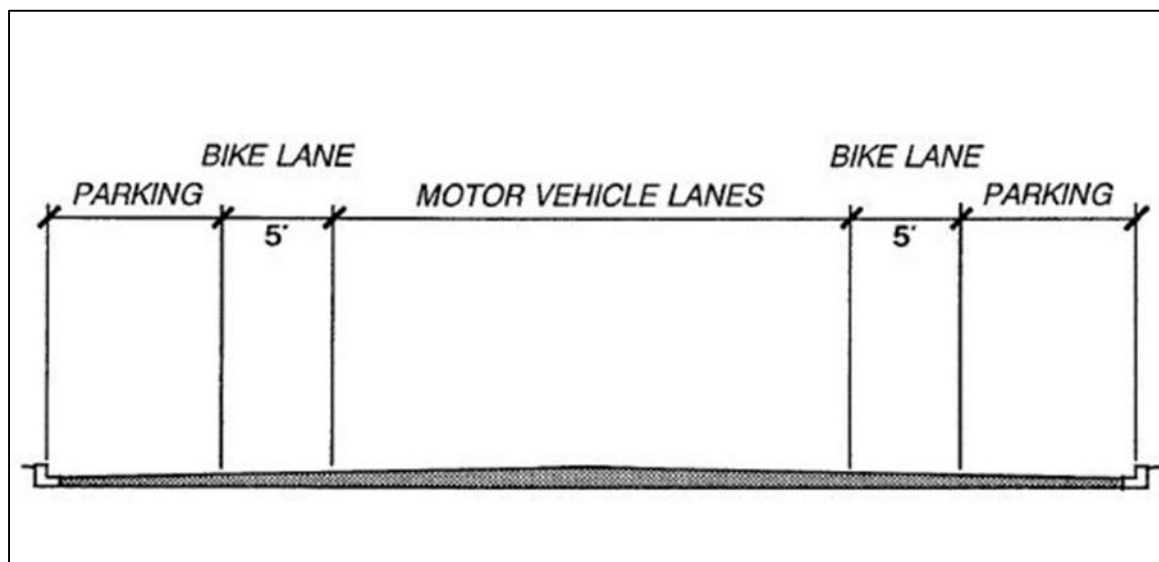


Figure 5-6: Class II Bike Lanes

5. Recreation. Develop Class I bikeways with multi-use trails through public recreational areas and along public right-of-ways where deemed appropriate due to scenic and/or recreational resources. Dedicated public easements should be sought, and economic incentives for private land owners should be considered where unique scenic, recreational or historical routes coincide with private property, and where connections are desired between recreational and scenic areas. The protection of natural resources should also be achieved. Prepare a plan for Class I bikeways along appropriate routes through the sub-area, to connect major destinations for different age groups, as part of an areawide pathway planning project.

Proposed Commuter-oriented Projects in the South County (South) Sub-area

The following is a list of the recommended bicycle routes that should be constructed to provide a local bikeway system in the planning area and link it to the general system:

Class I Bike Paths

- Pacific Coast Railroad. Construct a Class I bike path within the Pacific Coast Railroad right-of-way and/or the State Water Project easement between, and connecting to, the Thompson Road/Highway 101 interchange through Nipomo to

the Highway 166/101 interchange adjacent to an equestrian/walking path. Connect this route to Thompson Road and south Oakglen Street and the Dana Adobe site by obtaining public easements for a bike lane and multi-use trail in a linear park, consistent with the County Parks and Recreation Element.

- Highway 101/Santa Maria River. Provide a separate Class I Bike Path in the reconstruction and widening of the Highway 101/Santa Maria River bridge, or an alternate seasonal surface crossing, to connect between the Pacific Coast Railroad right-of-way, Cuyama Lane and Santa Maria.
- Nipomo Regional Park. Class I bicycle lane with a multi-use trail around the perimeter of the Nipomo Regional Park.
- Highway 1. Class I bicycle lane to coincide with the Juan Bautista De Anza National Historical Trail and Bike Centennial Pacific Coast Route. Also, Bike lanes as wide as 8 feet, or separated Class I bikeways, are needed between Pismo Beach and Oceano.
- Recreation Center to Nipomo Regional Park/Dana School. Develop a Class I Bike Lane between the Nipomo Youth Recreation Center and the Nipomo regional Park, by way of Hill Street to Orchard Avenue.
- Recreation Center to Nipomo School. Class I bike lane extend between the Nipomo Youth Recreation Center to Nipomo School.
- San Luis Bay Drive. Bike lanes as wide as 8 feet, or separated Class I bikeways, are needed on this roadway.

Class II Bike Lanes

- Highway 1 from Valley Road south to Santa Barbara County where Class I bikeways in conjunction with the Juan Bautista De Anza National Historical Trail and Bike Centennial Pacific Coast Route are not developed.
- Valley Road from Highway 1 to the city of Arroyo Grande.
- Los Berros Road from Valley Road to Thompson Road/Highway 101 interchange, then Thompson Road to Cuyama Lane/Highway 166.
- Willow Road from Highway 1 to Thompson Road.
- Pomeroy Road from Los Berros Road to Tefft Street.
- Tefft Street from Thompson Road to Las Flores Drive.
- Orchard Avenue, Joshua and Hutton Roads to Cuyama Lane, then on Cuyama Lane to Thompson Road.
- Division Street from Orchard Avenue to Highway 1.
- Oso Flaco Lake Road from Highway 1 to the west end of the road.
- Class II or III bikeways are recommended on: Price Canyon Road; Lopez Drive; Highway 227; Los Berros Road; and on Highway 1 from Oceano to the Nipomo Mesa.

Trails

The County Parks and Recreation Element provides a reference for the potential hiking and equestrian trails in the unincorporated area. The plan may be amended as new information about possible trails becomes available, so it should be reviewed for the most current and detailed information about trails.

The rural character of the Huasna-Lopez sub-area makes it popular among riders. Equestrian trails are shown for this area in the County Parks and Recreation Element.

There is a high level of interest among local citizens in the South County (South) sub-area for establishing a multi-use trails system for pedestrian, bicycle and equestrian use, as shown in Figure 5-4. A trail system needs to be developed for circulation among the suburban and rural residential areas and to link them to the recreation areas. The priorities for establishing a multi-use trails network in the South County (South) sub-area are:

1. Safe routes for children on foot and bicycle, especially to schools;
2. Safe pedestrian, bicycle and equestrian passage from neighborhoods to frequent destinations, schools, parks, shopping facilities and adjacent neighborhoods;
3. Linking a local multi-use trails system to regional destinations, such as nearby cities and Oso Flaco Lake;
4. Avoid sensitive resources, such as riparian/wetland vegetation and cultural resources.

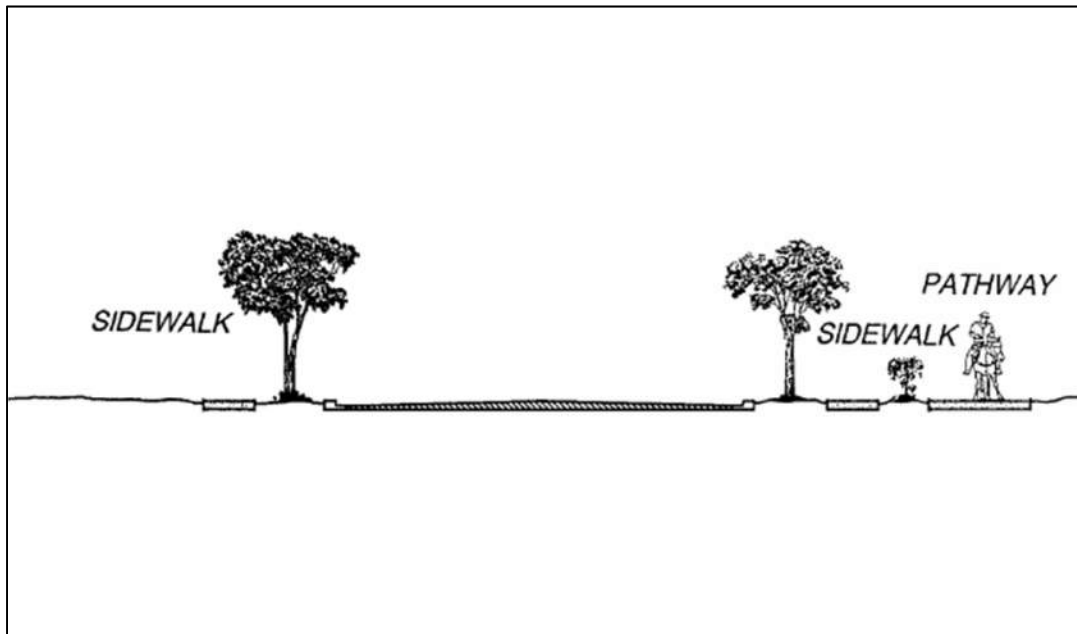


Figure 5-7: Multi-use Path

By providing safe routes between neighborhoods, parks and open space, and to shopping facilities, multi-use trails can enhance the quality of life by fostering a sense of a "village" community. The proposed routes should use public rights of way (beside existing roads and across County-owned open spaces). Also, as new developments are reviewed,

easement dedications should be sought from willing landowners and developers to extend the multi-use trails system. Economic incentives for land owners and developers should be provided to encourage participation. In the event a trails easement is granted, the gross acreage should be used for calculating allowable density, rather than the normally required net acreage. Where feasible, costs for development of the multi-use trail by the land owner or developer should be in lieu of developing curb, gutter and sidewalk.

Public Transit

The County has a goal of providing adequate public transportation to meet the needs of all residents for access to public services, medical services, schools, shopping, employment locations and recreational facilities. Public transit is a means of reducing single-occupant vehicle use, and therefore reduces air pollution, traffic congestion, parking problems and energy consumption. Regional transit service to and from the San Luis Obispo community is provided by Central Coast Area Transit (CCAT) and Greyhound Bus Lines. CCAT includes several fixed routes between San Luis Obispo and communities as far as San Miguel, San Simeon Acres and Santa Maria. The cities of Pismo Beach, Arroyo Grande and Grover Beach 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 intercommunity transit service.

A countywide system called the "Runabout" has been provided for the elderly and handicapped in order to meet their special transportation needs. Ride-On provides numerous specialized transit services as well, such as the only local airport shuttle. Amtrak provides passenger rail transportation with stops in Paso Robles, San Luis Obispo and Grover Beach, enabling local trips or long distance travel out of the county.

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.

Current Transit Needs in the South County (South) Sub-area

Presently, the South County (South) sub-area is served by one fixed route bus system (CCAT Route 14) from San Luis Obispo to Santa Maria. The new route to Santa Maria, if successful, will provide an important transportation link. A "senior van" provides access to the Five Cities area and San Luis Obispo. The Five Cities area to the north is served by the South County Area Transit System (SCAT) which operates under a joint powers agreement between the County and the member cities. The Regional Handicapped System also provides van service to Nipomo.

There is an on-going effort to eliminate the deficiency in public transit between South County communities and Santa Maria. Agreements should be reached with operators within Santa Barbara County to extend fixed route bus service by jointly funding it. A regional transit route that connects Nipomo with San Luis Obispo and Santa Maria should be planned. According to the Area Coordinating Council's Transportation Planning Agency, Nipomo has the population to support a dial a ride service or commuter transit service.

San Luis Obispo South Sub-area

The following goals and objectives apply within the San Luis Obispo South sub-area (refer to Figure 1-1):

Goal: Promote transit as an environmentally sound alternative to the single-occupant vehicle.

Objectives:

- a. Raise public awareness of the availability and benefits of transit use through widely published and distributed schedules and other marketing techniques.
- b. Ensure that transit is convenient for users by providing ample bus stops where people need them, linkages between community and regional transit services, and schedule transit runs to get people to work or school when they need to arrive. For example, commuter bus service between the city and the Los Ranchos/Edna village should be considered. The San Luis Obispo Airport should be included in the City bus system's regular bus routes.
- c. Provide incentives for transit use through fare subsidies for employees, students, shoppers and tourists.
- d. Develop and support a regional and community fixed route transit system connecting all major population centers, and promote transit use as an environmentally sound transportation alternative to the private vehicle.
- e. Provide increases in transit service convenience to make transit an attractive transportation mode, with a target of 10% minimum increase in ridership each year, with 75% seat occupancy on each bus during peak periods.
- f. Use transit services as one part of a coordinated effort to reduce air pollution.

Planned Transit Development in the South County (South) Sub-area

The short-term plan for transit service to this area is to provide frequent regional transit runs (Central Coast Area Transit), and establish dial-a-ride in the Nipomo urban area when warranted. As densities and total population build, the long-term plan for transit development is the creation of sub-routes or fixed shuttle routes connecting south county residential and commercial centers along the Highway 101 corridor. In this way the frequency can be increased to shorter periods between buses, inducing residents to consider transit as a viable alternative to the private automobile.

Bus stops will be divided into regional stops and sub-regional stops. The sub-regional stops can be bus pullouts that will accommodate school buses, and can be converted to full regional bus stop standards if population densities increase as planned. Bus stops should be integrated into commercial or office development or at least provided shelters. Other details of bus stop development should be utilized that are listed in the regional transportation plan.

Land Use and Transit

A primary objective of the short and long-range transit development plan is to maximize transit use by land use planning that encourages non-automotive use. All new development should be reviewed to encourage transit use.

While transit is most efficient through high density corridors, much of the South County is designated for low density development in response to other planning goals for the area. However, concentrations of development can facilitate and encourage the use of public transit. These centers may be separated from each other by open space to preserve the rural character of the south county area.

Each transit-oriented center should provide higher density housing, allow mixed-uses, and have convenient walking access less than one-fourth mile between residences, working, open space and public transit, consequently encouraging residents to travel by bus, walking or bicycling.

The major fixed route service for the area is expected to continue to be CCAT regional routes. Acting as feeder services, local dial-a-ride systems will interface with the fixed route lines at major transfer points. Within 10 to 20 years, a deviated fixed route through the communities may be feasible to link with the regional system.

Transit-Oriented Development Policies

Transit-oriented development policies are needed in land use planning and in the review of discretionary project and subdivision applications to encourage and enhance transit usage within the South County (South) sub-area. Transit-oriented standards apply to development in Article 9 of the Land Use Ordinance. The following policies should guide land use planning:

1. Along major transit corridors, urban densities should be achieved in urban village centers that will have a mix of employment and higher density residential zoning to encourage transit, walking and bicycling. Minimum densities as well as maximum densities should be set within these activity centers to provide a population threshold for convenient transit.

Automobile oriented uses such as service stations, car sales lots and drive-through retail should not be located within these activity centers so that there will be areas that encourage walking, biking and transit use. Mixed compatible use should be encouraged within the centers, allowing for the development of areas where walking can access homes, offices and stores.

2. Open space or agricultural separators (greenbelts) are important between communities to prevent sprawl or strip commercial development that can interfere with development of urban village centers. The most effective land use categories to retain low-density development are Agriculture, Rural Lands, Residential Rural and Open Space.
3. Parallel routes to Highway 101 should be established on Hetrick Road and Orchard Avenue to facilitate access north and south through the area, for general transportation and for connecting multi-modal transit stops.
4. On-site services should be encouraged at urban village centers, including child care, personal services, cafes, pharmacy and convenience stores in residential areas, as well as restaurants, banks, general retail stores in employment centers.

Carpooling – Park and ride

Park and ride lots are transfer areas where people may drive or carpool to the lot, park their vehicles and continue on with another carpool or transit route. The Clean Air Plan and the Regional Transportation Plan have emphasized park and ride lots as transportation system management measures to shift away from single occupancy vehicle travel.

The overall goal for park and ride lots is to provide convenient locations for transferring commuters from single-occupancy vehicles into carpools, van pools and public transit. Criteria are needed to standardize the location, amenities and design of lots. A bicycle bus trailer should be included in South County bus service.

Railroad

The Southern Pacific Railroad provides freight service in the area with rail spurs to serve the industrial development on the mesa. This service is expected to remain and could possibly expand if additional industrial development occurs. Amtrak operates passenger service, connecting San Luis Obispo with other areas in the San Francisco/Los Angeles/San Diego corridors.

Rail transit between San Luis Obispo, the Five Cities area and Santa Maria could become a feasible mode of transportation depending on subsidies, cost of fuel for automobiles, and the interest of the community. A rail transit project should be considered as a possible use of the Pacific Coast Railroad right-of-way. However, the Rail Improvement Feasibility Study, prepared for the San Luis Obispo Council of Government in January 1992, indicated that rail transit was not feasible in the foreseeable future due to the cost of constructing new track and the more cost-effective operation of other modes of transportation.

5.8 Circulation Programs

“Programs” are specific, non-mandatory actions or policies recommended by the LUCE to achieve rural area or areawide objectives identified in this area plan. Implementation of each program is the responsibility of 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.

Note: Many of the goals, policies, and programs in this plan apply only within certain sub-areas of the South County planning area. Figure 1-1 should be referenced to determine the applicability of a goal, policy, or program to a specific parcel or region in the South County planning

The Community/Village Plans (LUCE Part III) contain circulation programs for the County’s village and urban areas.

Huasna-Lopez

The following circulation programs apply to the Huasna-Lopez sub-area (refer to Figure 1-1):

1. **Bikeways.** The Public Works Department should construct Class II bike lanes along Lopez Drive from Arroyo Grande to Lopez Lake at the time of any major reconstruction of Lopez Drive.
2. **Road Maintenance.** The Public Works Department should maintain the existing road system in its present status until the need for substantial improvements or new roads is clearly demonstrated.
3. **Trails.** The County should work with affected state and local agencies to explore the feasibility of an equestrian and hiking trail to link the Arroyo Grande fringe and Biddle Park.
4. **Equestrian Trails.** An equestrian trail system should be mapped for the sub-area. This work should be coordinated between interested citizens and the General Services Department.

San Luis Bay Inland South

The following circulation programs apply to the San Luis Bay Inland South sub-area (refer to Figure 1-1):

5. **Bikeways.** The County Public Works Department should work with the State Department of Transportation where necessary to develop Class I bikeways on San Luis Bay Drive 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.
6. **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.
7. **Road Improvements, Arroyo Grande Fringe.** The County Public Works Department should work with property owners to acquire necessary rights of way and construct adequate road improvements through the creation of assessment districts, or through state and federal grant funds.

South County (South) Sub-area

The following circulation programs apply to the South County (South) sub-area (refer to Figure 1-1):

8. **Areawide Circulation Plan.** The Public Works and Planning Departments, in coordination with area group representatives, should refine the circulation plan to include local street circulation and address the location, timing, costs and funding of needed improvements in the Nipomo urban area northward to the southern fringe of the five cities urban area.
9. **Resolution of Route for the Willow Road Extension and Willow/Highway 101 interchange.** The County should conduct and complete an alternative routing study for the extension of Willow Road to Highway 101 and beyond to Thompson Road by November 9, 1994.

10. **Transportation Demand Management.** The Public Works and Planning Departments, in cooperation with the Area Coordinating Council and Caltrans staff, should conduct special studies to seek ways to reduce peak-hour traffic volumes on the heavily traveled sections of Highways 1 and 101. The studies should be scheduled for completion as input to the Circulation Plan.
11. **Funding reimbursement.** The Public Works Department should initiate an ordinance amendment providing for the reimbursement of those developers who pay for the road improvements to their projects, by those who subsequently develop along the particular improved street or road.
12. **Street Landscaping Projects.** The County should seek and obtain funding for street landscaping that can be installed with planned street improvements or separately. Street trees, landscaped center medians, special lighting and street furniture should be included.
13. **Cooperative Roads Program.** The County Public Works Department should initiate a cooperative roads program for responding to property owners' requests for upgrading unimproved roads. The program could begin with an inventory with the community identifying which roads most need improving. The cooperative roads program would offer improvements on the basis of loan funding repaid by affected land owners. Bicycle lanes and multi-use paths addressed in this plan should be included in the program.
14. **Highway 1 Visual Corridor Study.** The County Public Works and Planning Departments should work with the California Department of Transportation to initiate a study of the Highway 1 corridor to explore alternative methods of protecting its scenic qualities. Development of the Juan Bautista De Anza National Historical Trail with bicycle and multi-use trails along Highway 1 should be considered as one means of allowing county residents recreation, utilizing Highway One's scenic qualities.
15. **Trail Crossing.** The County should work with the State Department of Transportation to install a separate bicycle path and trail crossing adjacent to the Highway 101 Santa Maria River crossing to connect the South County (South) sub-area with Santa Maria facilities.
16. **Road Abandonment.** The County should initiate road abandonment proceedings on Black Lake Canyon Road, a platted road located in the bottom of Black Lake Canyon, to limit vehicle access through the canyon. Prior to abandonment, address road circulation within the canyon area. It is recognized that an abandonment does not extinguish the private access rights of lot owners within the subdivision.
17. **Port Harford Eucalyptus Tract and Porter Pacific Eucalyptus Tract; Upper Los Berros Canyon Road Improvements.** The Public Works Department should work with area property owners to form assessment districts, seek state and federal grant funds and obtain development fees to acquire rights-of-way and construct needed roads to County standards, as cost effective as possible and acceptable to the residents.

Los Padres South

The following circulation programs apply to the Los Padres South sub-area (refer to Figure 1-1):

Areawide

18. **Pozo-Hi Mountain Road.** The County should relocate the Pozo-Hi Mountain Road to the old county right-of-way and maintain on a seasonal basis.
19. **Roads in the National Forest.** The County Public Works Department should work with property owners and the Forest Service to transfer road rights of way providing public access to forest lands to Forest Service control. Access to forest lands from such roads should be limited to hikers and equestrian use, and motor vehicles where permitted. Where rights of way cannot be transferred, an agreement should be negotiated between the Forest Service, property owners and the County to allow year round public access to forest lands. Such agreements should include provisions for road maintenance, rubbish and litter control, and road closure in designated wilderness areas and during high fire hazard periods.

Los Padres National Forest

The following programs regarding trail circulation within the national forest are proposed to the U.S. Forest Service as recommendations only. Any proposal by users to extend or establish trails on private lands is to be submitted to the County for review, comment and approval. County review is to include affected property owners.

20. **Off Road Vehicles.** ORV trails and ORV rules should be clearly identified and enforced.
21. **Trail Systems Coordination.** Any proposal by the Forest Service to extend or establish trails on private lands is to be submitted to the County and affected property owners review, comment and approval.
22. **Trail Crossings.** The Forest Service should work with the County and State Department of Transportation to establish trail crossings at all major roads, especially at Highway 101, allowing continuous trail passage.
23. **Trail Systems.** Coordinate hiking and equestrian trails with the state trail system and adjacent county trail systems. Obtain trail easements from private property owners linking various sections of recreational trails together.

Table 5-1: Schedule for Completing Circulation Programs				
Program Title	Responsible Agencies	Potential Funding¹	Time frame (Years)³	Priority²
Huasna-Lopez				
1. Bikeways	Co. Public Works		Unspecified	
2. Road Maintenance	Co. Public Works		Unspecified	
3. Trails	State and Local Agencies		Unspecified	
4. Equestrian Trails	Co. General Services		Unspecified	
San Luis Bay Inland South				
5. Bikeways	Co. Public Works, Department of Transportation		Unspecified	

Table 5-1: Schedule for Completing Circulation Programs

Program Title	Responsible Agencies	Potential Funding ¹	Time frame (Years) ³	Priority ²
6. Trails	County, Equestrian Groups, Property Owners, and Agriculturalists	Unspecified		
7. Arroyo Grande Fringe, Road Improvements	Co. Public Works	Unspecified		
South County (South)				
8. Areawide Circulation Plan	Co. Public Works Planning	General Fund Fees	1	High
9. Willow Road Extension	Co. Public Works, Planning	General Fund	1	High
10. Transportation Demand Management	Co. Planning, Public Works, Area Council, Caltrans	General Fund, Caltrans STIP, Fees	1-3	High
11. Funding Reimbursement	Co. Public Works	General Fund	1-3	High
12. Street Landscaping Projects	Co. Public Works, Planning, General Services	State Funds; Assessment Districts	1-3	Moderate
13. Cooperative Roads Program	Co. Public Works	Fees; Assessment District	1-3	Moderate
14. Highway 1 Visual Corridor Study	Co. Planning, Caltrans	General Fund, State Grant	3-5	Moderate
15. Trail Crossing	Co. General Services	General Fund; Grant	3-5	Moderate
16. Road Abandonment	Co. Public Works	General Fund	3-5	Moderate
17. Road Improvements	Co. Public Works	General Fund; Fees; Assessment District	3-5	Moderate
Los Padres South				
18. Pozo-Hi Mountain Road	County	Unspecified		
19. Roads in the National Forest	Co. Public Works, Forest Service	Unspecified		
20. Off-Road Vehicles, Los Padres National Forest	County	Unspecified		

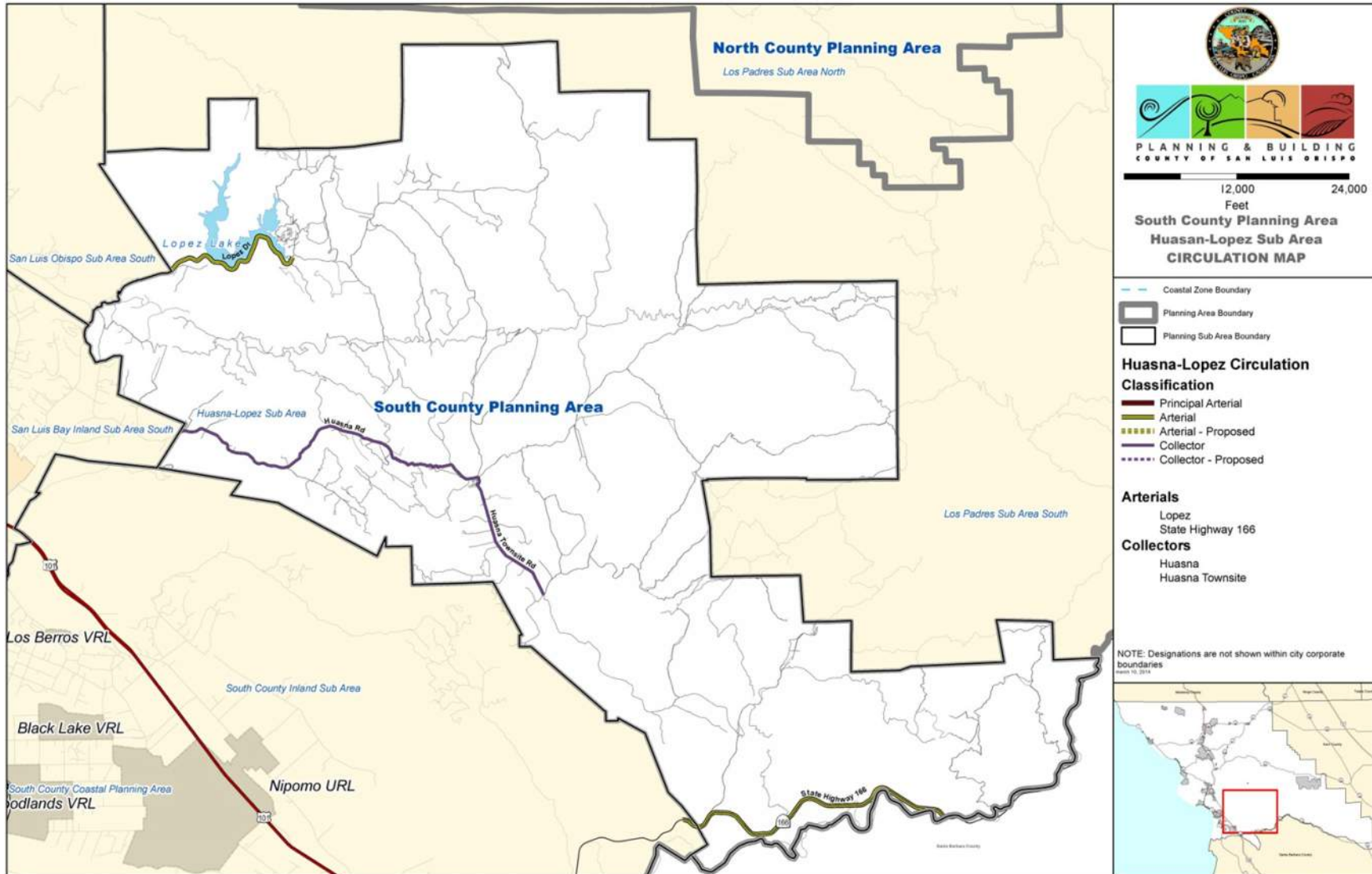
Table 5-1: Schedule for Completing Circulation Programs

Program Title	Responsible Agencies	Potential Funding¹	Time frame (Years)³	Priority²
21. Trail Systems-Coordination, Los Padres National Forest	Forest Service	Unspecified		
22. Trail Crossings, Los Padres National Forest	Forest Service, County, State Department of Transportation	Unspecified		
23. Trail Systems, Los Padres National Forest	County, State Trail System	Unspecified		

Notes:

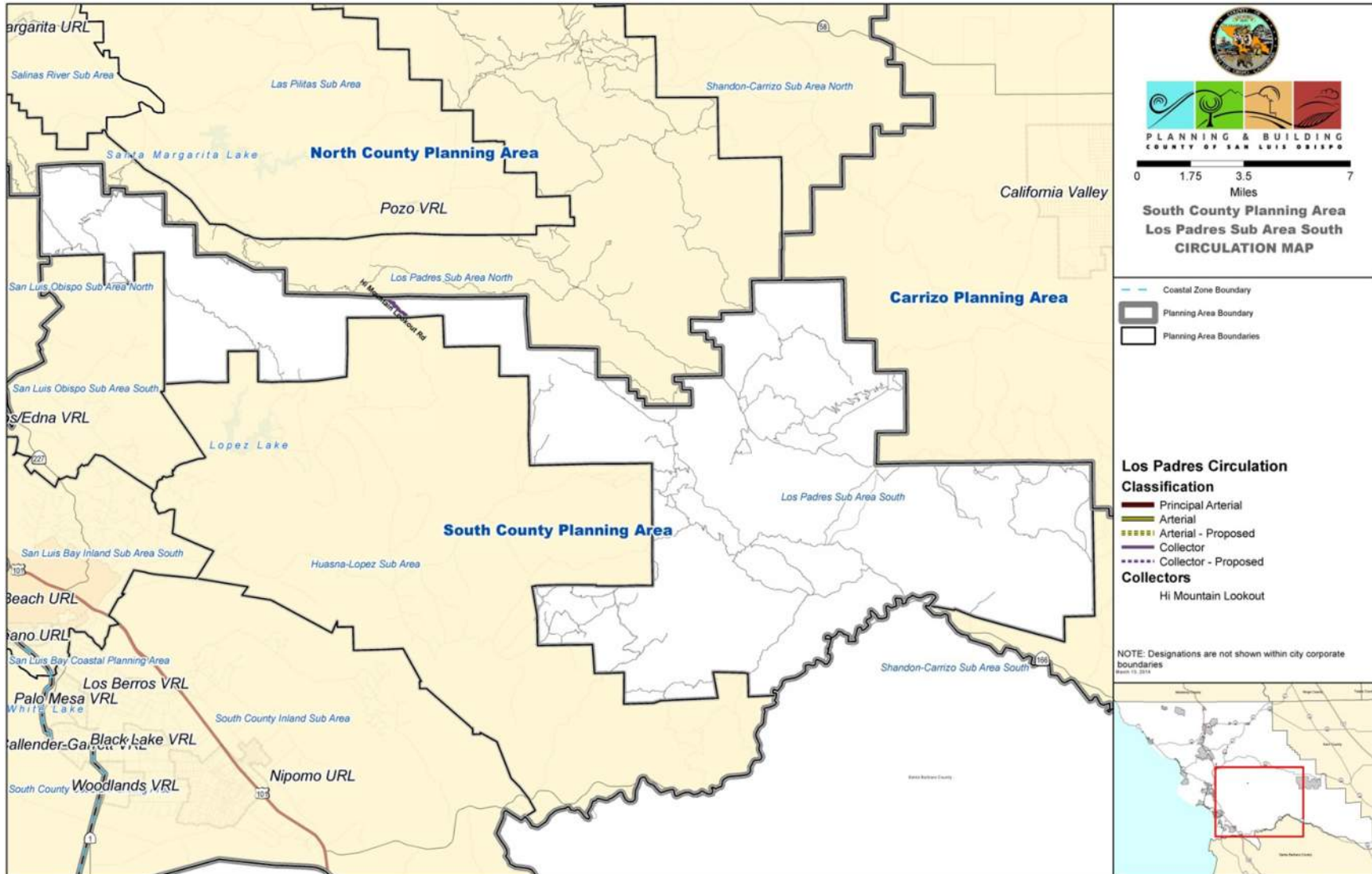
1. N/A in “Potential Funding” column means that the work would be performed by County staff within their budget. No special funding is required.
2. Priority listings are the relative importance within each timeframe: low, moderate, or high.
3. Timeframes are from the date of adoption of the South County Area Plan, as applicable (refer to Table 1-1).

Figure 5-8: Huasna-Lopez Sub-area Circulation Element Map



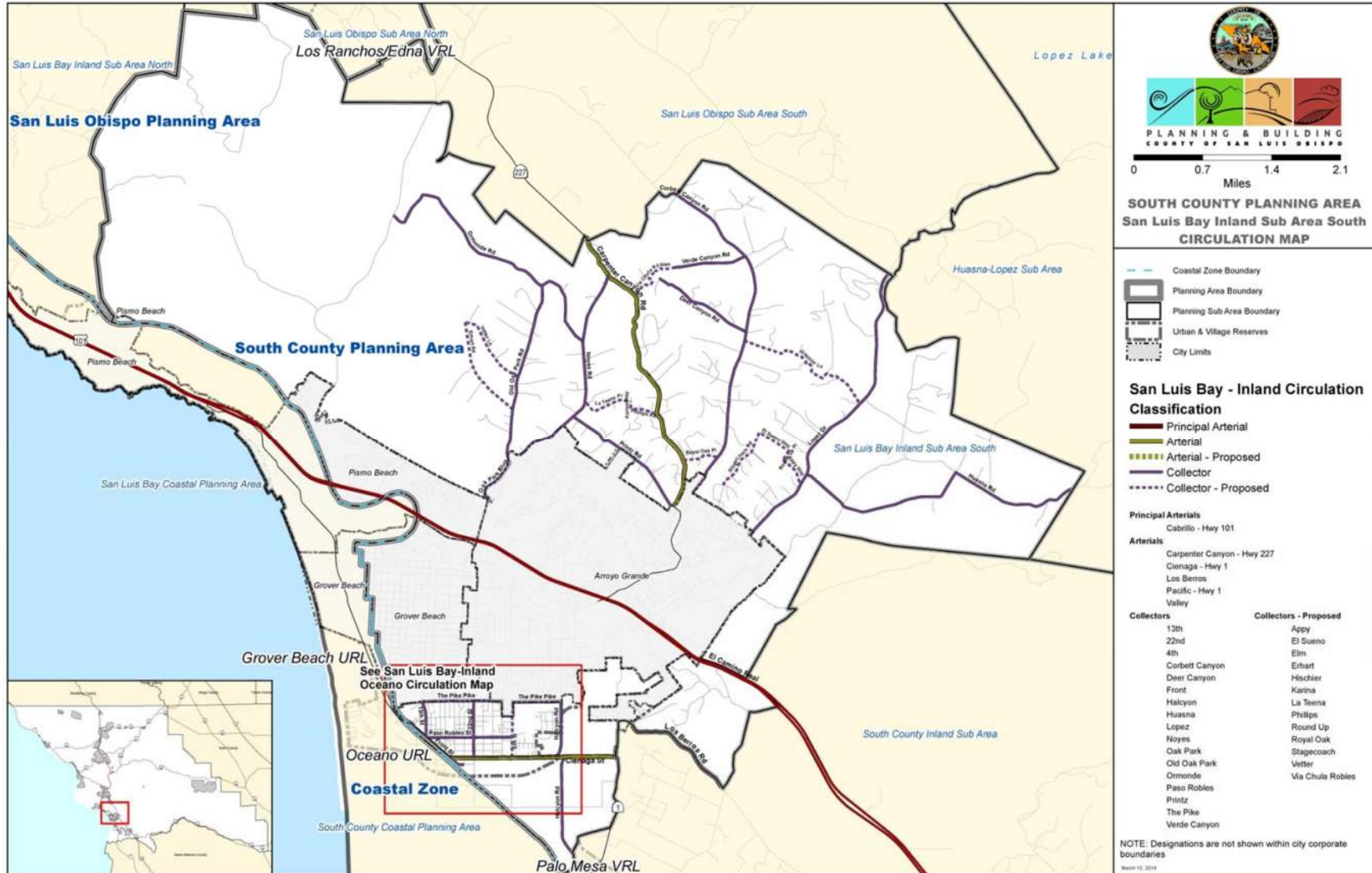
This page intentionally left blank.

Figure 5-9: Los Padres South Sub-area Circulation Element Map



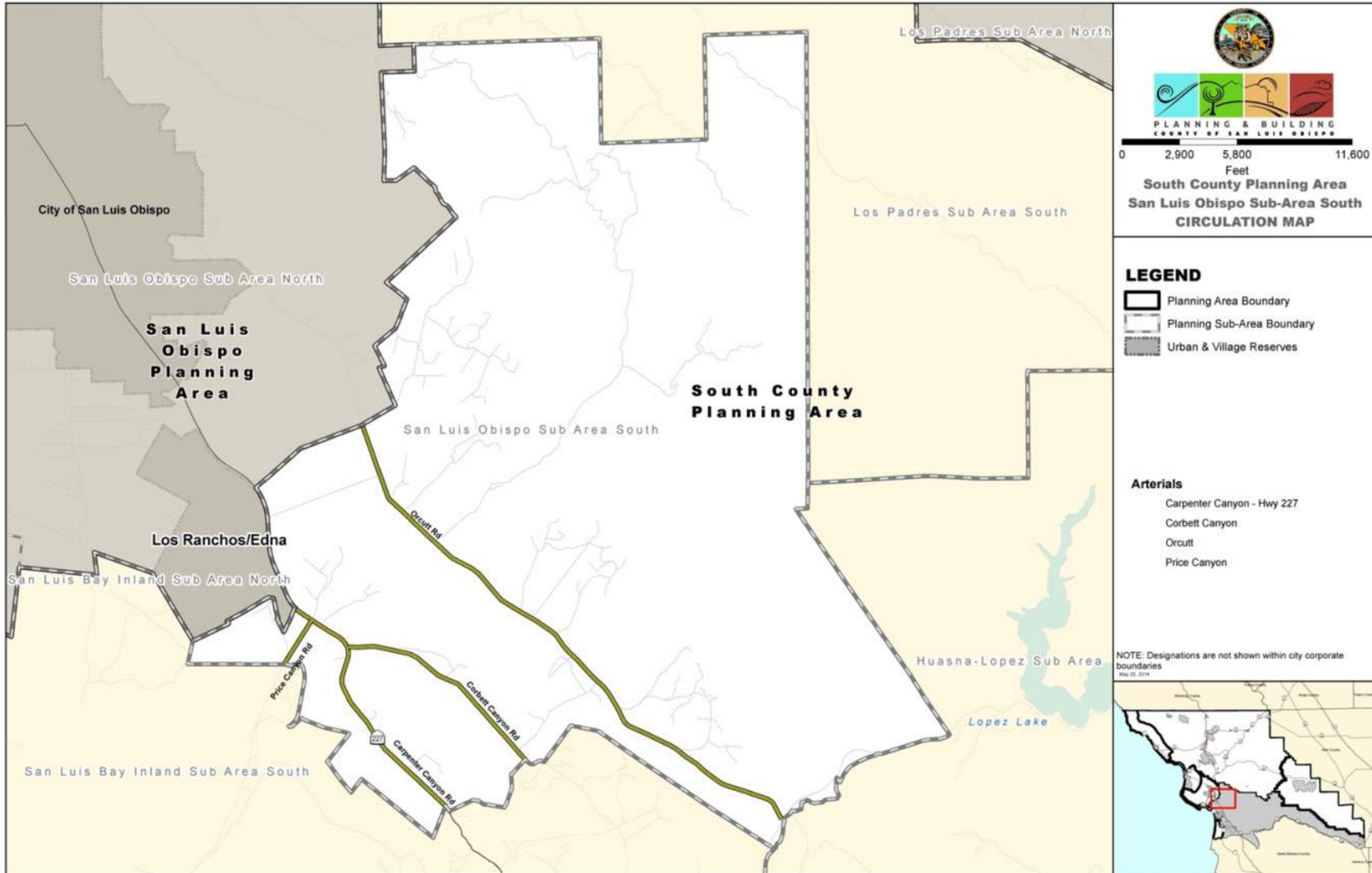
This page intentionally left blank.

Figure 5-10: San Luis Bay Inland South Sub-area Circulation Element Map



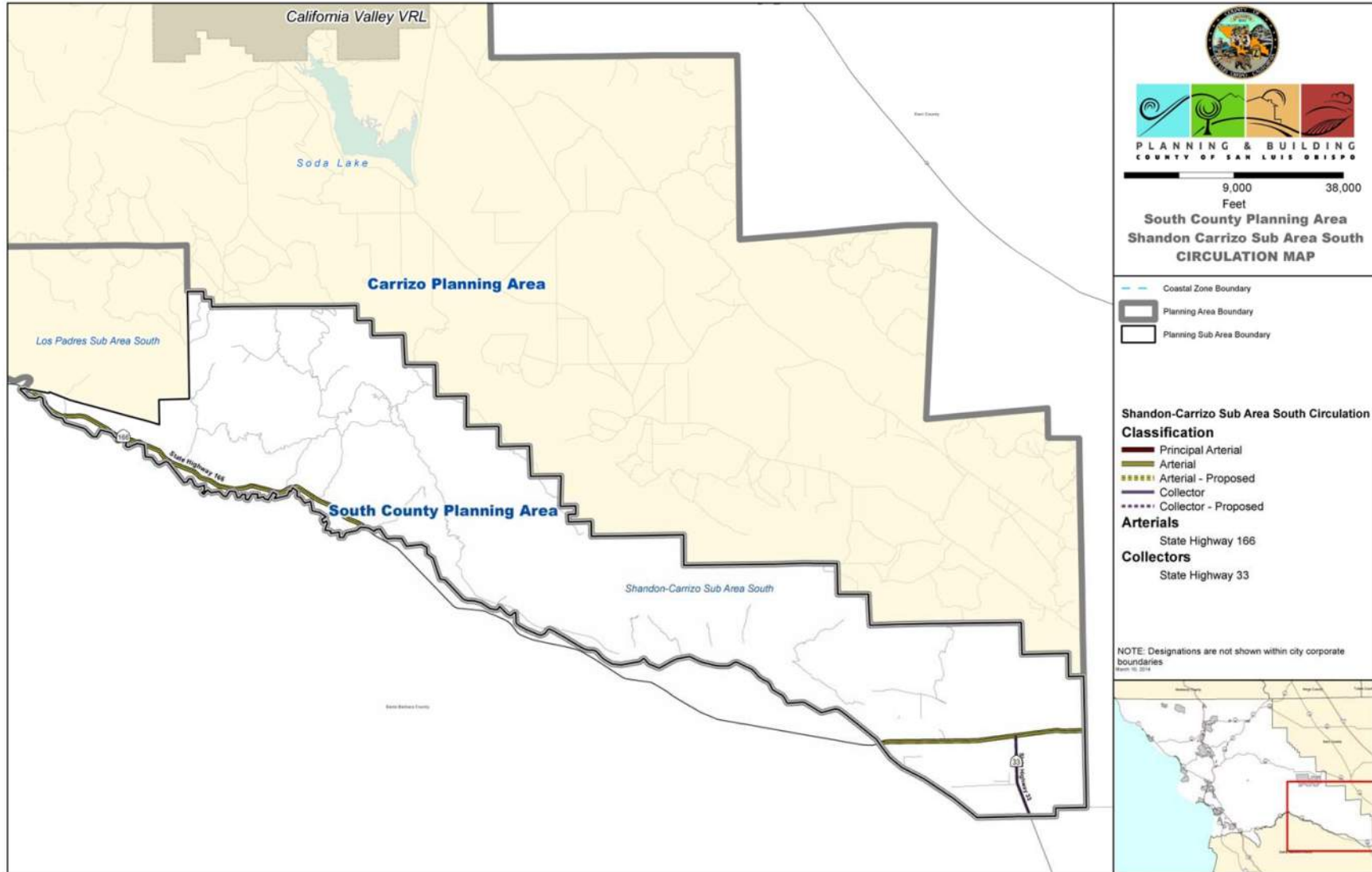
This page intentionally left blank.

Figure 5-11: San Luis Obispo South Sub-area Circulation Element Map



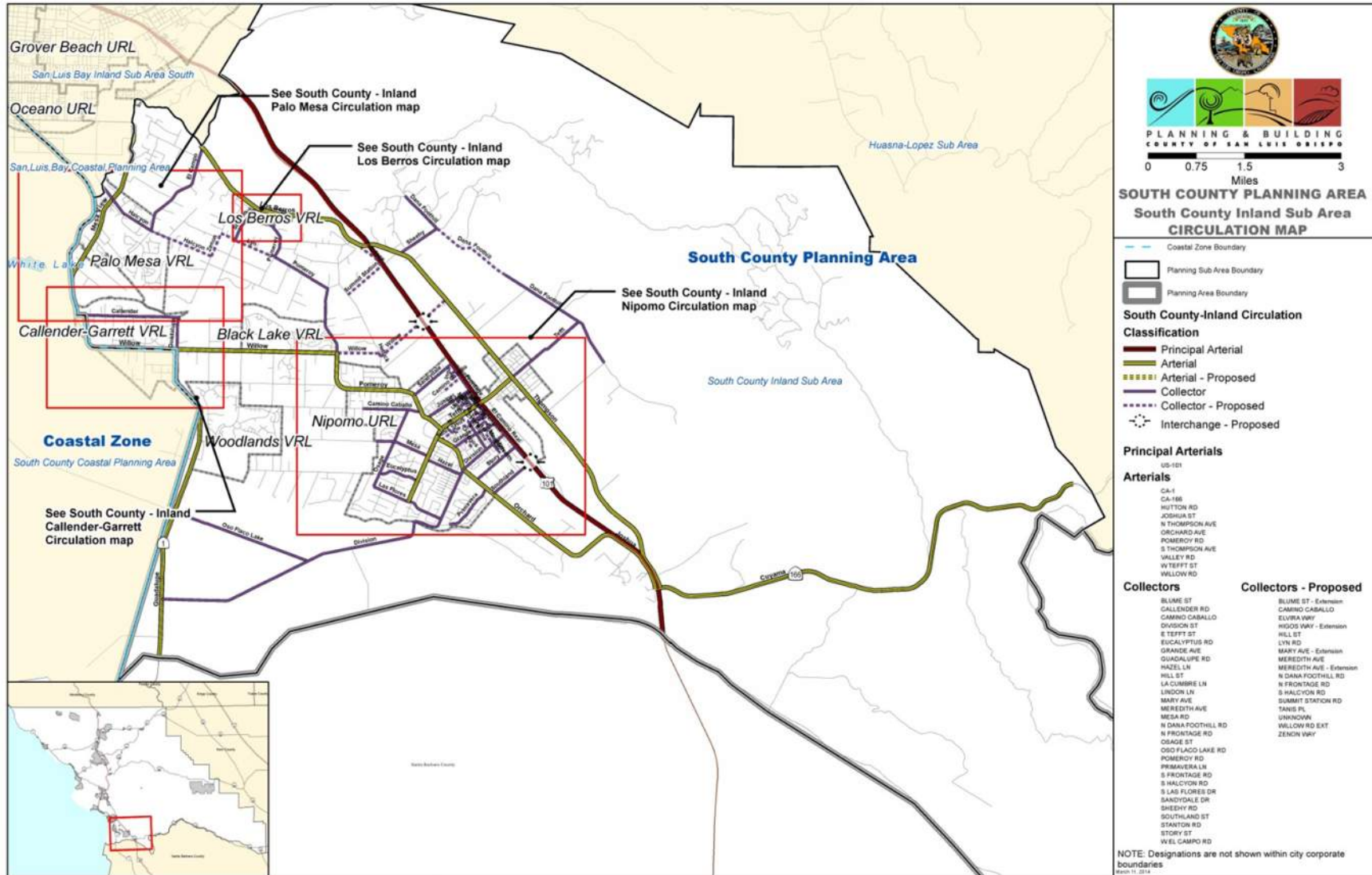
This page intentionally left blank.

Figure 5-12: Shandon-Carrizo South Sub-area Circulation Element Map



This page intentionally left blank.

Figure 5-13: South County (South) Sub-area Circulation Element Map



This page intentionally left blank.

Chapter 6: Combining Designations and Proposed Public Facilities

6.1 Introduction

Combining designations are special overlay categories applied in areas of the county with hazardous conditions or special resources, where more detailed project review is needed to avoid adverse environmental impacts or effects of hazardous conditions on proposed projects. Nine such designations are described in the Framework for Planning (LUCE Part I). In some cases, specific standards have been adopted for an area where a combining designation is applied. These standards are found in Article 9 of the Land Use Ordinance and are applicable to development proposals in addition to the standards of Chapter 22.14 of the Land Use Ordinance.

6.2 Area Plan Combining Designations

The following combining designations are located within the South County Planning Area:

Summary of Combining Designations

The Land Use Element uses the following combining designations inland of the coastal zone. Some combining designations are not applicable to the South County Planning Area:

- AR Airport Review:** Special review areas that are identified in the various County and Paso Robles airport land use plans where proposed developments are reviewed to avoid land uses incompatible with airport operations.
- GSA Geologic Study Area:** Areas within urban and village reserve lines that are subject to "moderately high to high" landslide risk or liquefaction potential; and to land outside urban reserve lines subject to high landslide risk potential, according to the Seismic Safety Element.
- FH Flood Hazard:** Flood-prone areas identified through review of available data from various federal, state or local agencies.
- H Historic Site:** Areas of unique historical significance.
- SRA Sensitive Resource Area:** Areas having high environmental quality and special ecological or educational significance.
- EX Energy or Extractive Area:** Areas where oil, gas or mineral extraction occurs, is proposed or where the State Geologist has identified petroleum or mineral reserves of statewide significance, and areas of existing or proposed energy-producing facilities.
- EX1 Extractive Resource Area:** Areas, including active mines, that the California Department of Conservation's Division of Mines and Geology has classified as containing or highly likely to contain significant mineral deposits.

RE Renewable Energy Area: Areas with potential for renewable energy development in order to prioritize such development and provide streamlined permit requirements. [Amended 2015, Reso. 2015-75]

Airport (AR)

1. **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 the Land Use Ordinance Chapter 22.106, and together they describe the total area of the Airport Review combining designation.

Geologic Study Area (GSA)

1. **Portions of the Santa Lucia Range and Mountainous Areas (GSA).** These areas define portions of the planning area with moderately high and high landslide risk potential, as identified in the Seismic Safety Element.
2. **Indian Knob, Portions of Squire Canyon, Pismo Beach Hillside, Price Canyon, and Other Hillside (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.
3. **Portions of the Freeborn Mountain and Caliente Mountain (GSA).** This designation includes lands with high landslide risk potential, as identified in the Seismic Safety Element.
4. **Portions of the Temettate Ridge (GSA).** This area defines those areas of high landslide risk potential, as identified in the Seismic Safety Element.
5. **Geologic Study Area (GSA).** Many of the hillside areas are subject to high landslide risk potential, as identified in the Seismic Safety Element. This designation is also applied to Alquist-Priolo earthquake fault zones, including areas near identified earthquake faults, pursuant to the Public Resources Code section 2622.

Flood Hazard (FH)

1. **Twitchell Reservoir, Huasna River, Huasna Creek, Alamo Creek, Arroyo Grande Creek and Tributaries, Cuyama River (FH).** Twitchell Reservoir is a large flood control and water conservation facility. Though normally dry, wetter winters have seen the reservoir inundate the lower five miles of Huasna Valley and the lower two miles of Alamo Creek, rendering areas below the 652 foot elevation unsuitable for permanent buildings. Upstream portions of these watercourses (and other creeks in the planning area) are potential flood hazard areas during intense or prolonged rainfall.
2. **Santa Maria River (FH).** The Santa Maria River, as designated on the plan, is a flood plain. Any development in this flood plain should be of a temporary nature and not create adverse effects to levees, cliffs, and the streambed in general.

3. **Twitchell Reservoir (FH).** Twitchell Dam and Reservoir is a large flood control and water conservation facility. While dry much of the year, during the wettest winters the reservoir can inundate a sizeable area, rendering areas below 652 elevation unsuitable for any permanent structures. The reservoir discharges into the Santa Maria River and recharges the groundwater basin.
4. **Nipomo Creek and its tributaries (FH).** Flooding of certain locations within the area is possible as evidenced by winter storms in 1969 and 1973. With increasing development, it is expected that additional areas within proximity to Nipomo Creek will become flood prone. The County Flood Control District should undertake a channel maintenance program for Nipomo Creek and tributaries to prevent erosion and preserve stream channels. Maintenance should include only that which is required to ensure continued channel capacity that will provide drainage during flooding stages.
5. **Cammatti Creek, and Cuyama River (FH).** As designated on the plan map, they are flood plains.

Historic Site (H)

1. **Independence School (H).** Located at the intersection of Orcutt Road and Righetti Road.
2. **Tognazzini General Store (H).** Located at the Edna townsite, John Tognazzini built the store in 1900. After burning down in 1906, it was rebuilt in 1908.
3. **Huasna School (190) (H).** This was a school for early ranchers in the Huasna Valley. The wood structure is typical of early county school architecture with clapboard siding and a belfry.
4. **Rancho Huasna (Isaac Sparks Adobe (1850) (H).** This early adobe home of a prominent rancher is also of Early California ranch architecture. See H 2 on the Combining Designations Map.
5. **Porter Ranchhouse (1890) (H).** The Porter Ranch house was home to one of the early prominent families in the area and is representative of early California ranches. See H 3 on the Combining Designations Map.
6. **Tar Springs Ranch (H).** This early ranch was part of the original Santa Manuela Mexican Land Grant. The ranch presently operates a conference center recreated as an "old west" town. See H 4 on the Combining Designations Map.
7. **Dana Adobe (H).** The Casa de Dana (1839) is the most historic and largest adobe residence in San Luis Obispo County. It was built by Capt. William Dana, a New England sea captain, on a 38,000 acre Mexican land grant, Rancho Nipomo. The two-story adobe is owned by the San Luis Obispo County Historical Society, which wishes to restore the building. Restoration should include authentic reconstruction of the ranch house, interior decoration, and layout of the surrounding grounds. Restoration continues on the ranch house, interior decoration, and layout of the surrounding grounds. When the proposed Southland Street interchange is constructed, the Dana Adobe could become easily accessible from the freeway and become a valuable tourist attraction at the south entrance of the county, if the site is developed to accommodate visitors. The Master Plan for site development should be utilized for further improvements. The General Services Department should work with the County Historical Society and the property owners surrounding the Dana Adobe for restoration and historic preservation. Federal and state grant funds can aid in the restoration project.

8. **Dana Home Melschau Road (H).** This house was built in 1882 by Frank Dana and was the fifth to be built on the Nipomo Rancho. It has been restored and remodeled.
9. **Los Berros Schoolhouse (H).** Founded in 1890, the Los Berros Schoolhouse was built in Victorian style. The last class graduated in 1920. In 1986 it was remodeled as a residence.
10. **Adobe Barn Los Berros (H).** This adobe barn built in the 1860's was used for grain storage.
11. **Pacific Coast Railroad Depot Site (H).** The Pacific Coast Railway was granted its right-of-way through the Nipomo Rancho by Captain William Dana's widow in 1881. It established a depot and warehouse on each side of Tefft Street at Sparks Avenue. The depot was used extensively for agricultural shipments to Port Harford Pier, and for travelers between San Luis Obispo and Los Olivos, the southern terminus of the railway. The original town of Nipomo was platted around the depot, and railroad activity generated development in Nipomo until the early 1900'S. The depot and warehouse sites are appropriate for commemorative parks and structures designed to reflect the original buildings.
12. **Old St. Joseph's Church (H).** Located at the northeast corner of Tefft Street and Thompson Avenue, this church has been converted to a retail business.
13. **Runels Home Dana Street (H).** This Victorian style home was built in 1886 by U.S. Runels, who subdivided 100 acres east of the original town of Nipomo. The home was used as a boarding house, and was restored in 1986 as a bed and breakfast inn.
14. **Southern Pacific Railroad Depot (H).** This old railroad depot has been moved from its original location to a site adjacent to the railroad north of the intersection of Front and 13th streets. The structure is being renovated for use as a community building and museum.
15. **Temple of The People, Halcyon (H).** This is a religious structure built in 1903 by a utopian religious group. The building is three sided and curvilinear and the shape is a combination of a heart and a triangle. The architecture represents the group's belief everything is symbolic. The architecture is reminiscent of the early Greco Roman style.
16. **Coffee T. Rice House (H).** This home was built in 1866 and is a fine example of Victorian Revival Architecture. It is in need of considerable repair and is now surrounded by a mobile home park. In the future, efforts should be made to restore some of the grounds around the house and to properly restore the building as a local tourist attraction.

Sensitive Resource Area (SRA)

1. **Fish Creek Geode Mountain (SRA).** This area, located in the southeast corner of the Los Padres South sub-area, supports oak woods and mixed evergreen forests and prominent geologic outcrops of high scenic value. See SRA 2 on the Combining Designations Map.
2. **Lopez Lake (SRA).** This area includes private lands within the view shed and immediate watershed of Lopez Lake Recreation Area and the highly visible hillsides along the Lopez Drive corridor near Lopez Dam. The SRA boundary largely follows the ridgelines of the areas visible from the recreation area. Development on the scenic hillsides around the

lake could threaten the Park's visual scene, water quality, primitive values and wildlife habitat. The Lopez 2000 Master Plan includes policies recommending that scenic hillsides be protected from indiscriminate grading or insensitive development to preserve the lake both as a water supply and for recreational use. See SRA 3 on the Combining Designations Map.

- 3. Caliente National Cooperative Land and Wildlife Management Area (SRA).** The existing preserve includes 58,000 acres of Bureau of Land Management property. This range is considerably different than most areas in the county. There is very little tree cover (occurring primarily on northern slopes), yet this scenic backdrop is one of the most striking in the county. Caliente Mountain, the highest peak in the county at more than 5,100 feet, is located here and is the prominent peak in this outstanding scenic backdrop.

In addition to the rather unique natural values, this area is either partially or entirely within the general range of the California Condor and Blunt Nosed Leopard Lizard, both of which are listed as endangered species, and the San Joaquin Kit Fox, listed as a rare species.

The San Joaquin Kit Fox is naturally restricted to areas of native vegetation including rolling hills, canyons and arid flatland, unsuited to agriculture or urbanization. The California Condor is North America's largest land bird. It is threatened with extinction with about thirty birds remaining in existence.

The Bureau of Land Management is conducting a Wilderness Review of a large portion of the area in response to the Federal Land Policy and Management Act of 1976. BLM will recommend to Congress whether or not the area should be designated a wilderness area after studying it in relation to the Wilderness Act of 1964 and public opinion. Development should only be permitted in accordance with BLM standards authorized by the Federal Land Policy and Management Act.

- 4. Pismo Beach Hillsides (SRA).** The hills and terrace next to the City of Pismo Beach are a sensitive scenic backdrop due to their proximity to the city and their undeveloped character. Petroleum production should locate out of view of areas within the city and Highway 101. Where technically feasible, production facilities should be located behind this range of hills. Locations for production facilities should only be allowed where they would either be substantially screened from view by existing topography or be bermed and landscaped from view within consolidated locations below the 200 foot contour elevation. (Amended 1985, Ord. 2215)
- 5. Black Lake Canyon (SRA).** The narrow marsh area extending inland from Dune Lakes is one of the few remaining freshwater marshes in this area used by migratory waterfowl. This area should be protected as a wildlife refuge and any development on adjacent uplands should be carefully controlled to prevent the sedimentation of the marsh. Limited recreation potential is possible with careful planning. As of 1994, a general plan amendment and environmental impact report were being processed to address this issue.
- 6. Caliente Wildlife Area (SRA).** The County should work with property owners and affected state and federal agencies to prohibit recreational off road vehicles in the Caliente National Cooperative & Wildlife Management Area, except on Bureau of Land Management lands specifically designated for ORV use. Earth berms or other similar barriers in conjunction with drainage ditches should be placed adjacent to public roads to restrict access by off road vehicles.

7. **Black Lake Canyon (SRA).** Preservation of this unique environment should be given priority. An organization should seek state and federal grant funds to prepare a resource protection plan for the canyon. The County should preserve land below the rim of Black Lake Canyon through a variety of mechanisms.
8. **Rinconada Mine Botanical Area (SRA).** Most of this area is within the Los Padres South sub-area. *Monardella palmeri*, a plant included on the California Native Plant Society's list of rare and endangered species, is known to this area. In addition, the site is significant as an outstanding representative foothill woodland community, with a wide diversity of species.

Energy or Extractive Area (EX)

1. **Price Canyon/Ormonde Road Oilfield (EX).** This designation includes those areas shown as Rural Lands. These operations should not be expanded into adjacent land use categories or existing operations intensified without full review through a public hearing process. The scenic value of Price Canyon should also be protected as an entry to the city of Pismo Beach.

Extractive Resource Area (EX1)

1. **Alamo Creek (EX1).** This area consists of approximately 363 acres in and adjacent to the Alamo Creek channel. This area is included in the EX1 combining designation to reflect that it is classified by the State Department of Conservation's Division of Mines and Geology as containing or being highly likely to contain significant deposits of aggregate sub base material. As of 1989, one company was mining sand and gravel along Alamo Creek which are processed for use as sub base (Amended 1991, Ord. 2498).

Transfer of Development Credits Site (TDCS)

1. **Nipomo Bluffs (TDCR).** The area defined by 1996 Assessor Parcel Numbers 092-021-035 and 092-031-018, 019, commonly referred to as the Nipomo Bluffs project, has been determined to be eligible to be considered for the Transfer of Development Credit Receiving Site (TDCR) Combining Designation. A determination on the density shall occur during review of a tentative map by the Review Authority.
2. **Black Lake Specific Plan (TDCR).** The area defined in the Black Lake Specific Plan, has been determined to be eligible to be considered for the Transfer of Development Credit Receiving Site (TDCR) Combining Designation. Specific density, use and permit requirements are set forth in the Specific Plan.
3. **Black Lake Canyon (TDCS).** The narrow marsh extending inland from Dune Lakes has been determined to be eligible to be considered for the Transfer of Development Credit Sending Site (TDCS) Combining Designation. Sites in this area shall only be reviewed as to method of determining development value and issuance of bonus credits by the Review Authority. The guarantee of conservation shall be based on the method that would otherwise have been used to determine eligibility as a sending site.

Renewable Energy (RE)

1. **Renewable Energy (RE).** Identifies areas throughout the South County Planning Area where renewable energy production is favorable and prioritized. Within these areas, the

County encourages distributed renewable energy development by streamlining permit requirements and environmental review in a manner that would not degrade ecosystems, agricultural resources, and other environmental resources. [Amended 2015, Reso. 2015-75]

6.3 Combining Designation 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 LUCE 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 Community/Village Plans (LUC Part III) contain combining designation programs for the County's village and urban areas.

Flood Hazard (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 to prevent erosion and preserve stream channels in their natural state. Maintenance should include only that which is required to ensure continued channel capacity.

Historic Site (H)

1. **Preservation.** The County should coordinate land use and circulation planning to be certain that when designating properties that have historic structures, the structures will not be adversely affected by incompatible development and road alignments.
2. **Maintenance and Restoration.** The County should assist property owners in funding adequate maintenance and restoration of historic structures through innovative financial arrangements and preservation agreements. The County should also consider initiating ordinance or element amendments that could facilitate such agreements through creation of smaller parcels than otherwise allowable.

Sensitive Resource Area (SRA)

3. **Public Lands.** Lands currently in public ownership should be retained to support the preservation of scenic backdrops.
4. **Caliente Wildlife Area.** The County should work with property owners and affected state and federal agencies to prohibit recreational off road vehicles in the Caliente National Cooperative & Wildlife Management Area, except on Bureau of Land Management lands specifically designated for ORV use. Earth berms or other similar barriers in conjunction with drainage ditches should be placed adjacent to public roads to restrict access by off road vehicles.
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. **Indian Knob** - A very rare flowering shrub, *Eriodictyon Altissimum*, is a local component of chaparral on sandstone. The vegetation should be protected from damage.
7. **Pismo Beach Hillside**s. The hills and terrace next to the City of Pismo Beach are a sensitive scenic backdrop due to their proximity to the city and their undeveloped character. Petroleum production should locate out of view of areas within the city and Highway 101. Where technically feasible, production facilities should be located behind this range of hills. Locations for production facilities should only be allowed where they would either be substantially screened from view by existing topography or be bermed and landscaped from view within consolidated locations below the 200 foot contour elevation. (Amended 1985, Ord. 2215)

Energy or Extractive Area (EX)

8. **Price Canyon/Ormonde Road Oilfield**. This designation includes those areas shown as Rural Lands. These operations should not be expanded into adjacent land use categories or existing operations intensified without full review through a public hearing process. The scenic value of Price Canyon should also be protected as an entry to the city of Pismo Beach.

6.4 Proposed Public Facilities

A principal function of County government is to provide services to the extent needed by the population served. In this section, only public services and facilities that have a direct effect on land use (and are or will become publicly managed) are considered. Development guidelines for proposed public facilities are contained in the Framework for Planning (LUCE Part I).

The Public Services and Facilities Element of the South County General Plan proposed specific recommendations for the solution of problems related to sewage disposal, water treatment, drainage and solid waste management. The Land Use Element updates that previous document; however, the data presented in that report remains valid and is recommended for use in the planning of future facilities.

Future locations of public facilities proposed for the South County area are noted on the combining designations map. These facilities are described below:

1. **Government Services Center**. The County should prepare a facilities plan that is oriented to meeting current and projected human needs within South County. The County should utilize existing public land at the Pacific Coast Railroad depot site for short- and mid-term capital needs. For long-range needs, it should acquire property and develop a larger Nipomo Government Services Center on a site shown south of Sparks Street near Nipomo Creek. Facilities should be considered for a branch library, multipurpose rooms for community activities, kitchen facilities, office space for social and community health services, a Sheriff's substation and a public plaza.

Table 6-1: Schedule for Completing Combining Designation Programs

Program	Responsible Agencies	Potential Funding¹	Timeframe² (years)	Priority³
Flood Hazard (FH)				
1. Channel Maintenance Programs	Co. Flood Control District	Unspecified		
Historic Site (H)				
1. Preservation	Co. General Services, Planning, Engineering	N/A	Ongoing	High
2. Maintenance	Co. Planning	N/A, Grants	Ongoing	High
3. Dana Adobe Restoration	Co. General Services; SLO County Historical Society	Donations, Grant	1-3	Moderate
4. Restoration Funding	Co. General Services; SLO County Historical Society	General Fund; Grants	1-3	Moderate
5. Tourist Information Center	Co. General Services; SLO County Historical Society; Nipomo Chamber of Commerce	Grant; Donations; General Fund	3-5	Moderate
6. Pacific Coast Railroad Depot Commemorative Site	Co. Planning and Building; General Services; Nipomo Chamber of Commerce	Grant; Donations; General Fund	3-5	Moderate
Sensitive Resource Area (SRA)				
1. Public Lands	Co. General Services	N/A, Grants	Ongoing	Moderate
2. Caliente Wildlife Area	County	Unspecified		
3. Indian Knob-Open Space Preservation	County	Unspecified		
4. Indian Knob	County	Unspecified		
5. Pismo Beach Hillsides	County	Unspecified		
6. Black Lake Canyon Resource Protection Plan	Co. Planning and Building; General Services	Grant; General Fund; Assessment District		
7. Black Lake Canyon Open Space Easements	Co. Planning and Building; General Services	Grant; General Fund; Assessment District		
8. Black Lake Canyon Resource Protection Plan	Co. Planning and Building; General Services	Grant; General Fund; Assessment District		
Energy or Extractive Area (EX)				
1. Price Canyon/ Ormonde Road Oilfield	County	Unspecified		
Public Facilities				
1. Government Services Center	Co. Administration, Planning, General Services	General Fund; Assessment District	1-3	High

Notes:

1. N/A in “Potential Funding” column means that the work would be performed by County staff within their budget. No special funding is required.
2. Timeframes are from the date of adoption of the South County or San Luis Obispo Area Plans, as applicable (refer to Table 1-1).
3. Priority listings are the relative importance within each timeframe: low, moderate, or high.

This page intentionally left blank.

Chapter 7: Arroyo Grande and Pismo Beach URLs

7.1 Introduction

This chapter describes land use issues and opportunities within the Arroyo Grande and Pismo Beach urban reserve lines. Unlike the County's urban and village areas, the Arroyo Grande and Pismo Beach URLs are not distinct communities; rather, they are unincorporated extensions of the adjacent cities.

7.2 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.

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 may be appropriate for future residential development on slopes not exceeding 30 percent. This should occur when City services are available and properties are annexed to Pismo Beach.

As a condition of its approval of annexation 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 200 foot elevation. The hillsides 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.

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 Cal Trans. 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.

7.3 Arroyo Grande Urban Area

The city of Arroyo Grande is responsible for the administration and planning for all areas lying within the city limits. The adopted Arroyo Grande General Plan is generally reflected in this Land Use Element to ensure coordinated land use planning for areas within the urban reserve line and the adjacent suburban and rural residential and agricultural lands; however, discussion of Arroyo Grande 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.

The Arroyo Grande urban reserve line is coterminous with the existing city limits, with 3 exceptions: the easterly edge of the intersection of the Pike and Halcyon Road; the unincorporated "island" along El Camino Real from approximately Oak Park Boulevard to Brisco Road; and a small area at the intersection of Los Berros and Valley Roads. A past attempt by the City to annex the "island" area was terminated by the County Board of Supervisors. The city surrounds the area and provides some services. Annexation of two properties within the island was recently approved. A new proposal by the City to annex the balance of the unincorporated island has been recently approved by LAFCO.

Arroyo Grande has recently been engaged in evaluating agricultural lands and means by which they can be protected. In this process they have established a policy opposing development of prime agricultural lands under County jurisdiction adjacent to the city. The policy is consistent with this Land Use Element. In addition, the adopted general plan policies call for development to be directed toward marginal agricultural areas and away from prime lands. Coordination of City/County programs to protect valuable farmland is needed. The Arroyo Grande General Plan states that "prime agricultural land should not be annexed to the city without a commitment on the part of the owner to place the land in agricultural preserve."

Halcyon Road Area

Residential Multi-Family

The area recommended for multi-family residential development includes three existing mobile home parks easterly of the intersection of The Pike and Halcyon Road and a small undeveloped triangular area immediately south of the mobile home parks. The existing developments are located outside the present city limits but are included in the Arroyo Grande General Plan "to reflect the existing use if the time should ever come when this area would be annexed to the city." These developments presently receive city water and are on the public city sewer system. This urban density development requires urban services and should be within the city limits rather than remain under County jurisdiction. The remaining undeveloped triangular area immediately south of the mobile home parks should develop similar to the adjacent mobile home unit, however, the development

should not expand further south or into the productive agricultural lands of the Arroyo Grande Valley. The urban reserve line should remain at the south and easterly edges of this multi-family area. Development of the remaining vacant triangular parcel should be defined to be compatible with improvement standards required by the city of Arroyo Grande, if development occurs before this area is taken into the city limits. However, ideally this development would occur after the city has taken this area into the corporate limits and development can be handled under city jurisdiction.

Residential Single Family

There is a minor expansion area located at the southerly end of Woodland Drive, bordered on the west by existing mobile home parks and on the east by Arroyo Grande Creek. The area has urban services available to it and will provide a small area for some additional single family homes. The Arroyo Grande General Plan shows this development and the area should be annexed to the city.

There is also a small expansion area located along Farroll Avenue west of the existing city limits. This area is presently under small ownerships and is used for agricultural activities. Future development will also allow for the extension of Oak Park Boulevard.

El Camino Real Unincorporated Island

This unincorporated "island" consists of approximately 70 acres and is developed primarily with single family residences, some multiple family dwellings and some commercial uses. The area presently receives city water and sewer services and other services provided to adjacent city areas could easily be expanded to serve the island. The area has been the subject of several annexation attempts, but the most recent proposal was abandoned by the Board of Supervisors when it became bogged down in disputes between the city, the County, and the residents of the area. Arroyo Grande has expressed a continued interest in trying to annex the area.

Residential Single Family

This designation covers most of the area and reflects the existing development. Some of the properties south of Chilton Street have steep slopes so development may be difficult.

Residential Multi-Family

This area borders the northerly side of Chilton Street. Future multiple dwellings should develop at moderate densities, 12-21 units per acre.

Commercial Retail

This land use category covers properties along the south side of El Camino Real. It is a mixture of uses including residences, motor courts that have been converted to apartment units, warehousing and a skateboard park. As new commercial uses are established attention should be given to adequate landscaping, signing and street improvements to upgrade the area.

Commercial Service

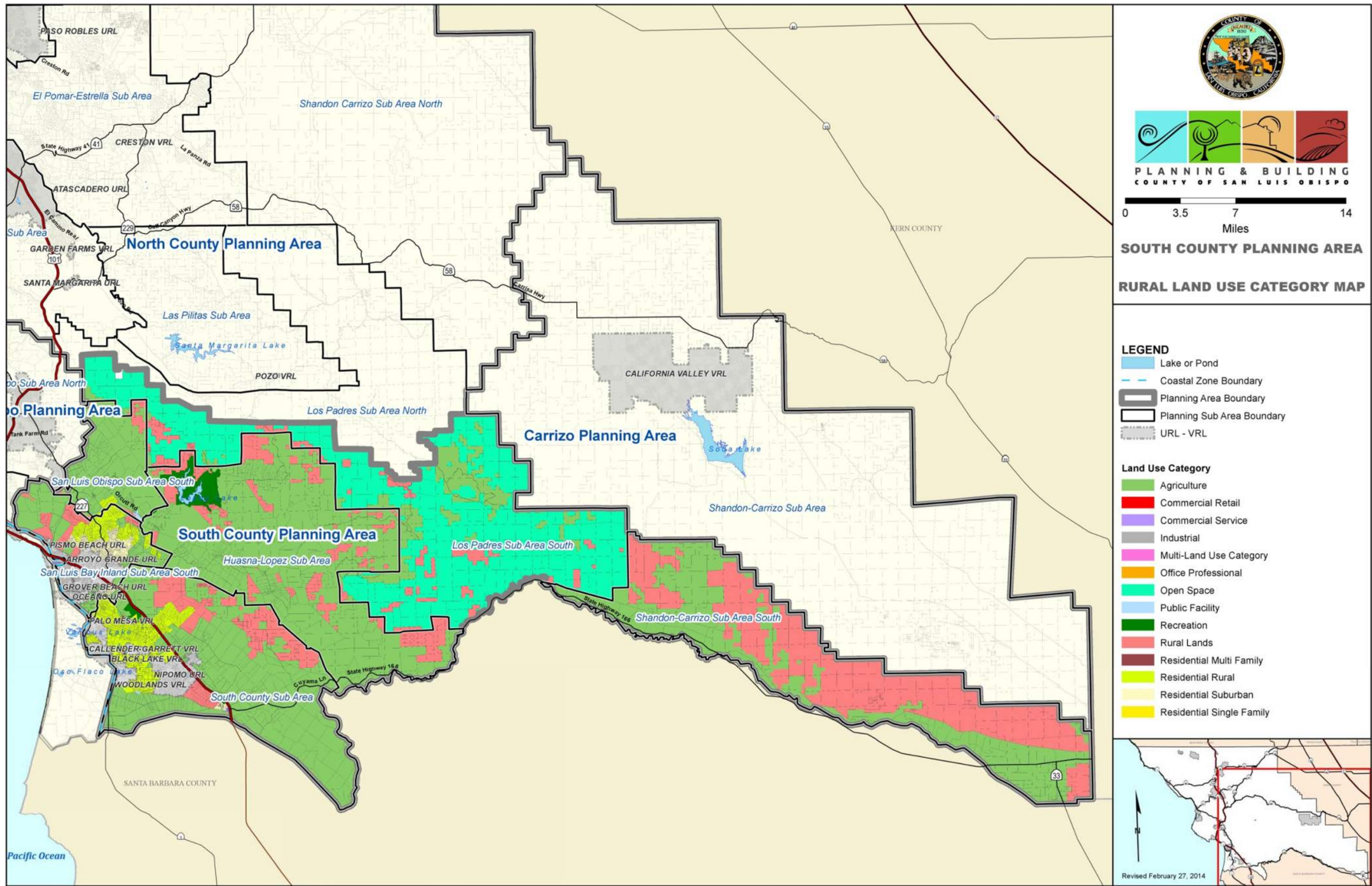
This designation is applied to properties fronting on El Camino Real and Brisco Road. Existing uses include a lumber yard and various warehousing/distribution facilities. It

should also be up graded with street improvements, signing and landscaping to improve the area. Open yard storage should be screened from view from nearby Highway 101.

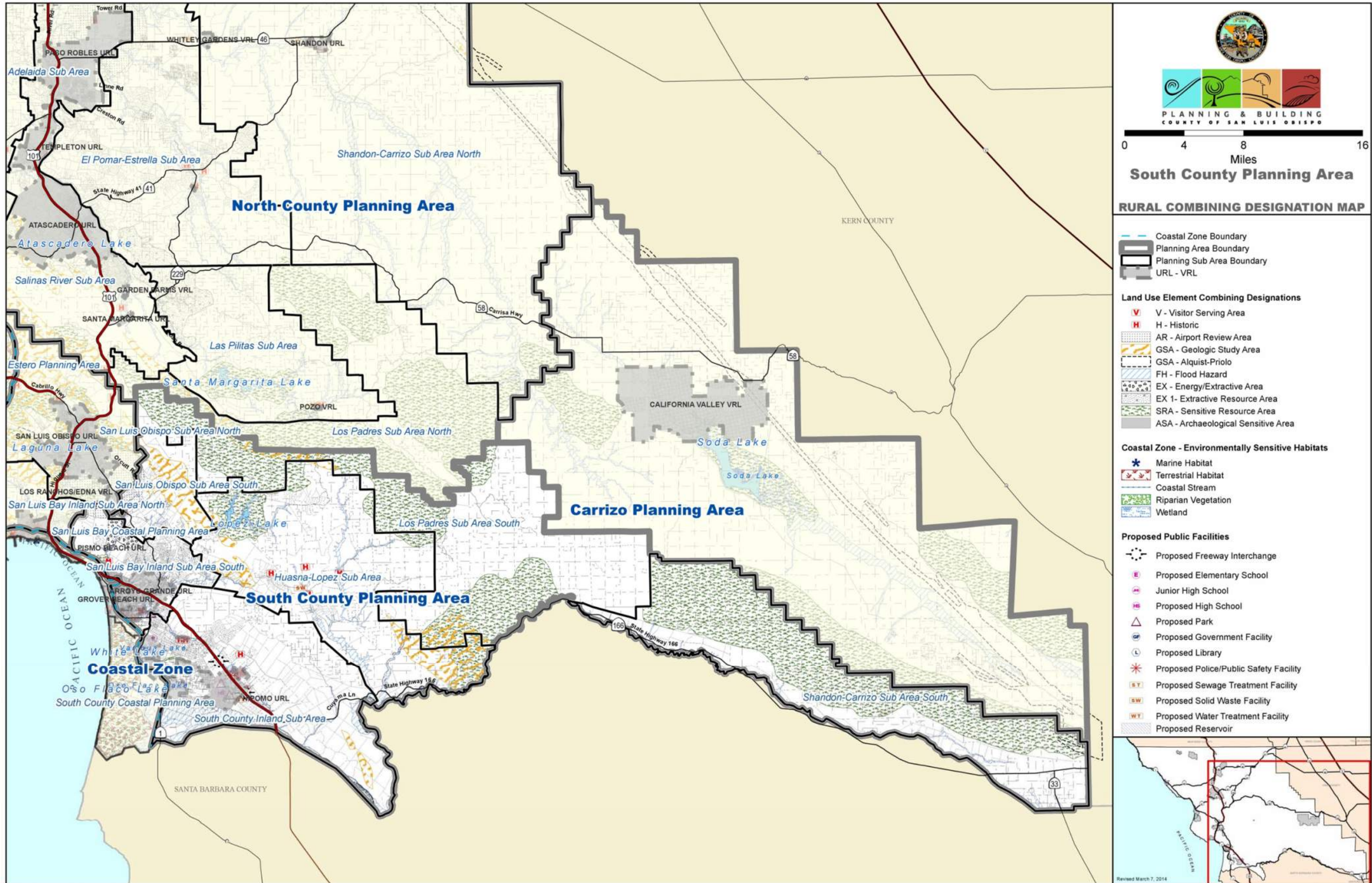
Valley Road Area

Residential Single Family

This designation is applied to a small triangular area bounded by Valley Road on the west, Los Berros Creek diversion channel on the south, and the old Los Berros Road right-of-way and Arroyo Grande city limits on the northeast. This area is included in both the urban services line and urban reserve line. The area should be annexed to the city and the old Los Berros Road right-of-way abandoned.



This page intentionally left blank.



0 4 8 16
Miles

South County Planning Area

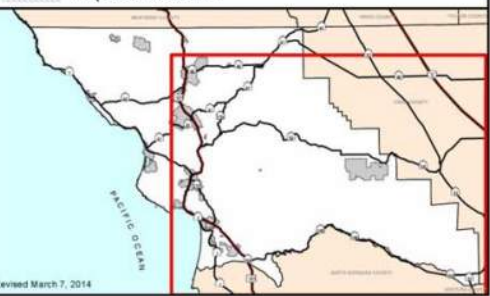
RURAL COMBINING DESIGNATION MAP

- Coastal Zone Boundary
- Planning Area Boundary
- Planning Sub Area Boundary
- URL - VRL

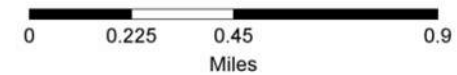
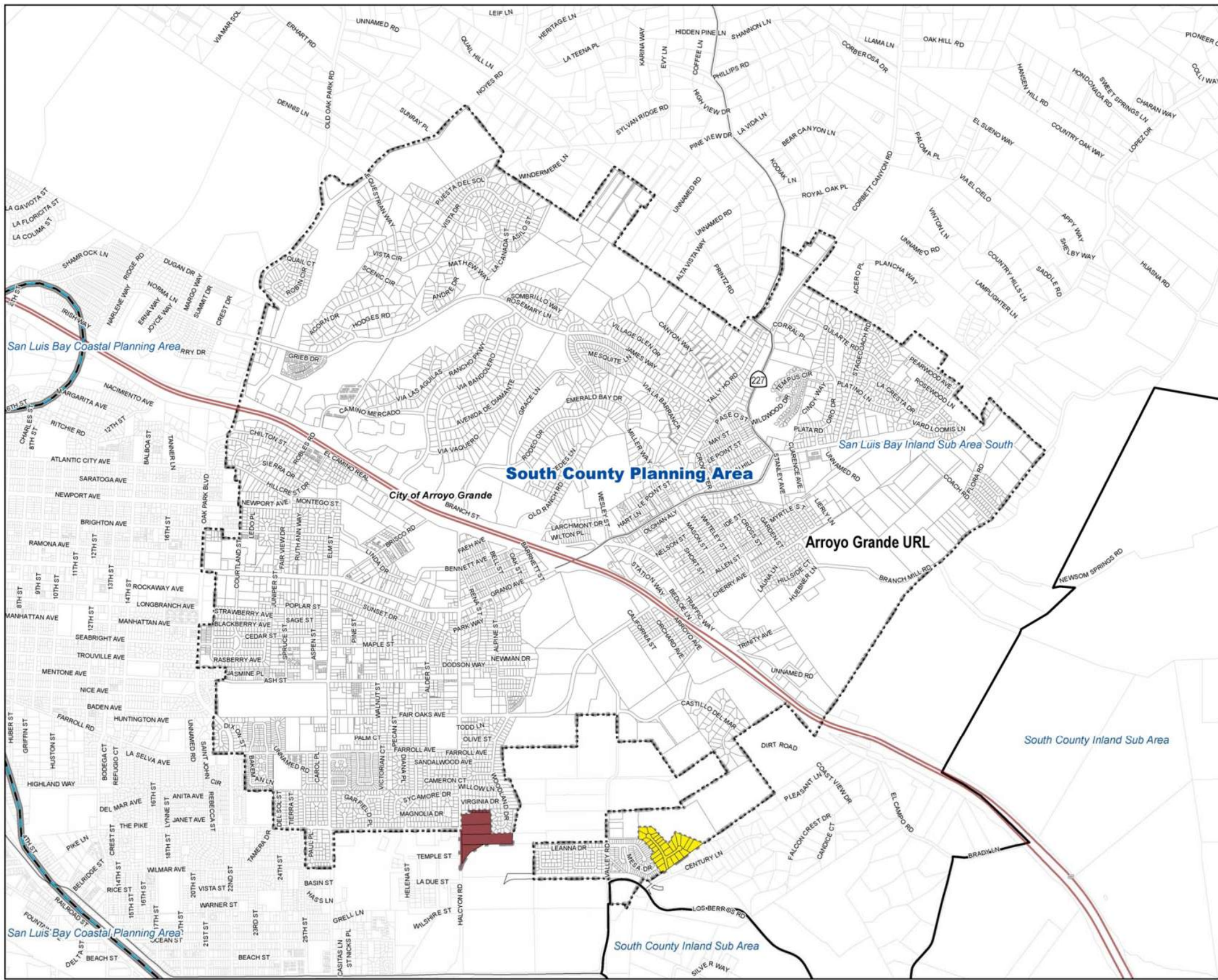
- Land Use Element Combining Designations**
- V - Visitor Serving Area
 - H - Historic
 - AR - Airport Review Area
 - GSA - Geologic Study Area
 - GSA - Alquist-Priolo
 - FH - Flood Hazard
 - EX - Energy/Extractive Area
 - EX 1 - Extractive Resource Area
 - SRA - Sensitive Resource Area
 - ASA - Archaeological Sensitive Area

- Coastal Zone - Environmentally Sensitive Habitats**
- Marine Habitat
 - Terrestrial Habitat
 - Coastal Stream
 - Riparian Vegetation
 - Wetland

- Proposed Public Facilities**
- Proposed Freeway Interchange
 - Proposed Elementary School
 - Junior High School
 - Proposed High School
 - Proposed Park
 - Proposed Government Facility
 - Proposed Library
 - Proposed Police/Public Safety Facility
 - Proposed Sewage Treatment Facility
 - Proposed Solid Waste Facility
 - Proposed Water Treatment Facility
 - Proposed Reservoir



This page intentionally left blank.



**ARROYO GRANDE URBAN RESERVE LINE
LAND USE CATEGORIES**

LEGEND

- Coastal Zone Boundary
- Planning Area Boundary
- Planning Sub Area Boundary
- Arroyo Grande Urban Reserve Line

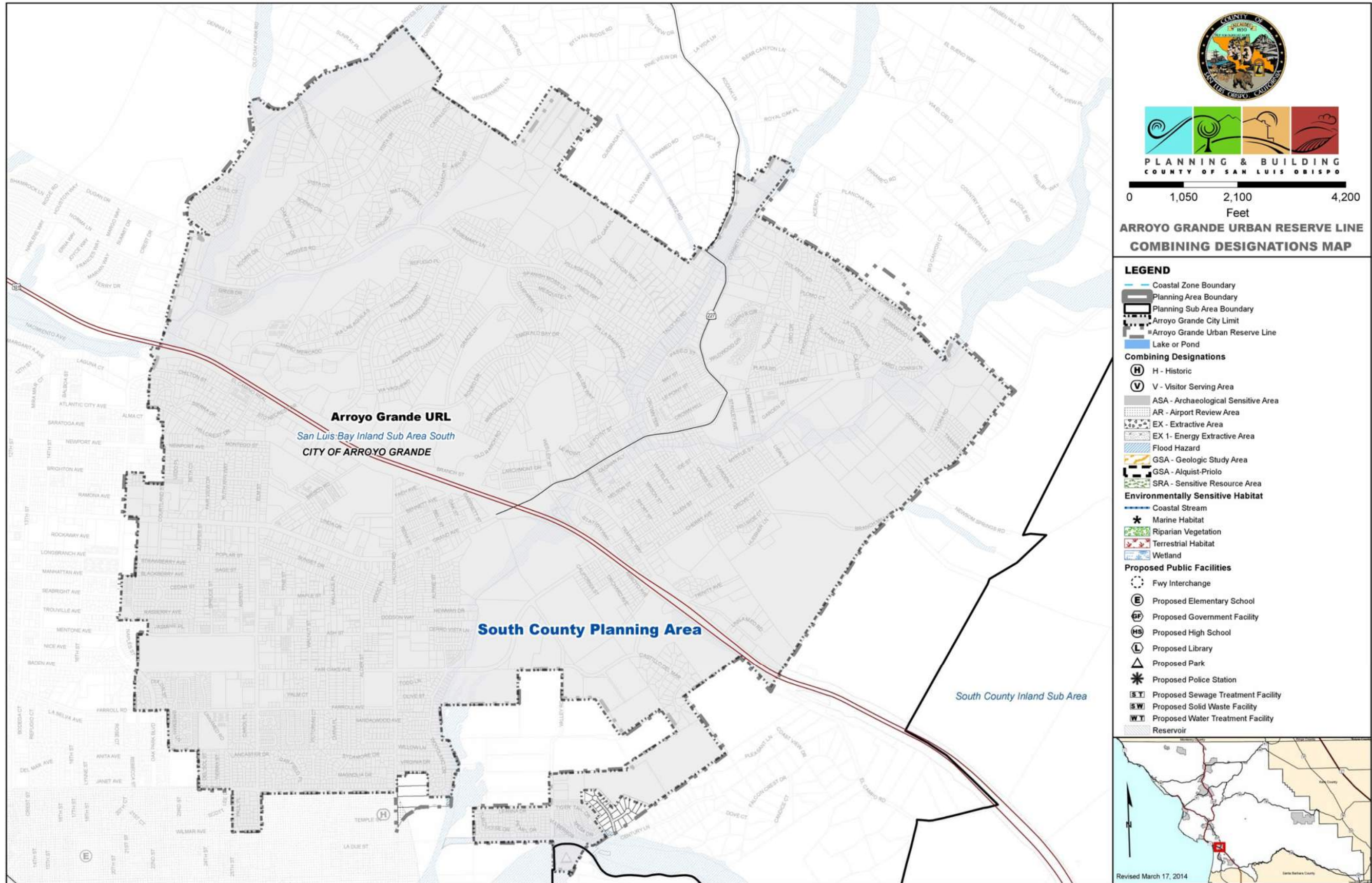
Land Use Category

- Agriculture
- Commercial Retail
- Commercial Service
- City
- Industrial
- Multi-Land Use Category
- Office Professional
- Open Space
- Public Facility
- Recreation
- Rural Lands
- Residential Multi Family
- Residential Rural
- Residential Suburban
- Residential Single Family



Revised March 6, 2014

This page intentionally left blank.



PLANNING & BUILDING
COUNTY OF SAN LUIS OBISPO


0 1,050 2,100 4,200
Feet

**ARROYO GRANDE URBAN RESERVE LINE
COMBINING DESIGNATIONS MAP**

- LEGEND**
- Coastal Zone Boundary
 - Planning Area Boundary
 - Planning Sub Area Boundary
 - Arroyo Grande City Limit
 - Arroyo Grande Urban Reserve Line
 - Lake or Pond
- Combining Designations**
- H - Historic
 - V - Visitor Serving Area
 - ASA - Archaeological Sensitive Area
 - AR - Airport Review Area
 - EX - Extractive Area
 - EX 1 - Energy Extractive Area
 - Flood Hazard
 - GSA - Geologic Study Area
 - GSA - Alquist-Prilo
 - SRA - Sensitive Resource Area
- Environmentally Sensitive Habitat**
- Coastal Stream
 - Marine Habitat
 - Riparian Vegetation
 - Terrestrial Habitat
 - Wetland
- Proposed Public Facilities**
- Fwy Interchange
 - Proposed Elementary School
 - Proposed Government Facility
 - Proposed High School
 - Proposed Library
 - Proposed Park
 - Proposed Police Station
 - Proposed Sewage Treatment Facility
 - Proposed Solid Waste Facility
 - Proposed Water Treatment Facility
 - Reservoir



This page intentionally left blank.

PLANNING & BUILDING
COUNTY OF SAN LUIS OBISPO

0 0.3 0.6 1.2
Miles

**PISMO BEACH URBAN RESERVE LINE
LAND USE CATEGORIES**

- LEGEND**
- Coastal Zone Boundary
 - Planning Area Boundary
 - Planning Sub Area Boundary
 - Pismo Beach Urban Reserve Line
- Land Use Category**
- Agriculture
 - Commercial Retail
 - Commercial Service
 - City
 - Industrial
 - Multi-Land Use Category
 - Office Professional
 - Open Space
 - Public Facility
 - Recreation
 - Rural Lands
 - Residential Multi Family
 - Residential Rural
 - Residential Suburban
 - Residential Single Family



This page intentionally left blank.

VI. Appendices

This page intentionally left blank.

Table of Contents

Appendix A: Population and Economy Data.....	A-1
A.1 Carrizo Planning Area.....	A-1
A.2 North County Planning Area.....	A-2
A.3 San Luis Obispo Planning Area.....	A-15
A.4 South County Planning Area.....	A-20
Appendix B: Public Facilities, Services and Resources Data.....	B-1
B.1 North County Planning Area.....	B-1
B.2 San Luis Obispo Planning Area.....	B-8
B.3 South County Planning Area.....	B-11
Appendix C: Land Use Data.....	C-1
C.1 North County Planning Area.....	C-1
C.2 San Luis Obispo Planning Area.....	C-2

List of Tables

Table A.1-1: Population Projections – Carrizo Planning Area	A-1
Table A.1-2: Absorption Capacity¹ – Carrizo Planning Area²	A-1
Table A.2-1: Population Projections – Adelaida Sub-area.....	A-2
Table A.2-2: Absorption Capacity – Adelaida Sub-area.....	A-2
Table A.2-3: Historical Population Growth – El Pomar-Estrella Sub-area.....	A-3
Table A.2-4: Projected Population Growth – El Pomar-Estrella Sub-area	A-3
Table A.2-5: Estimated Build-out - El Pomar-Estrella Sub-area.....	A-4
Table A.2-6: Population Projections – Las Pilitas Sub-area.....	A-5
Table A.2-7: Absorption Capacity – Rural Las Pilitas Sub-area.....	A-5
Table A.2-8: Population Projections – Los Padres Sub-area	A-6
Table A.2-9: Absorption Capacity – Los Padres Sub-area.....	A-6
Table A.2-10: Population Projections – Nacimiento Sub-area.....	A-7
Table A.2-11: Absorption Capacity - Nacimiento Sub-area	A-7

Table A.2-12: San Luis Obispo County Population Projections, October 1995.....	A-8
Table A.2-13: Estimated Build-out Capacity and Projected Build-out Dates	A-9
Table A.2-14: Housing and Income Information – Salinas River Sub-area	A-13
Table A.2-15: Population Projects – Shandon Carrizo Sub-area	A-14
Table A.2-16: Absorption Capacity ¹ - Shandon Carrizo Sub-area ²	A-14
Table A.3-1: Housing and Income – City of San Luis Obispo.....	A-19
Table A.4-1: Population Projection – Huasna-Lopez Sub-area.....	A-20
Table A.4-2: Build-out Capacity – Huasna-Lopez Sub-area.....	A-20
Table A.4-3: Residential Build-out Capacity – San Luis Obispo Planning Area.....	A-21
Table B.1-1: School Needs – El Pomar-Estrella Sub-area.....	B-1
Table B.1-2: Rural Area Camping and Picnic Facilities ³ – Nacimiento Sub-area.....	B-1
Table B.1-3: Water Supply and Distribution – Salinas River Sub-area, 1993	B-3
Table B.1-4: Maximum Ozone concentrations in average parts per million (ppm) per hour (number of violation days in parenthesis).....	B-8
Table B.1-5: Maximum PM ₁₀ concentrations in average micrograms per cubic meter (ug/m ³) per day (number of violation days shown in parenthesis)	B-8
Table B.2-1: Water Supply and Demand – San Luis Obispo Planning Area (acre feet per year)	B-9
Table B.2-2: Maximum Ozone concentrations (number of violation days).....	B-10
Table B.2-3: Maximum PM ₁₀ concentrations (number of violation days)	B-10
Table B.3-1: Projected Wastewater Flows South County Sanitation District (million gallons per day (mgd)).....	B-11
Table B.3-2: Enrollment Projections and Facility Capacities – Lucia Mar Unified School District.....	B-12
Table B.3-3: Levels of Severity – Lucia Mar Unified School District Facilities in San Luis Bay Sub-area	B-13
Table C.2-1: Residential Build-out Capacity – San Luis Obispo Planning Area ^A	C-2

List of Figures

Figure A.2-1: Estimated El Pomar-Estrella Sub-area Growth, 1980-2027	A-3
Figure A.2-2: Historical Population Growth – Salinas River Sub-area.....	A-10
Figure A.2-3: 1995 Population by Community – Salinas River Sub-area Plan.....	A-10
Figure A.2-4: Population Projection for the Salinas River Sub-area	A-11
Figure A.2-5: Age Distribution	A-11
Figure A.2-6: Racial Distribution.....	A-12
Figure A.2-7: Labor Force: Employed, Unemployed, not in Labor Force.....	A-12
Figure A.2-8: Educational Attainment	A-13
Figure A.3-1: Historical Population Growth – San Luis Obispo Planning Area	A-15
Figure A.3-2: 1995 Population – San Luis Obispo Planning Area	A-15
Figure A.3-3: Population Projections – San Luis Obispo Planning Area.....	A-16
Figure A.3-4: Age Distribution, City of San Luis Obispo.....	A-16
Figure A.3-5: Racial Distribution - City of San Luis Obispo.....	A-17
Figure A.3-6: Labor Force: Employed, Unemployed, and not in Labor Force	A-17
Figure A.3-7: Educational Attainment: Elementary, High School etc.....	A-19
Figure B.1-1: Proposed Recreational Facilities – Lake Nacimiento.....	B-2
Figure B.1-2: Projected Water Demand - Paso Robles Groundwater Basin	B-3
Figure B.1-3: Projected Water Demand – City of Atascadero.....	B-4
Figure B.1-4: Projected Water Demand – City of Paso Robles	B-4
Figure B.1-5: Projected Non-recycled Solid Waste Generation – North County Area.....	B-5
Figure B.1-6: Public School Projections – Salinas River Sub-area.....	B-6
Figure B.1-7: Public School Enrollment - Atascadero Urban Area.....	B-6
Figure B.1-8: Public School Enrollment – Paso Robles Urban Area.....	B-7
Figure B.1-9: Patrol-related Staffing Levels – San Luis Obispo County Sheriff’s Department	B-7
Figure B.2-1: Water Demand.....	B-8
Figure B.2-2: Public School Enrollment – San Luis Obispo Planning Area.....	B-10

Figure B.2-3: Recommended Park Acreage – San Luis Obispo Planning Area..... B-11
Figure C.1-1: Areawide Development Capacity C-1

Appendix A: Population and Economy Data

A.1 Carrizo Planning Area

Table A-1 contains population projections for the planning area. Table A.1-2 contains the projected absorption capacity of Carrizo Area Plan, which is the potential 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). The total population of the Carrizo area is 490. Three-quarters of the population (356 people) is located in the California Valley Village.

Year	California Valley	Rural	Total	Percentage of Total County Population
2010	356	134	490	0.18
2015	367	137	504	0.18
2020	394	147	541	0.19
2025	459	154	613	0.21
2030	163	671	671	0.22
2035	177	763	763	0.24

Land Use Categories	Rural ³	California Valley	Total
Agriculture	9,788	150	9,938
Rural Lands	5,108		5,108
Residential Rural		223	223
Residential Suburban ⁴		41,434	41,434
Absorption Capacity	14,896	41,807	56,703
Existing Population	134	356	490
Potential Added Population	14,762	41,151	56,213

Notes:

1. Potential population build-out by land use category.
2. Absorption capacity for rural area based on density 2.79 persons/household.
3. Based on net acreage, excludes roads.
4. Based on net acreage, excludes roads

A.2 North County Planning Area

Adelaida Sub-area

Table A.2-1 shows sub-area population projections, taken from county projections in Framework for Planning, Part I Land Use and Circulation Elements. For comparison, Table A.2-2 shows projected absorption capacity, the potential population resulting from the maximum permitted growth and fully occupied development (Framework for Planning discusses absorption capacity in more detail).

Table A.2-1: Population Projections – Adelaida Sub-area		
Year	Planning Area	% of County
1980	2,130	1.36
1985	2,680	1.49
1989	3,342	1.57
1990	3,493	1.56
1995	3,856	1.47
2000	4,053	1.36

Table A.2-2: Absorption Capacity – Adelaida Sub-area	
Land Use Categories	Population
Agriculture	5,039
Rural Lands	881
Residential Rural	410
Absorption Capacity	6,280
Existing Population (1989)	3,342
Potential Added Population	2,938

El Pomar-Estrella Sub-area

Table A.2-3 shows that population has increased steadily in the El Pomar-Estrella sub-area since 1980.

Table A.2-3: Historical Population Growth – El Pomar-Estrella Sub-area				
1980*	1990*	2000	Increase 1990-2000	Annual Increase 1990-2000
4,320	6,430	8,572	2,142	2.9%

Source: U.S. Census; San Luis Obispo County Department of Planning and Building *1980, 1990 figures include a large portion of Tract 7 in the Jardine Road area that has since been removed from the planning area.

Table A.2-4 and Figure A.2-1 contain population projections for the sub-area. Figure A.2-1 shows existing population, and ranges of potential population at build-out. Table A.2-4 gives population projections over the 20-year time-frame of this plan, and shows the relationship to build-out (which is the estimated, likely maximum population that could result under the general plan). The estimates are adjusted to take into account limitations on development due to physical constraints and market demand. Nevertheless, build-out is only a theoretical estimate; actual development may vary depending on a variety of factors.

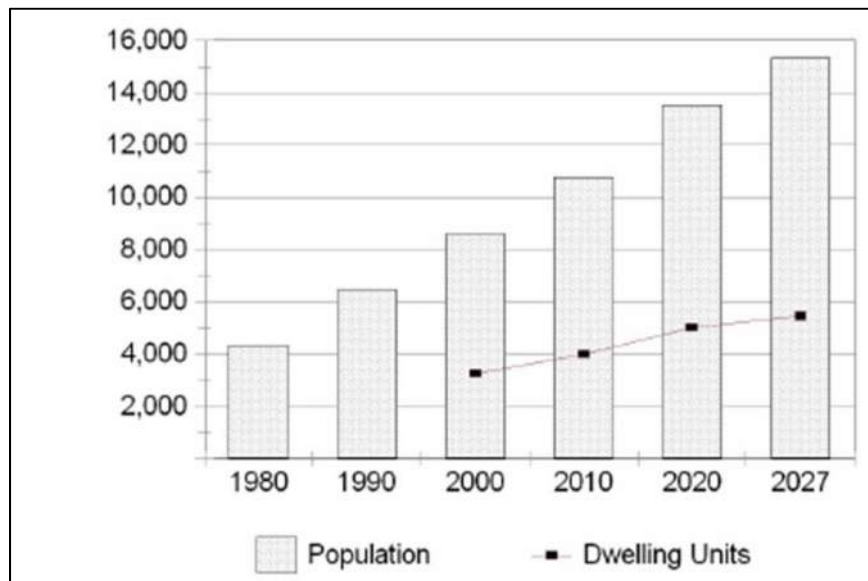


Figure A.2-1: Estimated El Pomar-Estrella Sub-area Growth, 1980-2027

Table A.2-4: Projected Population Growth – El Pomar-Estrella Sub-area						
	2000	2010	2020	2027	Increase 2000-2027	Annual Increase
Population	8,572	10,761	13,509	15,517	6,945	2.3%
Dwelling Units*	3,244	3,986	5,003	5,503	2,259	2.0%

Source: U.S. Census; San Luis Obispo County Department of Planning and Building

*Assumes 2.82 persons per occupied dwelling unit (based on 2000 Census average for planning area); 100% occupancy

Comparing the 2020 population and dwelling unit projections shown in Table A.2-4 to the build-out estimates shown in Table A.2-5 indicates that build-out could be reached by 2027 (beyond the 20-year time-frame of this plan), assuming an annual population growth rate of 2.3 percent.

Table A.2-5: Estimated Build-out - El Pomar-Estrella Sub-area						
Existing Land Use		Absorption Capacity			Build-out Capacity	
Land Use Category	Parcels ¹	Parcels ²	Dwelling Units ³	Population ⁴	Dwelling Units	Population
AG	3,308	3,355	4,346	12,255	3,259	9,191
RL	177	266	541	1,525	406	1,144
RR	1,208	2,032	2,031	5,728	1,524	4,297
RS	242	341	334	942	251	707
RSF	28	84	84	237	63	178
Total	4,963	6,078	7,336	20,687	5,503	15,517

Notes:

1. Includes Assessor's Parcels (legal status not necessarily verified); includes underlying lots of record in Creston and antiquated subdivisions (per a Study of Non-Conforming Subdivisions in Rural Areas, San Luis Obispo County Department of Planning and Building, November 1977).
2. Accounts for subdivision potential generally according to the following criteria:
 AG: 160-acre minimum parcel size
 RL: 80-acre minimum parcel size
 RR: 5-acre minimum parcel size (or as specified by planning area standards)
 RS: 1-acre minimum parcel size
 RSF: 1-acre minimum parcel size, except on small lots in Creston: one parcel for each combination of two 25' x 150' lots (assumes community water) In areas subject to planning area standards that specify minimum parcel sizes, those parcel sizes are used.
3. Assumes one primary dwelling unit per parcel of one acre or larger and no secondary dwelling units, except:
 In AG, two primary dwelling units for parcels greater than or equal to 20 acres
 In RL, Two primary dwelling units per parcel of one acre or larger
 In RSF, one dwelling unit per parcel
4. Assumes 2.82 persons per occupied dwelling unit (based on 2000 Census average for the planning area); 100% occupancy
5. Build-out capacity = absorption capacity (maximum potential development) x .75

Las Pilitas Sub-area

Area population is projected to approach 1,560 by the year 2000, an increase of approximately 45% in slightly over 20 years.

Table A.2-6 contains population projections for the sub-area, excerpted from countywide projections found in Framework for Planning. For comparison, Table A.2-7 contains the projected population absorption capacity which is the potential sub-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).

Year	Planning Area	Percentage of County
1979	1,061	0.73
1980	1,082	0.72
1985	1,192	0.70
1990	1,301	0.69
1995	1,423	0.70
2000	1,557	0.70

Land Use Categories	Population
Agriculture	691
Rural Lands	1,288
Residential Rural	163
Absorption Capacity	2,142
Existing Population	1,050
Potential Added Population	1,092

Los Padres Sub-area

Table A.2-8 contains population projections for the sub-area, excerpted from countywide projections found in Framework for Planning. For comparison, Table A.2-9 contains the projected population absorption capacity, the potential sub-area population resulting from unconstrained growth and fully occupied development to the maximum permitted in each land use category (Framework for Planning has a more detailed discussion of absorption capacity).

Year	Sub-Area	% of County
1980*	150	0.10
1985*	155	0.09
1989	244	0.09
1990	244	.11
1995	281	.11
2000	295	.10

*Figures are based on pre 1990 planning area boundaries

Land Use Categories	Population
Agriculture	645
Rural Lands	660
ABSORPTION CAPACITY	1,305
Existing Population (1989)	244
Potential Added Population	1,601

Calculations are based upon the following assumptions:

- a. Minimum parcel size is for Agriculture and Rural Lands is 80 acres.
- b. 2.5 persons per household.

Nacimiento Sub-area

The permanent population of the sub-area was 271 in 1976, while housing units totaled 632 (based on pre 1990 sub-area boundaries).

Table A.2-10 contains population projections based on 4%, 8% and 10% annual growth rates. The 4% projection is a simple extrapolation of the 1970-1979 average growth rate. This is nearly double the total growth projection of 2% for the entire county between 1980 and 1985. The 10% growth rate is a high figure based on sustained growth patterns similar to the late 1979's.

The absorption capacity figures in Table A.2-11 are estimates based on permanent occupancy of the residential units in the sub-area. However, since the sub-area is also a major recreational attraction, the absorption capacity could be increased by as many as

30,000 under peak weekend conditions (estimate from previous Lake Nacimiento San Antonio General Plan). This could result in as many as 55,000 to 60,000 people being in the sub-area under maximum peak conditions.

Table A.2-10 contains population projections for the sub-area. Due to the small number of people and the seasonal nature of the population, individual population projections are not made for either the Oak Shores or Heritage Village areas. For comparison, Table B contains the projected population absorption capacity which is the potential sub-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).

Table A.2-10: Population Projections - Nacimiento Sub-area		
Year	Population of Sub-area	Percentage of Total County Population
1989	1,918	.90
1990	2,076	.93
1995	2,615	1.00
2000	3,186	1.07

Table A.2-11: Absorption Capacity - Nacimiento Sub-area				
Land Use Categories	Rural Area	Heritage Village	Oak Shores	Total
Agriculture	1,036	-	-	1,036
Rural Lands	900	-	-	900
Residential Rural	1,087	705	-	1,792
Residential Suburban	-	-	-	-
Residential Single Family	-	16,477	5,810	22,287
Residential Multi Family	-	11,213	576	11,798
Absorption Capacity	3,023	28,395	6,386	37,813
Existing Population 1989	*	*	*	1,918
Potential Added Population	-	-	-	35,895

* Data not available.

Notes:

1. Theoretical maximum permanent population at build out, by land use category; calculations based on 80 acre minimum parcel size for Agriculture and Rural Lands.
2. Assumed occupancy 2.3 persons per night.
3. Based on low intensity development, maximum 15 units per acre.

Salinas River Sub-area

Table A.2-12: San Luis Obispo County Population Projections, October 1995

PLANNING AREA or Community	Population in Households (Population in group quarters not included)						
	1990 ¹	1995 ²	2000	2005	2010	2015	2020
ADELAIDA	2,399	2,885	3,108	3,315	3,501	3,661	3,791
EL POMAR/ESTRELLA	5,935	7,115	7,933	8,759	9,576	10,367	11,146
ESTERO	27,515	28,230	29,292	31,114	32,874	34,458	36,008
Morro Bay	9,379	9,605	9,951	10,448	10,867	11,286	11,710
Cayucos	2,946	2,995	3,430	3,787	4,100	4,352	4,529
Los Osos	14,369	14,755	15,000	15,922	16,901	17,763	18,669
Estero (Rural)	821	875	911	957	1,006	1,057	1,100
HUASNA-LOPEZ	625	705	726	744	759	770	780
LAS PILITAS	1,262	1,410	1,519	1,620	1,711	1,789	1,852
LOS PADRES	254	310	326	341	355	368	379
NACIMIENTO	2,787	3,495	4,052	4,697	5,340	6,012	6,703
NORTH COAST	6,187	6,525	7,334	8,217	9,206	10,315	11,557
Cambria	5,377	5,625	6,302	7,061	7,911	8,864	9,931
North Coast (Rural)	810	900	1,032	1,156	1,295	1,451	1,626
SALINAS RIVER	52,177	58,330	64,793	73,022	78,084	82,637	86,932
³ Atascadero	22,876	24,975	27,574	30,894	31,150	31,150	31,150
Paso Robles	18,529	20,850	23,590	27,347	31,092	34,666	38,087
San Miguel	1,123	1,250	1,367	1,517	1,667	1,814	1,954
Santa Margarita	1,066	1,175	1,205	1,254	1,299	1,338	1,372
Templeton	2,795	3,360	3,710	4,056	4,391	4,707	4,996
Salinas River (Rural)	5,788	6,720	7,347	7,954	8,485	8,962	9,373
SAN LUIS BAY	43,881	47,685	51,248	55,615	59,859	62,684	65,505
³ Arroyo Grande	14,215	15,330	16,515	18,056	19,451	19,451	19,451
Avila Beach	381	395	399	430	459	487	514
Grover Beach	11,615	12,400	13,026	13,684	14,375	15,101	15,863
Oceano	6,127	6,560	7,102	7,651	8,202	8,749	9,287
Pismo Beach	7,625	8,250	9,064	10,255	11,434	12,562	13,667
San Luis Bay (Rural)	3,918	4,750	5,142	5,539	5,938	6,334	6,723
SAN LUIS OBISPO	43,478	45,045	46,487	48,838	51,269	53,800	56,436
San Luis Obispo (City)	40,478	41,465	42,724	44,903	47,194	49,601	52,131
San Luis Obispo (Rural)	3,000	3,580	3,763	3,935	4,075	4,199	4,305
SHANDON-CARRIZO	1,902	2,300	2,539	2,776	3,005	3,221	3,419
SOUTH COUNTY	14,845	17,485	20,184	23,176	26,241	29,268	32,226

Table A.2-12: San Luis Obispo County Population Projections, October 1995

PLANNING AREA or Community	Population in Households (Population in group quarters not included)						
	1990 ¹	1995 ²	2000	2005	2010	2015	2020
Nipomo	7,097	8,765	10,562	12,605	14,684	16,695	18,614
Nipomo (Rural)	7,748	8,715	9,622	10,571	11,557	12,573	13,612
COUNTY TOTAL (Households only)	203,247	221,520	239,541	262,234	281,780	299,350	316,734
Incorporated Cities	124,717	132,870	142,444	155,587	165,563	173,817	182,059
Unincorporated Area	78,530	88,650	97,097	106,647	116,217	125,533	134,675
GROUP QUARTERS⁴	13,915	14,520	15,110	15,724	16,363	17,028	17,720
Incorporated Cities	2,329	3,175	3,304	3,438	3,578	3,723	3,874
Unincorporated Area	11,586	11,345	11,806	12,286	12,785	13,305	13,846
TOTAL (Households + Group Qtrs)	217,162	236,040	254,651	277,958	298,143	316,378	334,454

Notes:

1. Numbers in bold are from the 1990 U.S. Census
2. Numbers in bold are from the California State Department of Finance
3. No increase beyond 2010 for Atascadero and Arroyo Grande, in recognition of city build-out policies.
4. Group quarters include nursing homes, school dormitories, military barracks, prisons, jails, hospitals, etc.

Table A.2-13: Estimated Build-out Capacity and Projected Build-out Dates

AREA/COMMUNITY ^B	BUILD-OUT DWELLINGS	BUILD-OUT POPULATION ^C	PROJECTED BUILD-OUT DATE ^D
Rural Area	3,055	8,249 ^E	2010
Atascadero	173	467	2010
Garden Farms	123	332	N/A
Paso Robles	1,067	2,881	2010
San Miguel	1,333	3,599	2020+
Santa Margarita	528	1,426	2015
Templeton	3,209	8,664	2020+
TOTAL	9,488	25,618	

Notes:

- A. The build-out capacity estimates and population projections are subject to change as a result of the development of new information through the Land Use Element Update program, or other research projects. Estimates are revised periodically.
- B. Community listings include all land within urban or village reserve lines. Land area within city limits is not included.
- C. The build-out population represents the likely ultimate population that can be expected within the land use categories in this plan, including any limitations on density imposed by area plan or Land Use Ordinance standards.
- D. Projected build-out dates are estimates rounded to the nearest five-year interval using population projections in Table A-1.
- E. The rural area does not include Tract 7 (Jardine Road Area). However, this area is still included in rural area population projections, causing an apparent discrepancy.

The planning area population in 1990 was 53,927, according to the U.S. census.

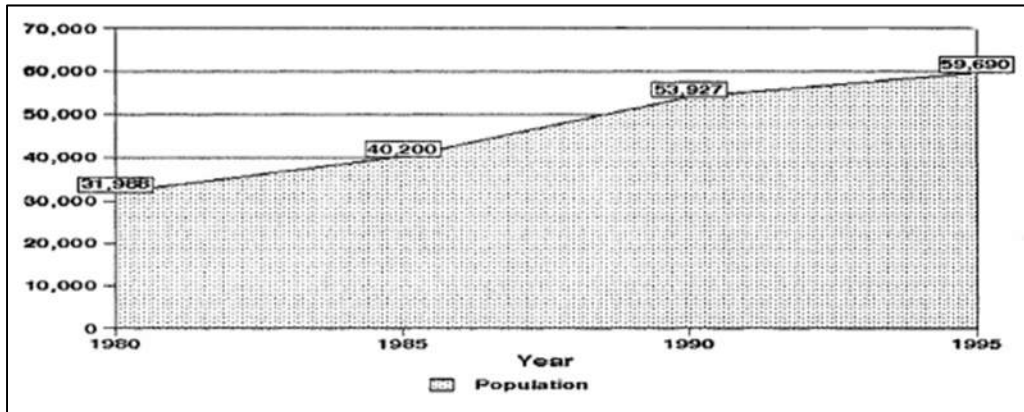


Figure A.2-2: Historical Population Growth – Salinas River Sub-area
 Source: Department of Planning and Building

Existing and projected population. The 1995 population is estimated to be 59,690. The county projects that by the year 2015 90,850 people could live in the sub-area. In those 20 years the population is projected to increase by 44 percent, which is an average annual growth rate of 2.2 percent based on the estimated population in 1995. These projections take into account resource constraints on ultimate population, but they do not reflect local growth management programs that may require slower rates of growth.

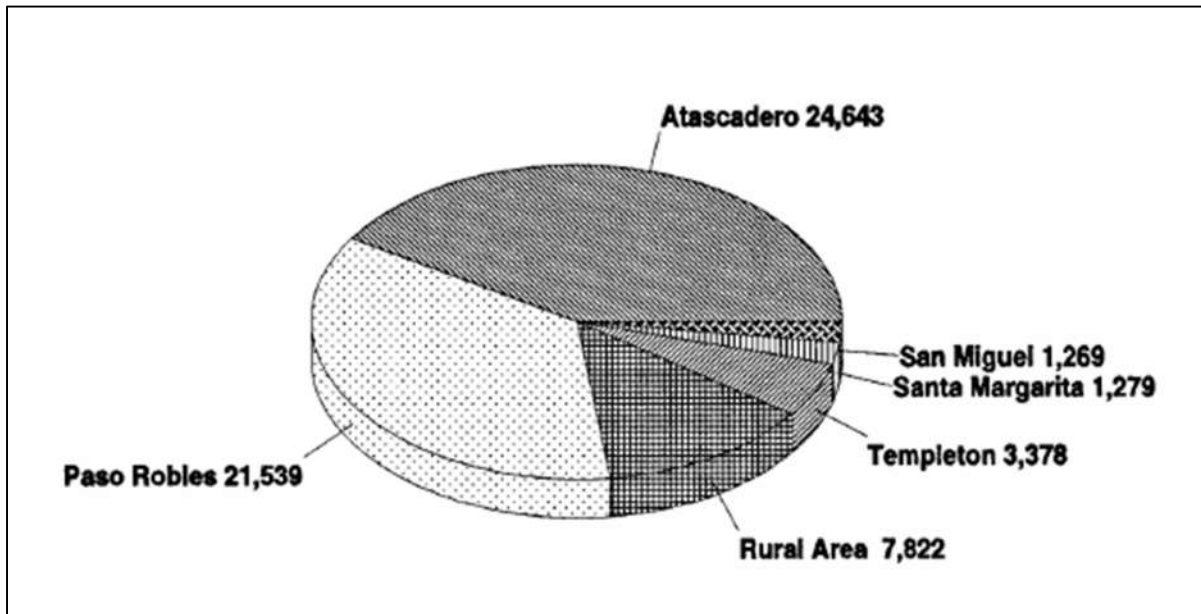


Figure A.2-3: 1995 Population by Community – Salinas River Sub-area Plan

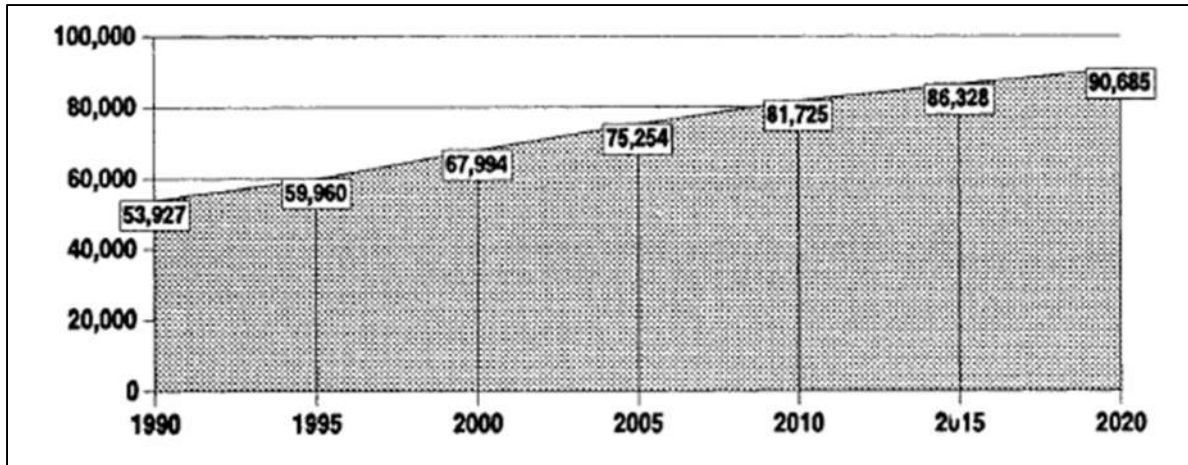


Figure A.2-4: Population Projection for the Salinas River Sub-area

Population highlights. The sub-area population can be described in various ways as shown in the following figures for the urban areas except Santa Margarita, for which data is not available. In 1990, people over 65 years old made up 12.5 percent of the sub-area population, compared to 14.2 percent countywide. People under 18 comprised 29.3 percent of the sub-area population, compared to 21.9 percent countywide.

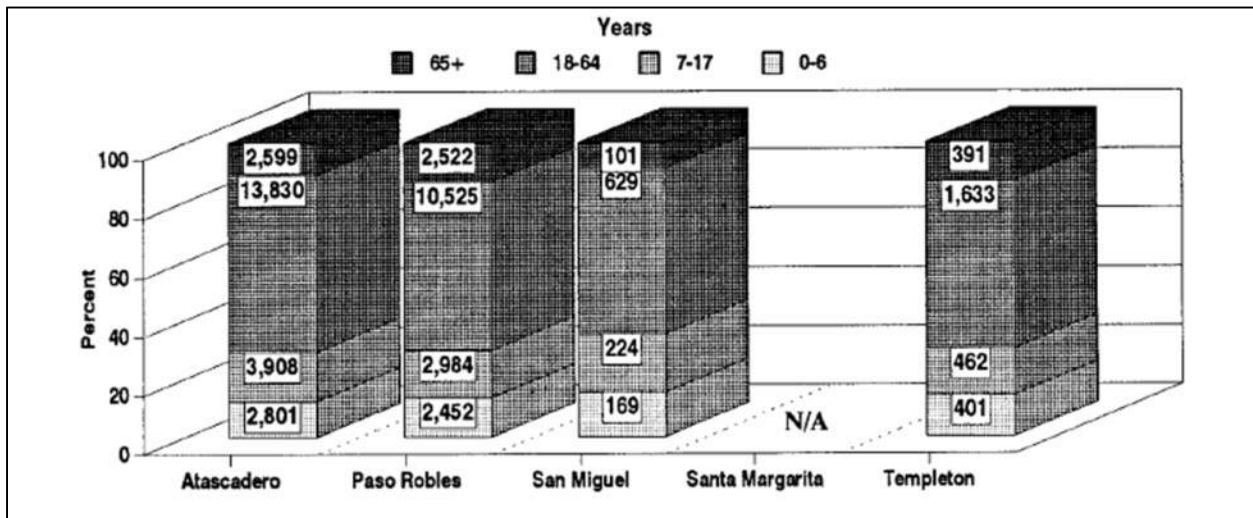


Figure A.2-5: Age Distribution

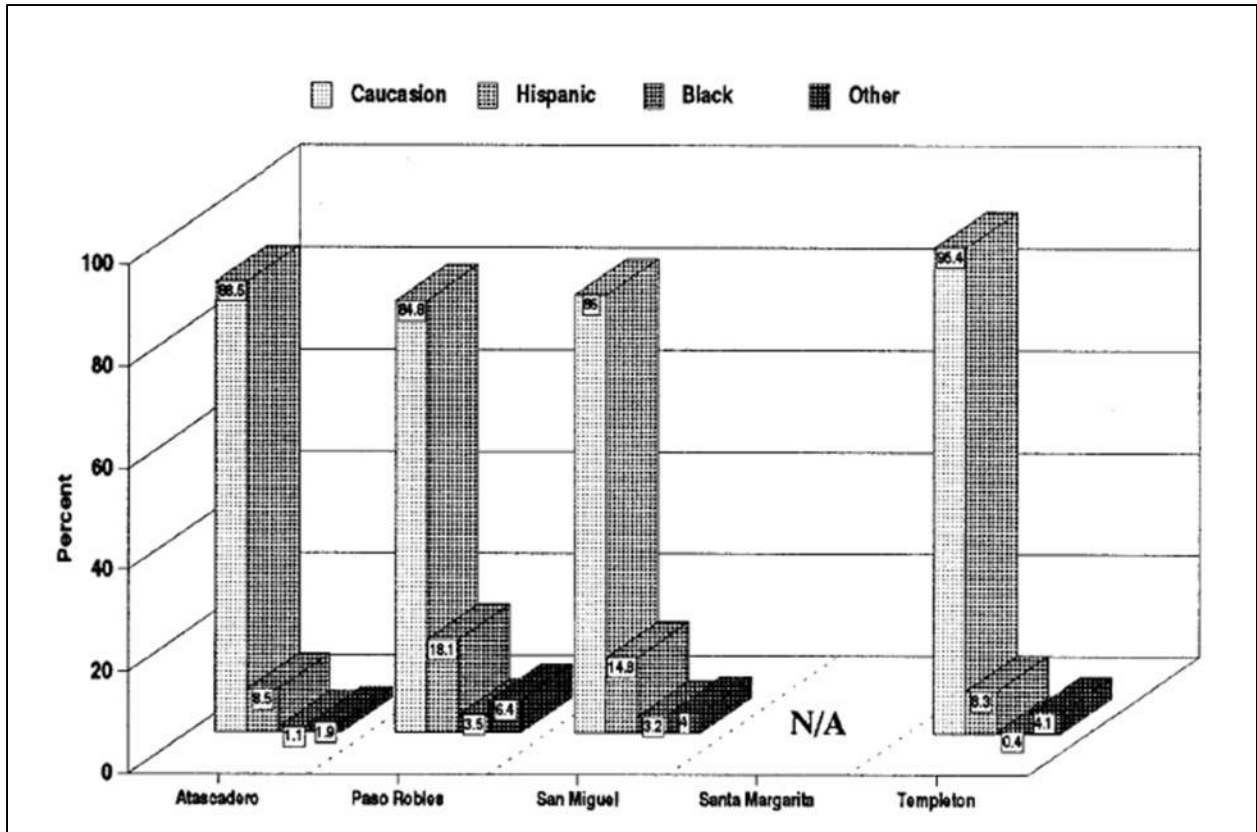


Figure A.2-6: Racial Distribution

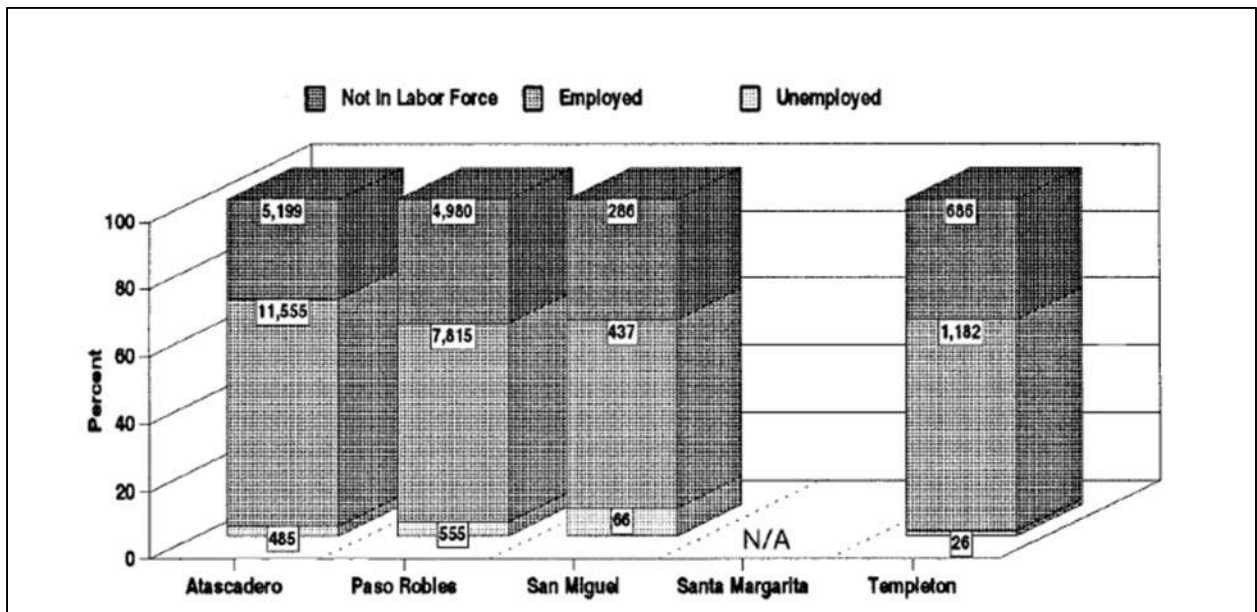


Figure A.2-7: Labor Force: Employed, Unemployed, not in Labor Force

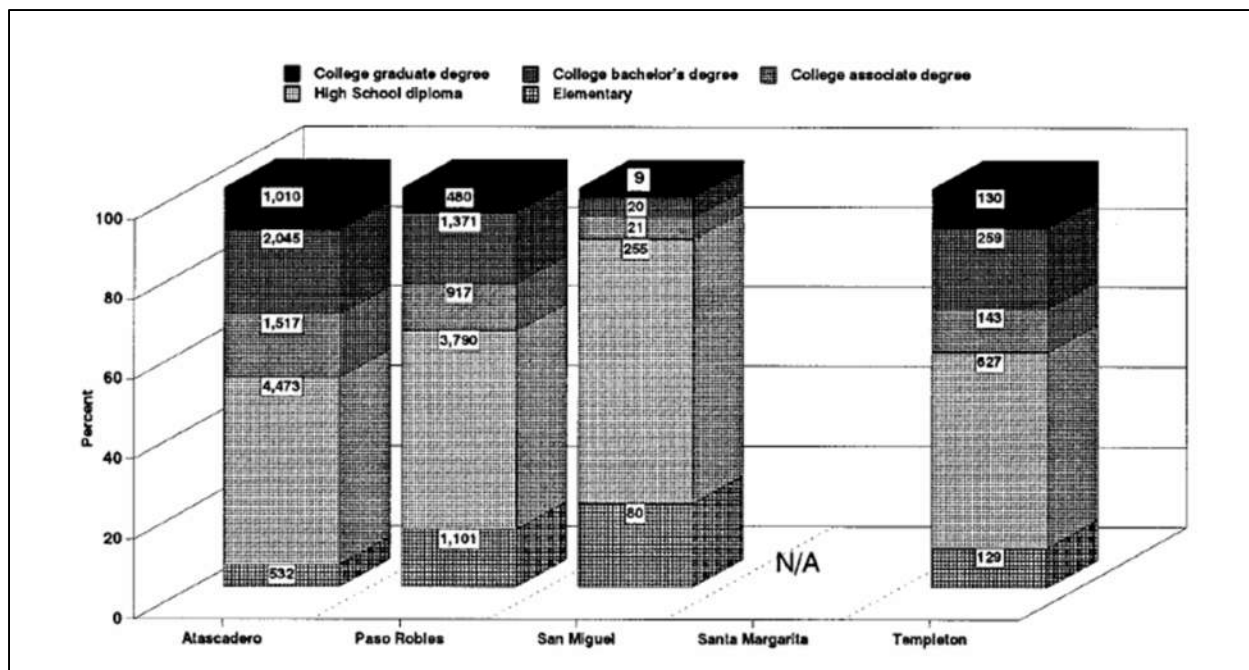


Figure A.2-8: Educational Attainment

Within the cities and urban areas, the 1990 census estimated that the housing stock consisted of 18,489 dwellings, of which 1,153 or 6.2 percent were vacant.

	Atascadero	Paso Robles	San Miguel	Santa Margarita	Templeton
Occupied Households	8,484	6,984	396	429	1,043
Vacant Households	391	615	55	35	57
Vacancy Rate (percent)	4.4	8.0	12.0	7.5	5.2
Persons per Household	2.7	2.65	2.84	N/A	2.68
Median Price of Housing	\$199,600	\$154,500	\$90,200	N/A	\$190,800
Median Household Income	\$35,140	\$29,054	\$28,112	N/A	\$35,433

N/A = not available
Source: 1990 U.S. Census

Community Populations and Economies

Atascadero. The 1995 population is 26,643, or 41 percent of the sub-area population. Approximately 43% of the sub-area's total population resided in Atascadero in 1990. Median household income in 1990 was \$35,140. However, 7.8% of the population had incomes below the poverty level. The median house value was \$154,500. The housing vacancy rate was 4.4% or 391 units in a housing supply of 8,875 dwellings.

Paso Robles. The median household income from the 1990 census was \$29,054. People living below the poverty income amounted to 13.8% of the population. The median house value was \$154,500, and the housing vacancy rate was 8%, or 615 units out of a total 7,599 dwellings.

Shandon-Carrizo

Table A.2-15 contains population projections for the Shandon-Carrizo sub-area. Table A.2-16 contains the projected absorption capacity, except for the Shandon Urban Area, which is the potential 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).

Table A.2-15: Population Projects – Shandon Carrizo Sub-area		
Year	Population of Sub-area	Percentage of Total County Population
2010	2,735	1.01
2015	2,846	1.03
2020	3,045	1.06
2025	3,722	1.25
2030	4,402	1.42
2035	5,237	1.90

Table A.2-16: Absorption Capacity ¹ - Shandon Carrizo Sub-area ²				
Land Use Categories	Rural ³	Whitley Gardens	California Valley	Total
Agriculture	21,606	-	150	21,759
Rural Lands	5,231	-	-	5,231
Residential Rural	-	12	223	235
Residential Suburban ⁴	-	1,060	41,061	42,121
Absorption Capacity	26,837	1,072	41,434	69,343
Existing Population	792	176	156	1,440
Potential Added Population	26,045	896	41,278	67,903

Notes:

1. Potential population at build-out by land use category.
2. Excludes the Shandon Urban Area. For population and build-out figures within that area, refer to the Shandon Community Plan.
3. Absorption capacity for rural area based on density of 2.90 persons/household in the northern half of the planning area, and 2.79 persons/household in the southern half. [Amended 1981, Ord. 2089].
4. Based on net acreage, excludes roads.

A.3 San Luis Obispo Planning Area

NOTE: References to “planning area” in Section A.3 mean the former San Luis Obispo planning area, which includes the San Luis Obispo sub-area of the South County planning area.

San Luis Obispo Sub-area

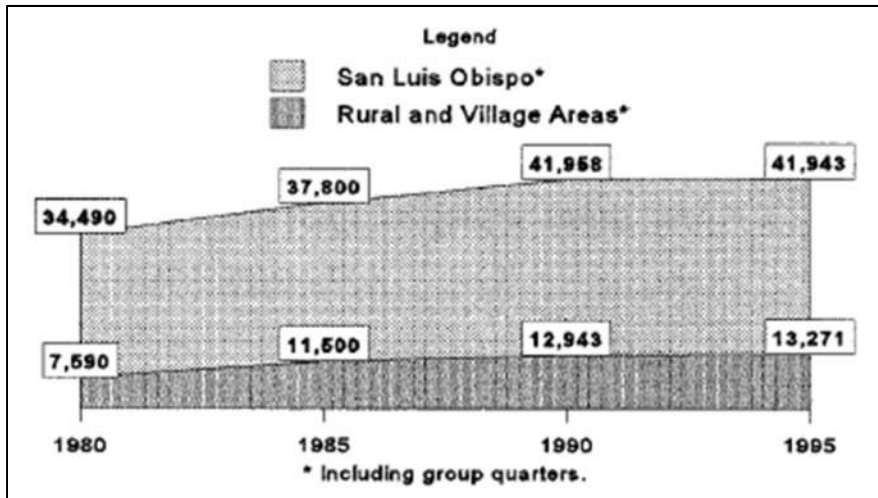


Figure A.3-1: Historical Population Growth – San Luis Obispo Planning Area
Source: Department of Planning and Building

The rural population of the planning area (including California Men’s Colony) grew from 5,511 in 1980 to 9,357 in 1990, which was a 5.4 percent average annual rate of growth and was primarily due to a doubling of the inmate population at the California Men’s Colony. Excluding the Men’s Colony, the average annual rural population growth between 1980 and 1990 was 2.2 percent.

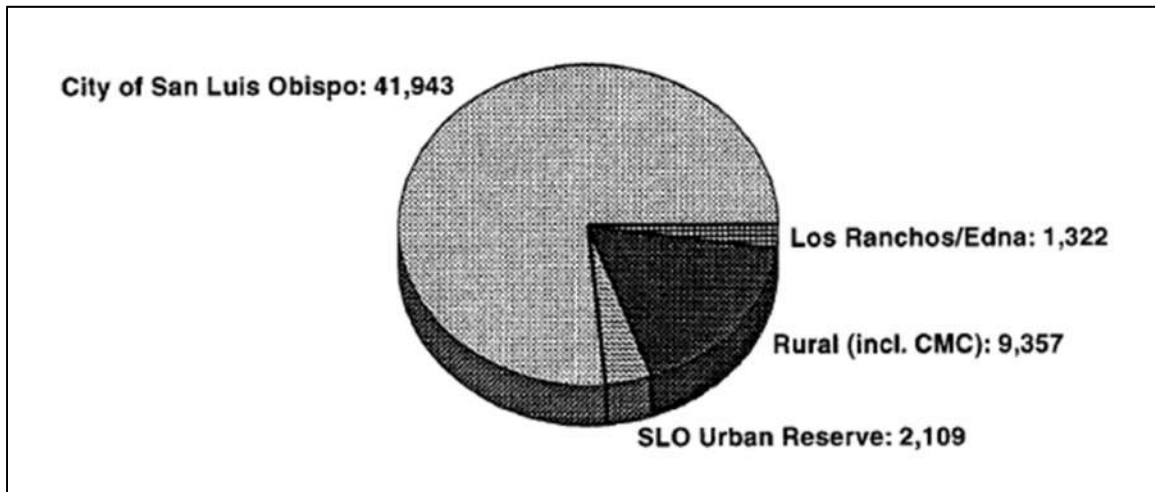


Figure A.3-2: 1995 Population – San Luis Obispo Planning Area
Source: Department of Planning and Building

In 1991 the U.S. Census Bureau declared the City of San Luis Obispo an "urbanized area," since its population (when combined with adjacent urban areas) had reached 50,000. Urbanized status will enhance the city's and the county's opportunities to obtain federal funds for transportation planning, mass transit and (subsidized) affordable housing programs. However, urbanized status will have little, if any, effect on opportunities to provide moderately-priced, market-rate housing.

Population projections. The annual population growth rate in the planning area is expected to average less than 1.2 percent per year, approaching 67,939 by the year 2010, as shown in Figure A.3-3.

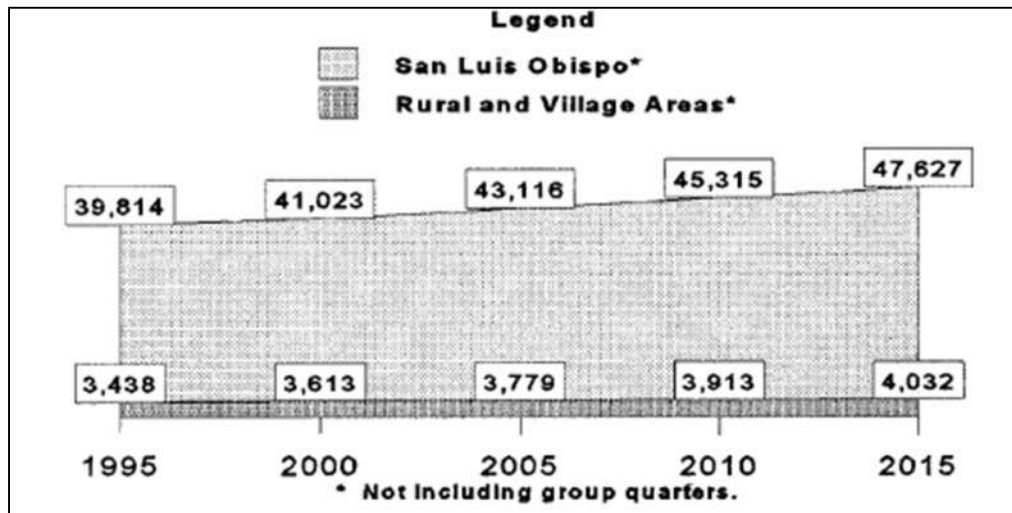


Figure A.3-3: Population Projections – San Luis Obispo Planning Area
Source: Department of Planning and Building

Population characteristics. The population of San Luis Obispo sub-area, most of whom reside in the City of San Luis Obispo, can be described in various ways as shown in the following charts. The following data for the city is included instead of for the planning area because this type of data is not available for the planning area. In 1990, people over 65 years old comprised 12.2 percent of the city's population, compared to 14.2 percent countywide. People under 18 made up 13.8 percent of the planning area population, compared to 21.9 percent countywide, as shown in Figure A.3-4. A larger proportion of the city's population than elsewhere is between 17 and 65 years old due to the university and employment opportunities.

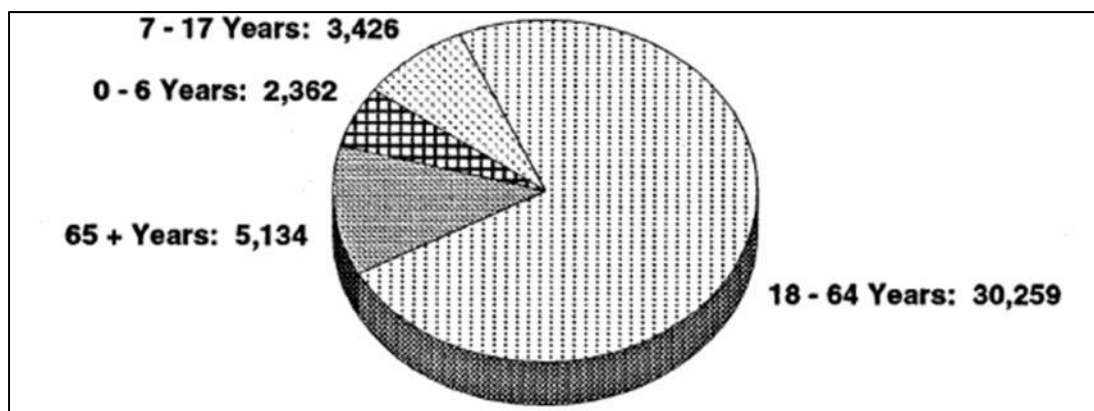


Figure A.3-4: Age Distribution, City of San Luis Obispo

Source: 1990 U.S. Census

Racial and ethnic distribution is slightly more diverse than the county. Non-Anglo persons constitute 11.3 percent of the city, as shown in Figure 2.3-5; this is higher than the non-Anglo 10.8 percent of the countywide population. Of the Anglo population, 10.4 percent is of Hispanic origin, compared to 15.4 percent in the entire county.

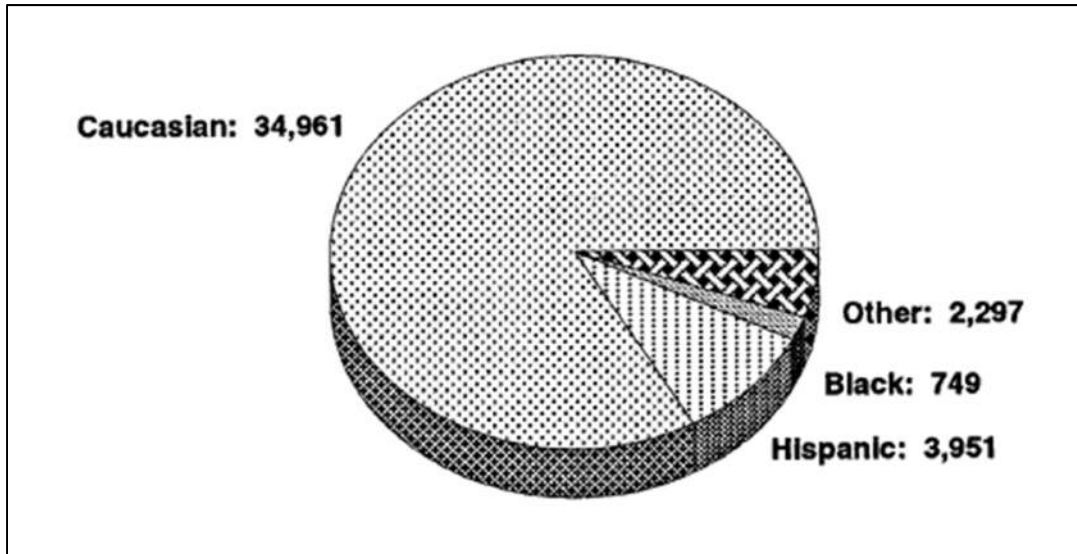


Figure A.3-5: Racial Distribution - City of San Luis Obispo
Source: 1990 U.S. Census

The share of employment within San Luis Obispo is very close to the countywide percentage, despite the presence of a large university student population, as shown in Figure A.3-6.



Figure A.3-6: Labor Force: Employed, Unemployed, and not in Labor Force
Source: 1990 U.S. Census

Educational attainment within San Luis Obispo has the characteristics shown in Figure A.3-7 below.

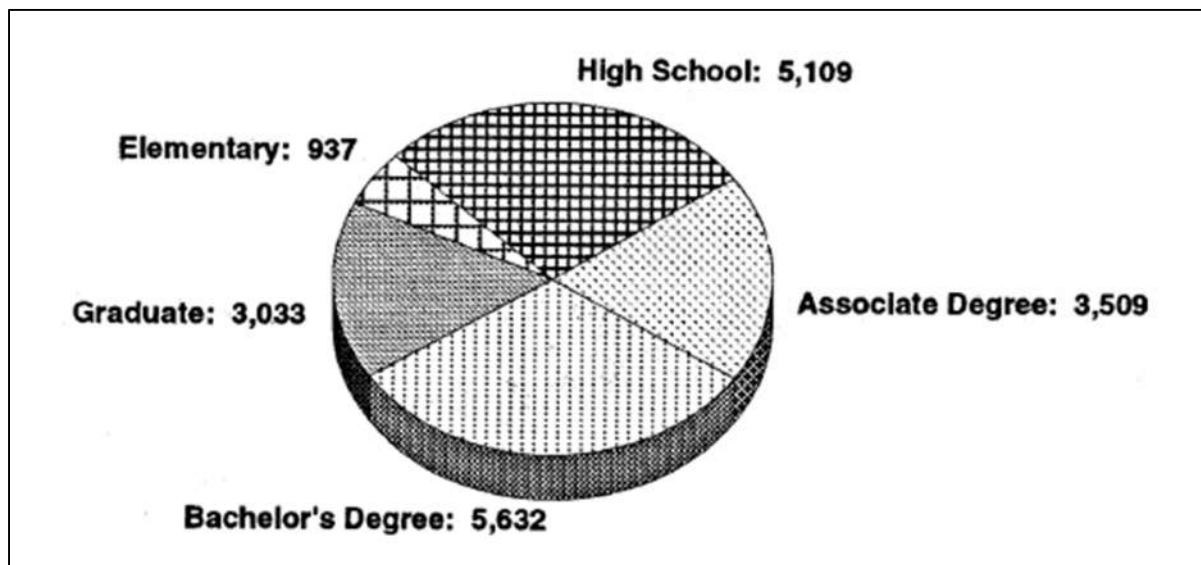


Figure A.3-7: Educational Attainment: Elementary, High School etc.
Source: 1990 U.S. Census

Housing. Within San Luis Obispo, the 1990 U.S. Census estimated that the housing stock consisted of 17,877 dwellings, of which 925, or 5.2 percent, were vacant. At that time, the countywide vacancy rate was 11 percent. Housing data varies frequently due to seasonal and economic cycles, and current real estate information should be consulted. Additional housing information is shown in Table A.3-1:

Table A.3-1: Housing and Income – City of San Luis Obispo	
Occupied dwellings	16,952
Vacant dwellings	925
Vacancy rate (%)	5.2
Persons per household	2.4
Median housing price	\$241,100
Median Household Income	\$25,982

Source: 1990 U.S. Census

A.4 South County Planning Area

Huasna Lopez Sub-area

Table A.4-1 contains population projections for the sub-area, excerpted from countywide projections found in Framework for Planning. For comparison, Table B contains the projected build-out capacity. Build-out capacity is the maximum population that can be anticipated within the land use categories of the 1987 plan. (Framework for Planning offers a more detailed discussion of build-out capacity.) According to the population projections, the build-out population would occur far beyond the year 2000.

Table A.4-1: Population Projection – Huasna-Lopez Sub-area		
Year	Population of Sub-area	Percentage of Total County Population
1980	580	.37
1985	750	.39
1990	870	.38
1995	960	.36
2000	1000	.33

Table A.4-2: Build-out Capacity – Huasna-Lopez Sub-area			
Land Use Categories	Acreage Units	Dwelling Units	Population*
Agriculture	87,840	388	1,191
Rural Lands	17,069	106	325
TOTAL	99,909	494	1,516
Build-out Population			1,516
Existing Population (1987)			775
Potential Added Population			741

*Potential population at build-out assumes 3.07 persons per household.

San Luis Obispo Sub-area

Table A.4-3: Residential Build-out Capacity – San Luis Obispo Planning Area				
Area/Community Land Use Category^B	Acres	Build-Out Capacity (Dwellings^D) (Population^E)		Estimated Build-Out Date
Rural Area				
Agricultural	48,542	455	1,174	
Rural Lands	5,569	52	134	
Residential Rural	1,712	257	663	
Residential Suburban	333	250	645	
Rural Subtotal	56,156	1,014	2,616	2010
San Luis Urban Area				
Agriculture	34	1	3	
Residential Suburban	22	17	44	
Residential Single Family	629	3,302	8,519	
Residential Multi Family	80	1,560	4,025	
Dalidio Ranch	131	60	143	
Urban Subtotal	765	4,940	12,734	2020
Los Ranchos/Edna Village Area				
Recreation	235	211	544	
Residential Rural	394	71	183	
Residential Suburban	259	233	601	
Residential Single Family	59	372	960	
Village Subtotal	2,608	739	2,288	2000
Total of Residential Categories	58,764	6,693	17,638	

Notes:

- A. Totals in this table do not include the city of San Luis Obispo.
- B. Includes only those categories where primary residences are permitted uses.
- C. Build-out estimates correspond to 75% of the total absorption capacity, except for Los Ranchos/Edna, which corresponds to 90% of absorption capacity.
- D. Dwellings are assumed to be at one unit per 80 acres in Agricultural and Rural Lands, 5 acres in Residential Rural, 131 acres in Dalidio Ranch, one acre in Residential Suburban, 7 per acre in Residential Single Family, and 26 per acre in residential Multi Family.
- E. Potential population at build-out assumes 2.38 persons per dwelling unit.

Refer to Section A.3 for additional demographic information for the San Luis Obispo planning area.

Appendix B: Public Facilities, Services and Resources Data

B.1 North County Planning Area

El Pomar-Estrella Sub-area

Schools

Table B.1-1: School Needs – El Pomar-Estrella Sub-area			
School	2001 Enrollment	Permanent Capacity	Capacity w/ Relocatables
Creston	109	106	126
Pleasant Valley (K-8)	117	90	150

Nacimiento Sub-area

Recreation

Table B.1-2: Rural Area Camping and Picnic Facilities ³ – Nacimiento Sub-area				
Type	Sites	Density ¹	Site Size ²	Rural Units
Primitive Campground	10	4	2.25	90
Fully Equipped Campgrounds	5	10 (RV)	8.50	425
Group Camp	and/or 4 (Tents)	-	21.25	-
Cabin Areas	1	-	100.00	-
Picnic Areas	2	6	11.00	132
	3	8	12.50	300

Notes:

1. Density in camping units/acre.
2. Size of campground site in acres.
3. Exclusive of camping facilities in the village area.
4. See Figure 3-1 for general locations.
5. These units would accommodate only a portion of the potential estimated 30,000 seasonal weekend population for the combined Lake Nacimiento - Lake San Antonio area.

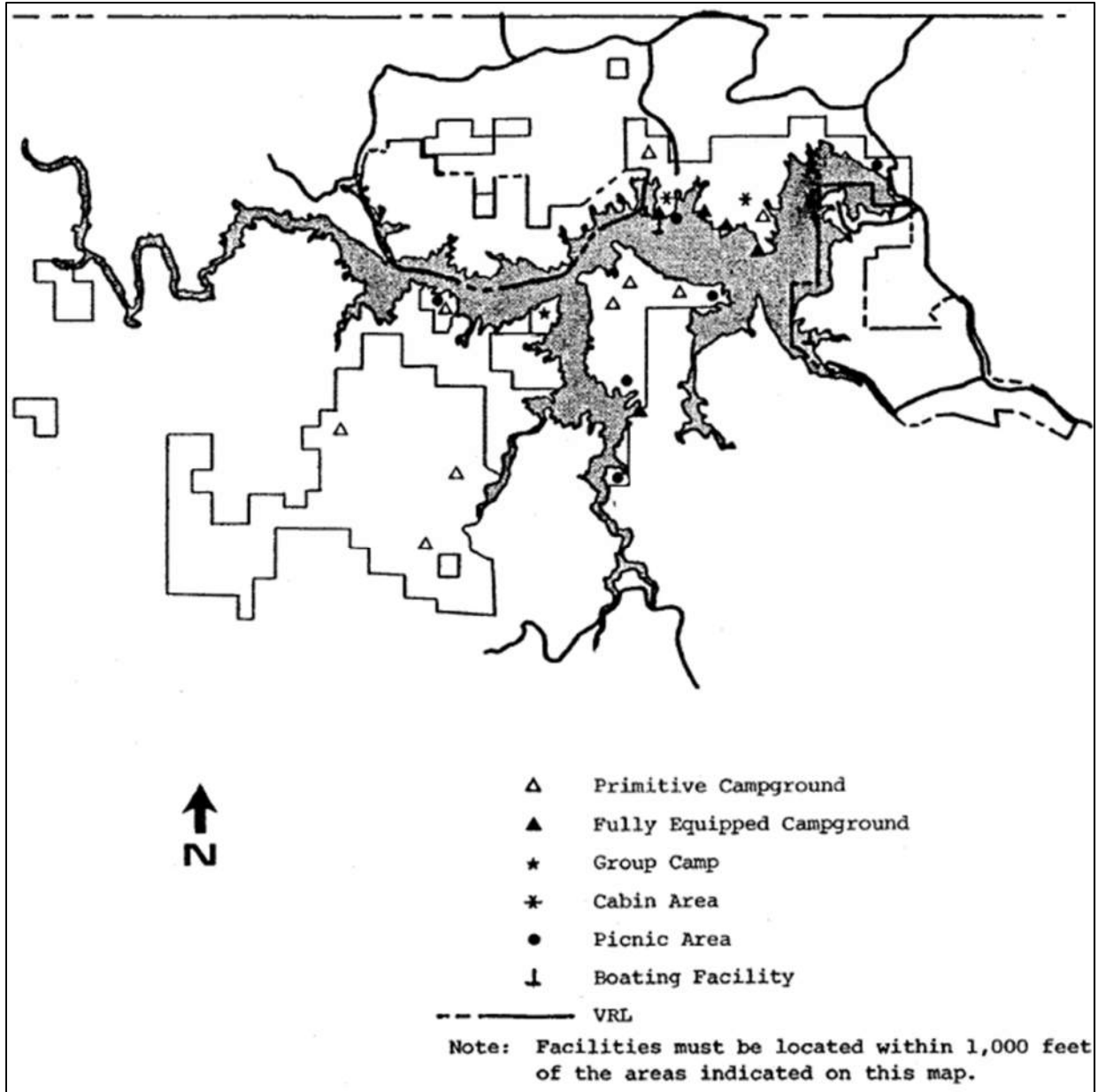


Figure B.1-1: Proposed Recreational Facilities - Lake Nacimiento

Salinas River Sub-area

Water Resources

Table B.1-3: Water Supply and Distribution – Salinas River Sub-area, 1993				
Community	1993 Population	Water Supply (Safe Annual Yield)	System Capacity	1993 Demand
Atascadero	24,342	These communities are supplied by the Paso Robles groundwater basin, whose safe annual yield is 47,000 AFY, and from the underflow of the Salinas River. Safe annual yield is no known for each individual community. See community narratives for additional details.	9,080 afy	5,456 afy
Garden Farms	280		300 afy	66 afy
Paso Robles	20,948		6,760 afy	4,738 afy
San Miguel	1,235		700 afy	250 afy
Santa Margarita	1,262		256 afy	932 afy
Templeton	3,105	1,580 afy (Templeton sub-basin)	1,600 afy	11,639
Total	51,172		18,696	11,639

afy = acre-feet per year; Source: County, Cities and Special Districts

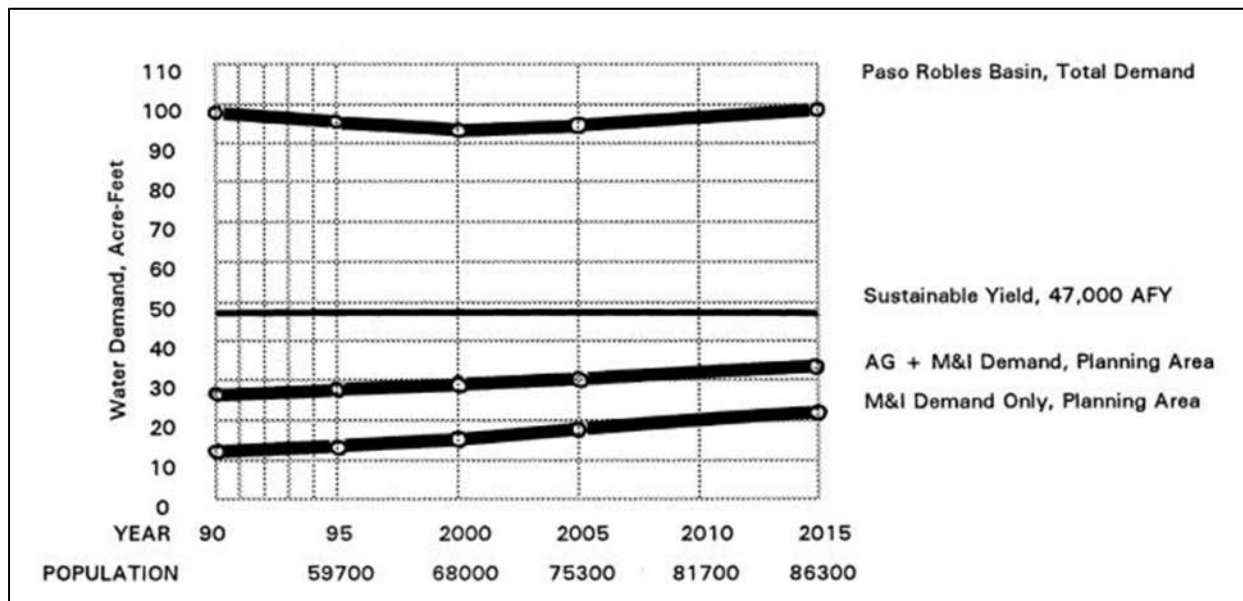


Figure B.1-2: Projected Water Demand - Paso Robles Groundwater Basin

Atascadero. Projected water demand for the Atascadero area is shown in Figure B.1-3. The water company's 1993 Water System Master Plan indicates the proposed Nacimiento project as the most likely source of additional supply to provide for the water demand of the build-out population.

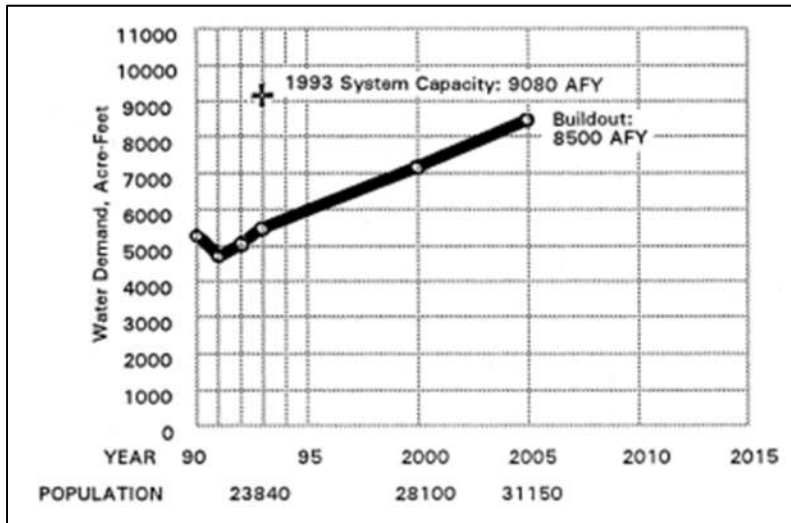


Figure B.1-3: Projected Water Demand – City of Atascadero
 Source: Long-term Viability of Water Supply, City of Atascadero, The Morro Group, 1991

Paso Robles. Projected water demand for the city of Paso Robles is shown in Figure B.1-4.

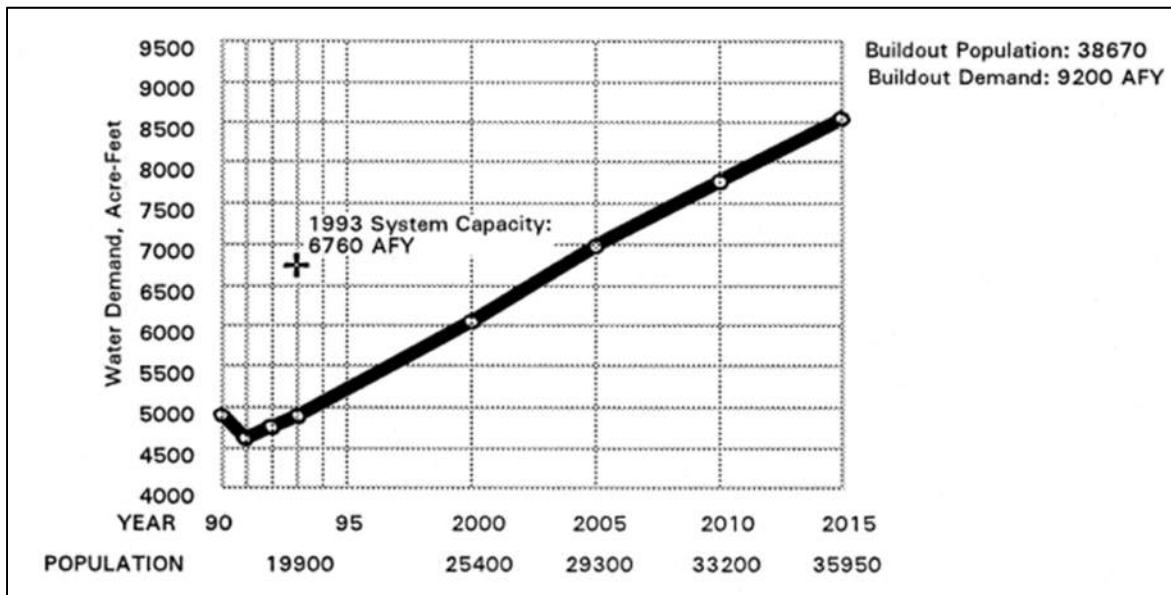


Figure B.1-4: Projected Water Demand – City of Paso Robles
 Source: City of Paso Robles; County Department of Planning and Building

Solid Waste

Figure B.1-5 shows the estimated amount of north county non-recycled solid waste requiring disposal annually under two alternative scenarios. The upper line shows solid waste generation at the 1990 recycling level of 8 percent. The lower line shows the 50 percent reduction in the waste stream mandated by the 1989 Act.

A 1992 study estimated that the Chicago Grade Landfill was receiving over 25,000 tons of solid waste per year, and that the landfill would reach capacity sometime between 2001 and 2003. The site has the potential for expansion so that capacity would not be reached until at least 2070.

The Paso Robles Landfill received in excess of 34,000 tons of solid waste in 1990. At the 1990 rate of solid waste generation per capita, the current site is expected to reach capacity by 2018. This landfill also has potential for expansion. Depending upon recycling levels and operating conditions, the life of the Paso Robles Landfill could be extended to 2034, or as long as to the year 2058.

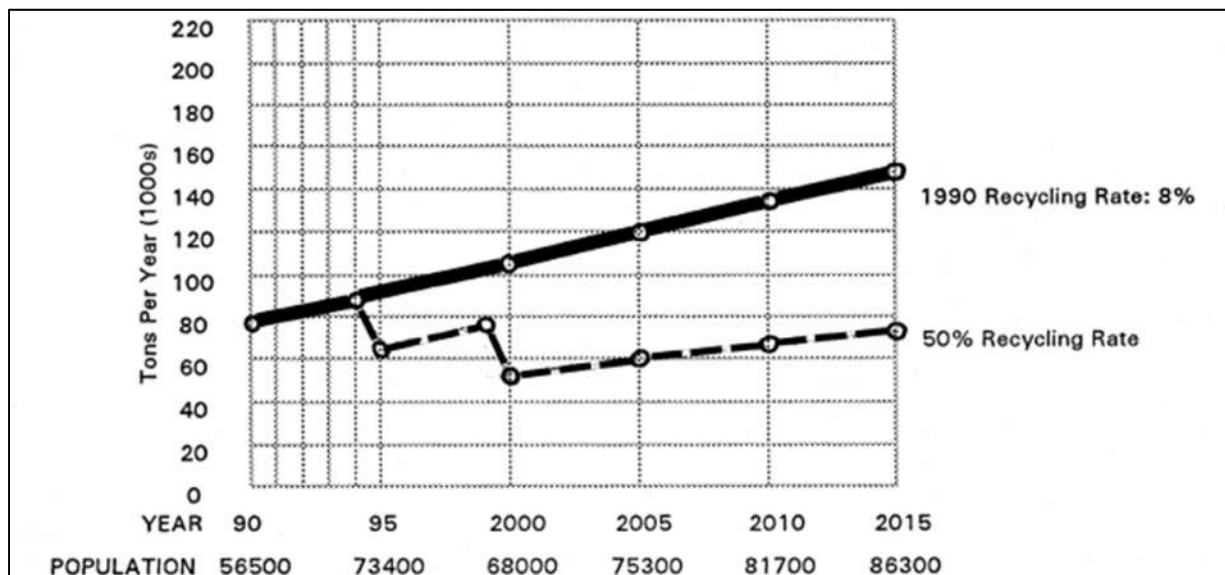


Figure B.1-5: Projected Non-recycled Solid Waste Generation – North County Area

Schools

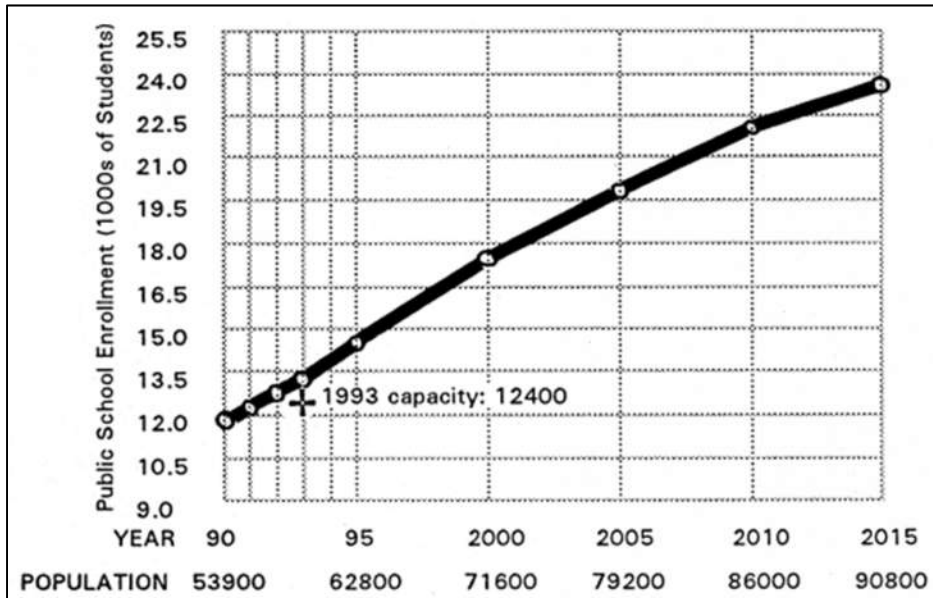


Figure B.1-6: Public School Projections – Salinas River Sub-area

Atascadero. Enrollment in 1993-94 and projections for the Atascadero schools are shown in Figure B.1-7.

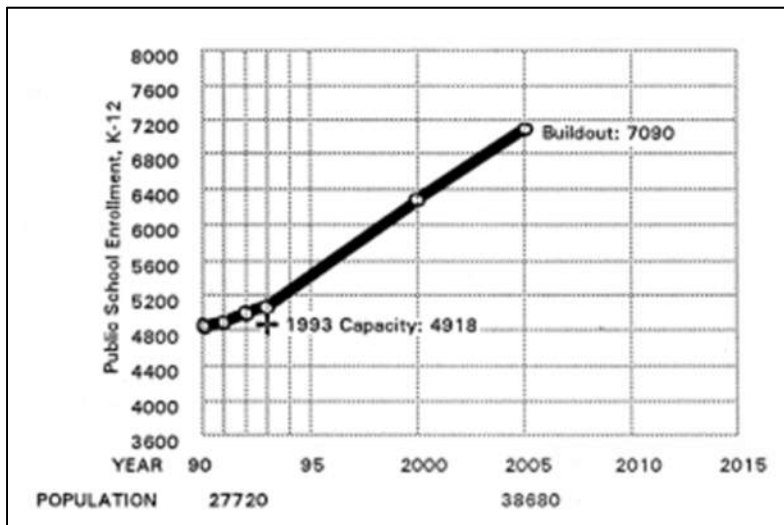


Figure B.1-7: Public School Enrollment - Atascadero Urban Area

Source: Atascadero Unified School District; County Department of Planning and Building

Paso Robles. 1993-94 enrollment and projections for the Paso Robles schools are shown in Figure B.1-8.

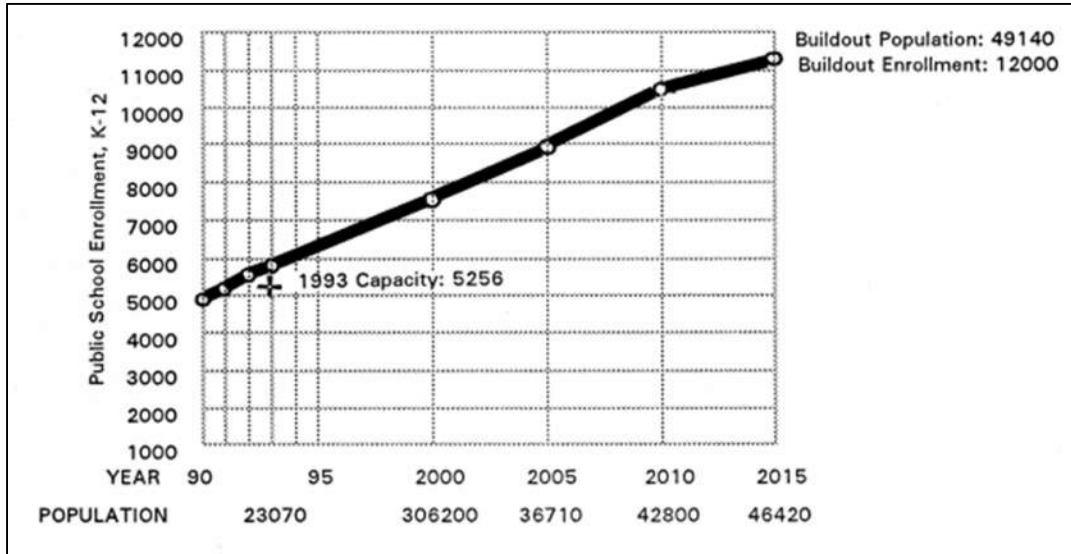


Figure B.1-8: Public School Enrollment – Paso Robles Urban Area

Public Safety

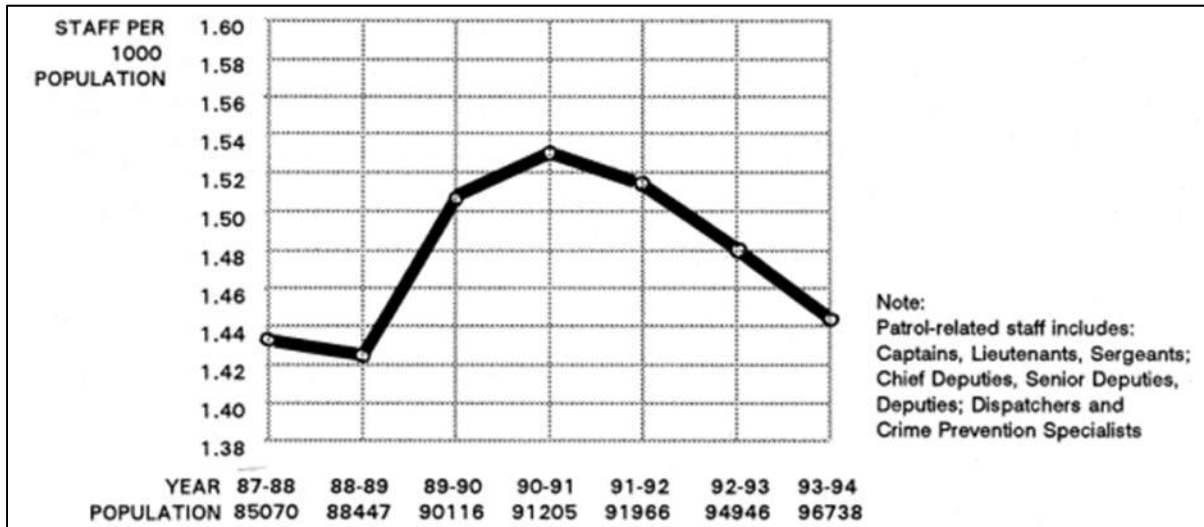


Figure B.1-9: Patrol-related Staffing Levels – San Luis Obispo County Sheriff’s Department
Source: SLO County Budgets, 1987-93

Air Quality

Table B.1-4: Maximum Ozone concentrations in average parts per million (ppm) per hour (number of violation days in parenthesis)

Location	State Standard	1989	1990	1991	1992	1993
Atascadero	0.09 ppm	0.12 (7)	0.10 (2)	0.11 (3)	0.10 (2)	0.10 (2)
Paso Robles	0.09 ppm	0.09	--	--	0.09	0.09

ppm = Parts per million; -- = Data not available; * = Paso Robles station out of service from September 1990 - September 1991; Source: San Luis Obispo County Air Pollution Control District

Table B.1-5: Maximum PM10 concentrations in average micrograms per cubic meter (ug/m³) per day (number of violation days shown in parenthesis)

Location	State Standard	1989	1990	1991	1992	1993
Atascadero	50 ug/m ³	63 (4)	79 (3)	62 (3)	44	78 (6)
Paso Robles	50 ug/m ³	--	--	67 (4)	52 (2)	54 (4)

ug/m³ = Micrograms per cubic meter; -- = Data not available; * = Paso Robles station out of service from September 1990 - September 1991; Source: San Luis Obispo County Air Pollution Control District

B.2 San Luis Obispo Planning Area

San Luis Obispo Sub-area

Water Resources

San Luis Obispo planning area water supply and demand figures are summarized in Figure B.2-1 and Table B.2-2.

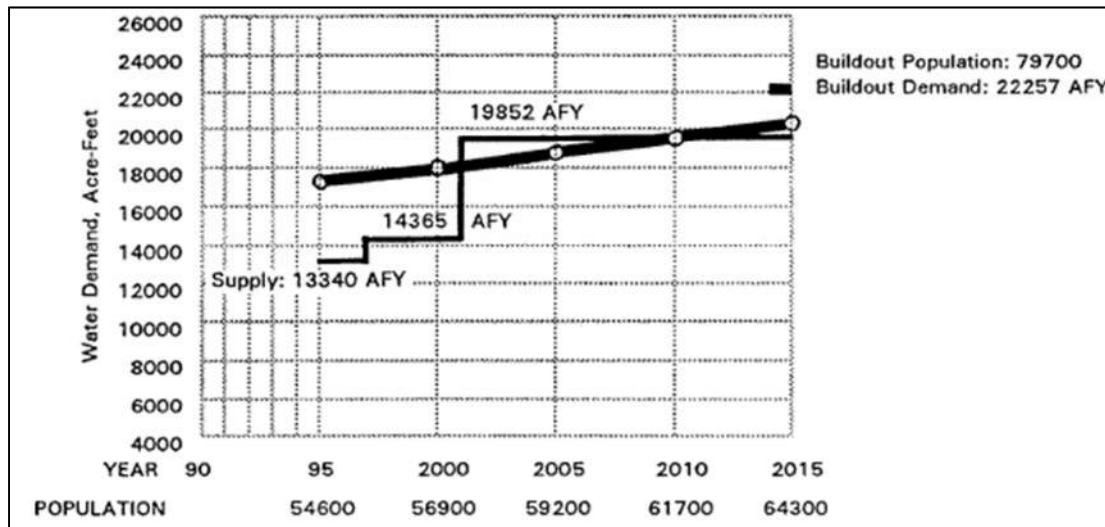


Figure B.2-1: Water Demand

Source: City of San Luis Obispo, Cal Poly, Draft EIR, County Engineering Department

Table B.2-1: Water Supply and Demand – San Luis Obispo Planning Area (acre feet per year)

Water Use	Supply					Demand	
	Surface Water	Ground water	State Water Project	Nacimiento Project	Total Supply	Current	Projected (Buildout)
City of SLO	8,540 ²	500 ³		3,380	12,420 ¹²	5,694	8,915 ⁶
Los Ranchos/Edna		³		50	50 ⁹	471	606
Airport Area		³		970	970 ⁹	217	567
Other Urban		³		132	132 ⁹	730	942
Rural, Non-Ag		^{3,4}		955	955	1,867	3,055
Agriculture		^{3,4,8}			GW	8,440	8,440
CMC	¹		400		¹	800	800
Camp SLO/Opn Ctr	¹		425		¹	116	130
Cuesta College	¹		200		¹	324	417
Cal Poly Domestic	¹				¹	⁵	⁷
Cal Poly-Ag	¹	³			¹	400 ¹¹	400 ¹¹
Total	8,540	4,800¹⁰	1,025	5,487	19,552¹²	19,059	24,272

Notes:

1. Included in City of San Luis Obispo supply.
2. Salinas Reservoir: 4,800 AFY; Whale Rock Reservoir: 3,740 AFY.
3. San Luis Obispo Creek groundwater basin: 2,250 AFY; SLO City policy limits groundwater use to 500 AFY.
4. Pismo Creek groundwater basin: 2,250 AFY.
5. Included in City of San Luis Obispo demand.
6. Based on build-out population of 54,000 and consumption rate of 145 gpcd.
7. Included in City of San Luis Obispo projected demand.
8. Los Osos Valley groundwater basin.
9. Assumes use of surface water replaces groundwater use. However, groundwater remains available to these users.
10. Combined estimated safe annual yield of San Luis Obispo Creek and Pismo Creek groundwater basins. Also includes portion of Los Osos Valley groundwater basin (300 AFY).
11. Approximately 200 AFY is groundwater, 200 AFY from reservoirs.
12. Includes 400 AFY reduction in reservoir yield due to siltation.

Air Quality

Table B.2-2: Maximum Ozone concentrations (number of violation days)								
Location	Average Time	Units	1989	1990	1991	1992	1993	1994
San Luis Obispo	1-Hour	Ppm	0.12 (6)	0.08	0.09	0.08	0.09	0.07
State Standard	1-Hour	Ppm	0.09					

ppm: Parts per million

Source: City of San Luis Obispo County Air Pollution Control District

Table B.2-3: Maximum PM ₁₀ concentrations (number of violation days)								
Location	Average Time	Units	1989	1990	1991	1992	1993	1994
San Luis Obispo	24-Hour	ug/m ³	55(2)	42	52(1)	36	57(1)	37
State Standard	24-Hour	Ug/m ³	50					

ug/m³: Micrograms per cubic meter

Source: City of San Luis Obispo County Air Pollution Control District

Schools

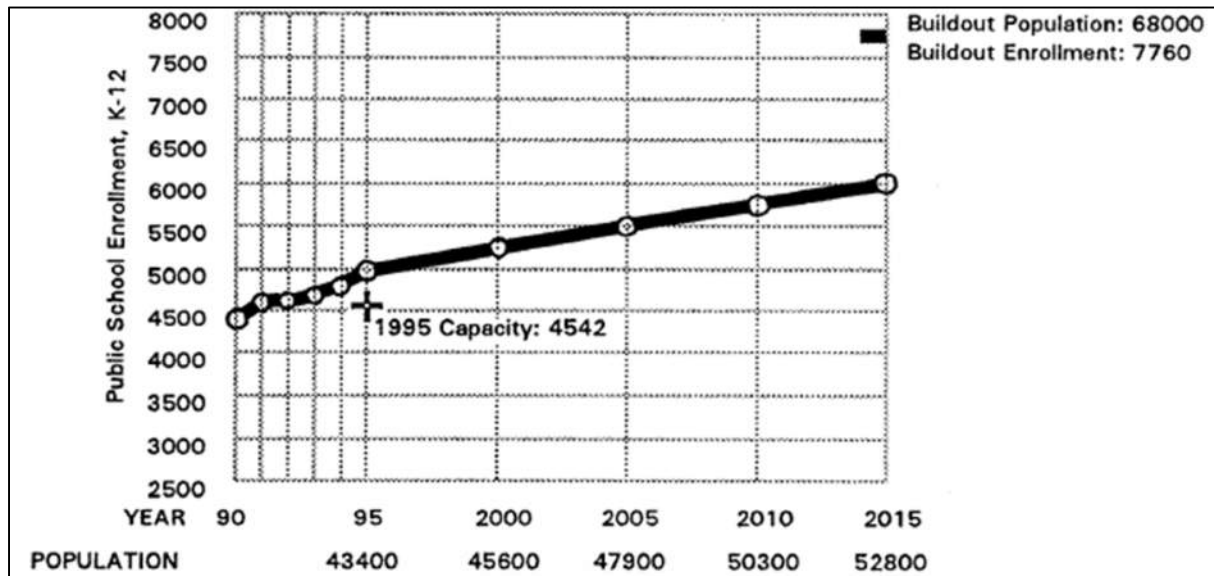


Figure B.2-2: Public School Enrollment – San Luis Obispo Planning Area

Recreation Services

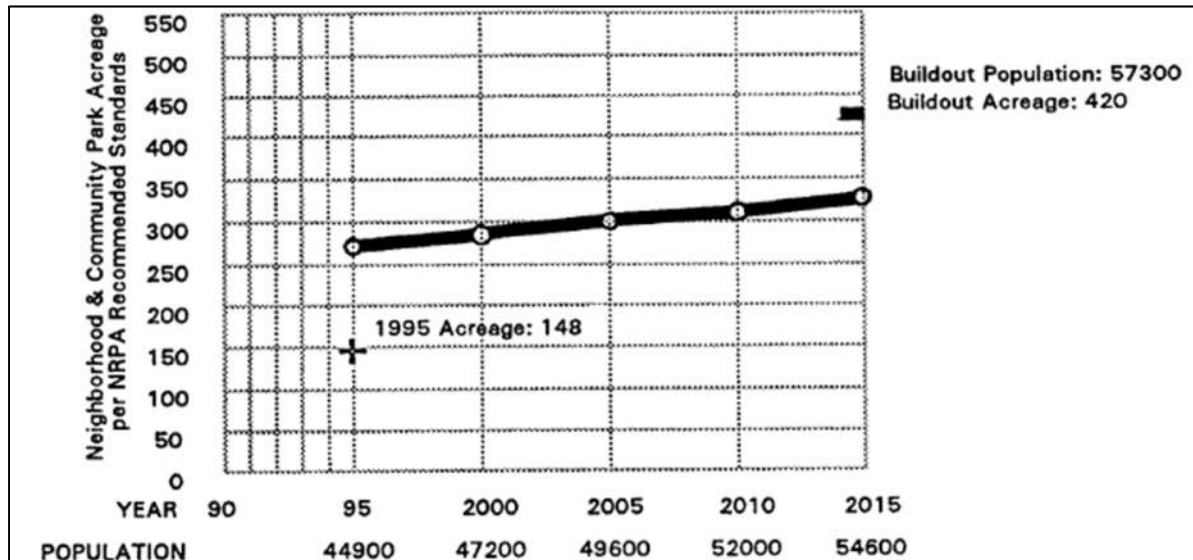


Figure B.2-3: Recommended Park Acreage – San Luis Obispo Planning Area

B.3 South County Planning Area

San Luis Bay Inland Sub-area

Wastewater

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.

Table B.3-1: Projected Wastewater Flows South County Sanitation District (million gallons per day (mgd))					
	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.

Schools

Table B.3-2: Enrollment Projections and Facility Capacities – Lucia Mar Unified School District						
School	Enrollment ¹		Projected Enrollment ²			Facility
	78-79	79-80	1980	1985	1990	Capacity ³
Branch Elem.	195	208	210	246	247	210
Grover Beach 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	2217	2026	2217	2565	2843	2250

Notes:

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

Table B.3-3: Levels of Severity – Lucia Mar Unified School District Facilities in San Luis Bay Sub-area

School	Estimated Level I	Year of Attainment Level II	Level III
Branch Elementary	-	1975	1980
Grover Beach 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

*Located within the coastal zone

San Luis Obispo Sub-area

Refer to Section B.2, which contains public facilities, services, and resources data for the former San Luis Obispo planning area.

This page intentionally left blank.

Appendix C: Land Use Data

C.1 North County Planning Area

Salinas River Sub-area

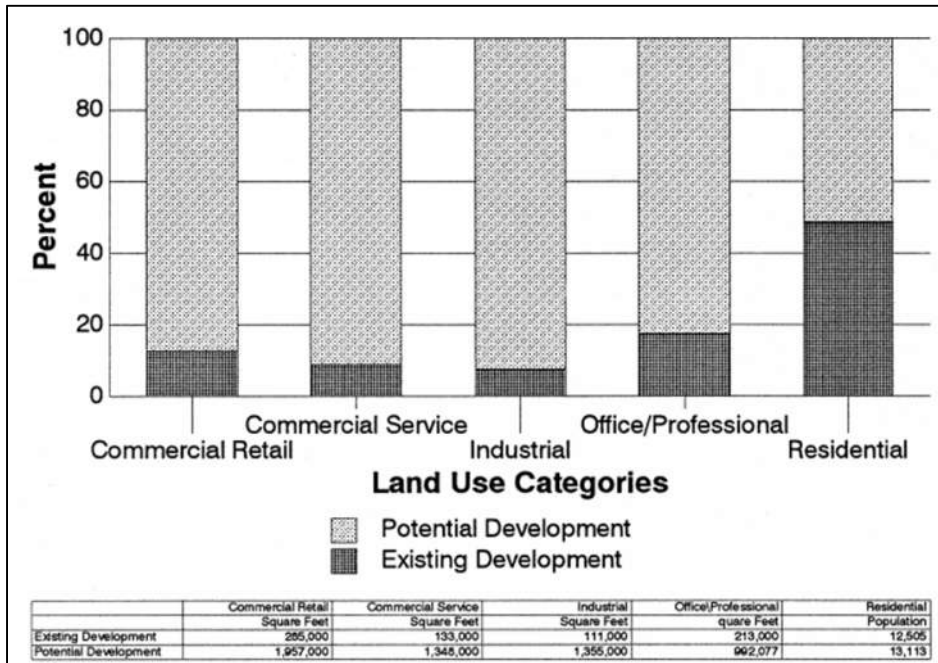


Figure C.1-1: Areawide Development Capacity

C.2 San Luis Obispo Planning Area

Table C.2-1: Residential Build-out Capacity – San Luis Obispo Planning Area^A				
Area/Community Land Use Category^B	Acres	Build-Out Capacity^C (Dwellings^D) (Population^E)		Estimated Build-Out Date
Rural Area				
Agriculture	48,542	455	1,174	
Rural Lands	5,569	52	134	
Residential Rural	1,712	257	663	
Residential Suburban	333	250	645	
Rural Subtotal	56,156	1,014	2,616	2010
San Luis Urban Area				
Agriculture	34	1	3	
Residential Suburban	22	17	44	
Residential Single Family	629	3,302	8,519	
Residential Multi Family	80	1,560	4,025	
Dalidio Ranch	131	60	143	
Urban Subtotal	765	4,940	12,734	2020

Notes:

- A. Totals in this table do not include the city of San Luis Obispo.
- B. Includes only those categories where primary residences are permitted uses.
- C. Build-out estimates correspond to 75% of the total absorption capacity, except for Los Ranchos/Edna, which corresponds to 90% of absorption capacity.
- D. Dwellings are assumed to be at one unit per 80 acres in Agricultural and Rural Lands, 5 acres in Residential Rural, 131 acres in Dalidio Ranch, one acre in Residential Suburban, 7 per acre in Residential Single Family, and 26 per acre in residential Multi Family.
- E. Potential population at build-out assumes 2.38 persons per dwelling unit.