REVISED DRAFT July 25, 2013

V. South County Area Plan

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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 Ordinance.

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.

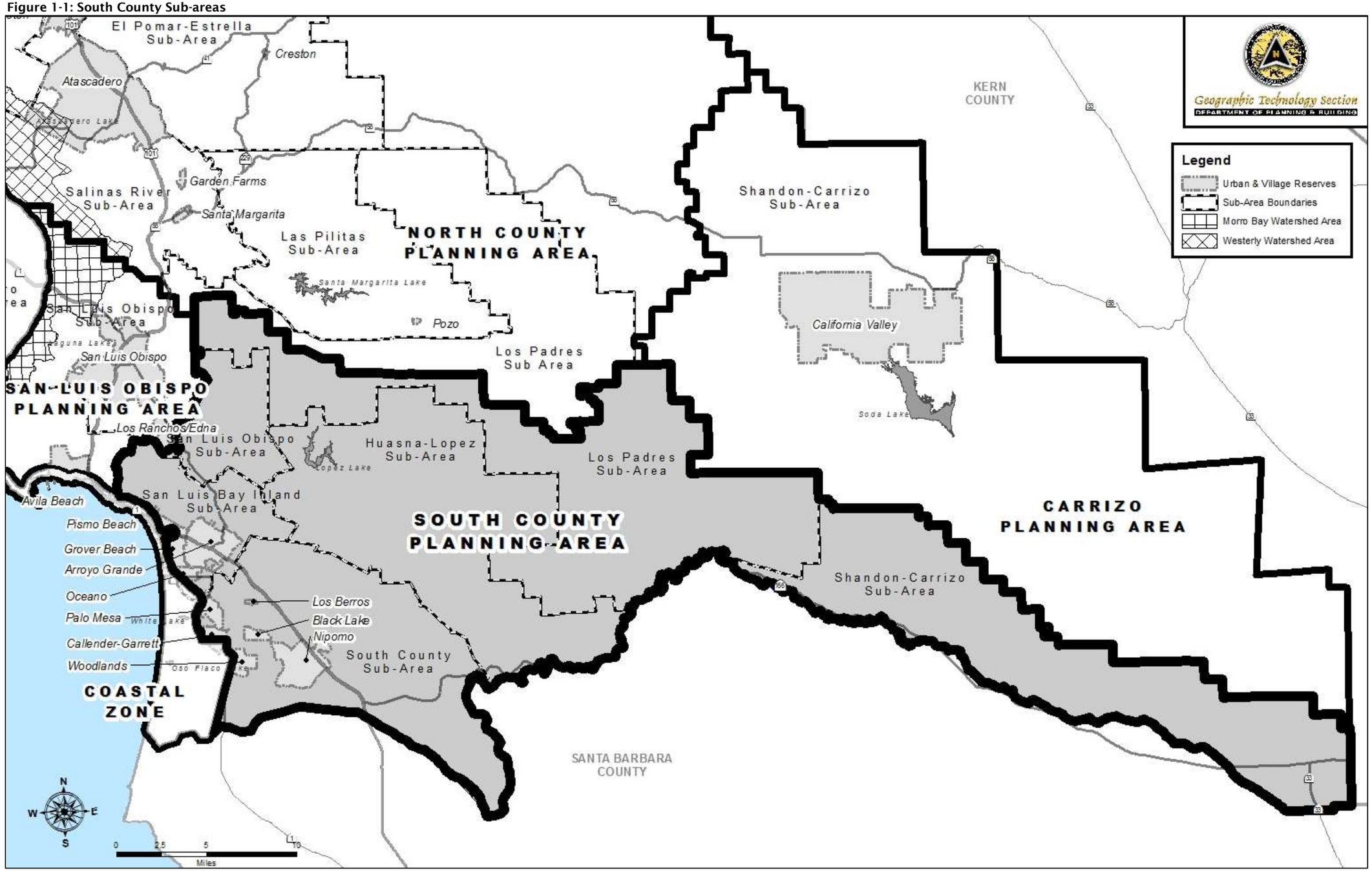
The information in this plan is taken from the Huasna-Lopez, Los Padres, San Luis Bay Inland, San Luis Obispo, Shandon-Carrizo, and South County planning areas and is current as of the last major update or original adoption date of each plan (refer to Table 1-1). While some non-substantive edits have 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 ~~certain~~ the former planning areas referred to as sub-areas. ~~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

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~~September 22, 1980~~
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



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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.

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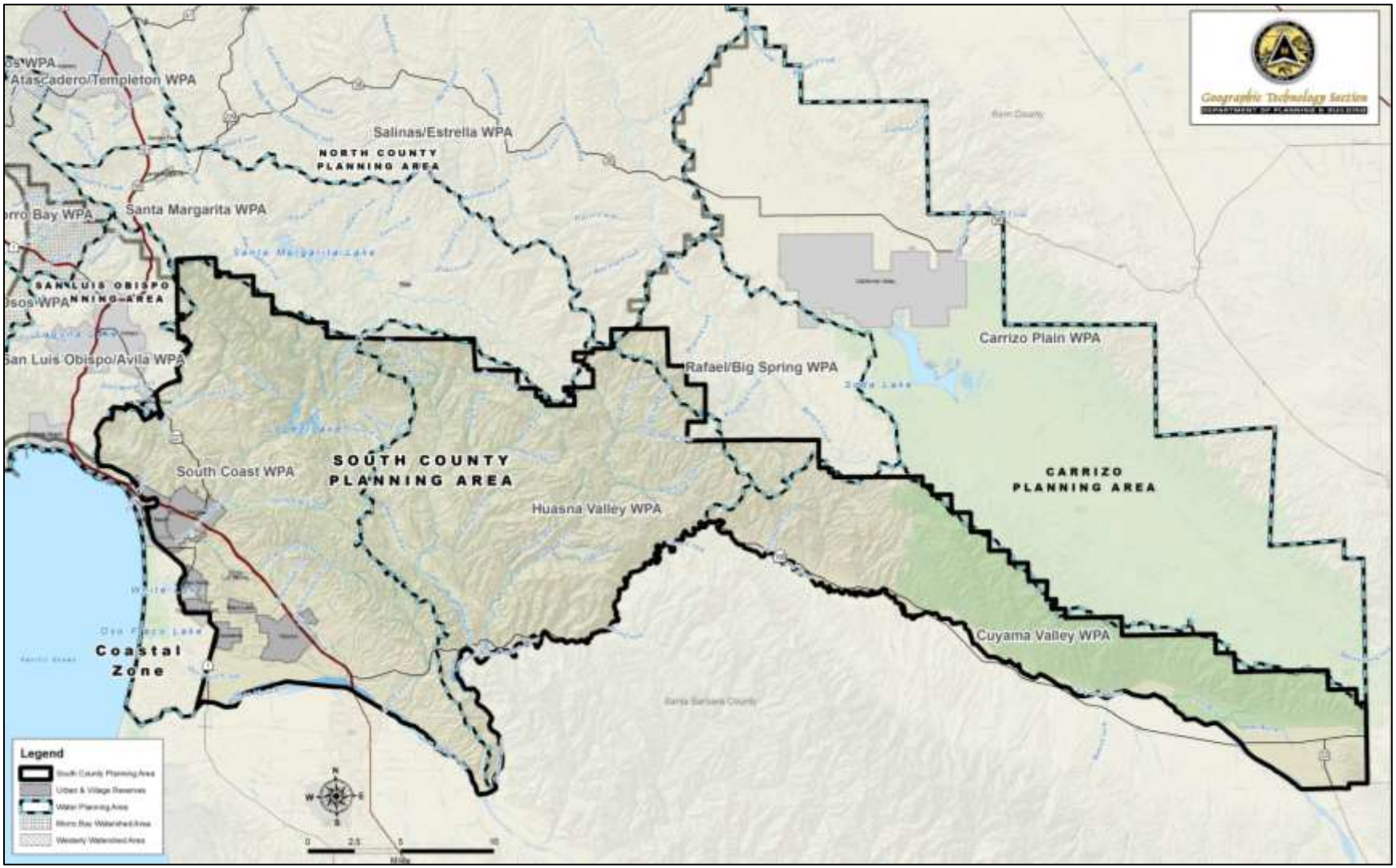
Figure 1-2: South County Water Planning Areas



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1.5 Vision for South County Sub-area

The vision for the South County 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 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 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 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.

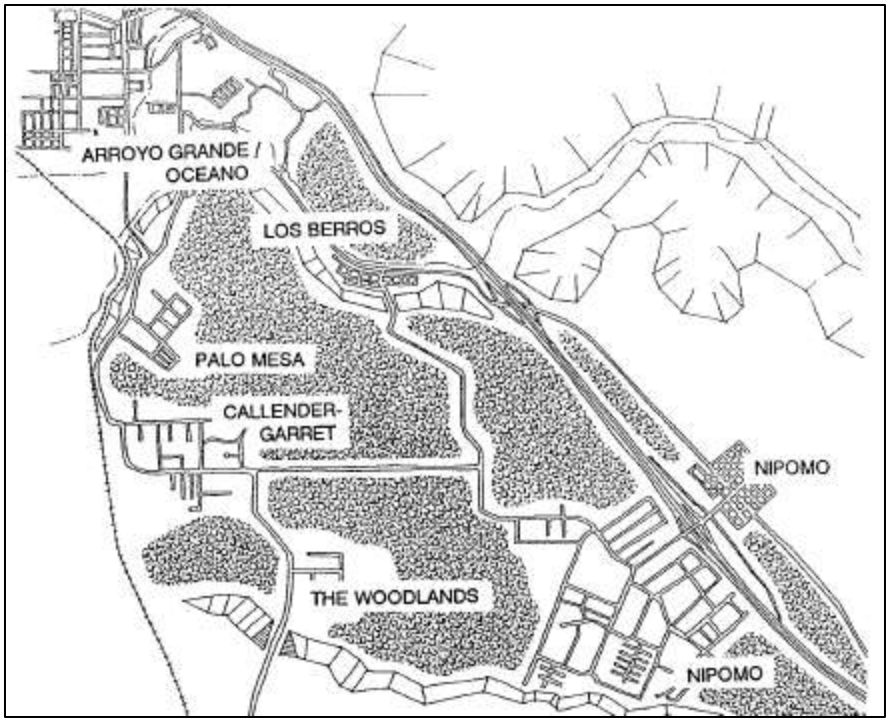

Figure 1-4: Rural Character-Community Identity

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 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 sub-areas (refer to Figure 1-1):

San Luis Obispo 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 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 South County Sub-area.

3. Develop Nipomo as the commercial center of the South County 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 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 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.

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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

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

The Los Padres 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

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

Population

The rural population of the San Luis Obispo 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 sub-area will support business development within the county.

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[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

The Shandon-Carrizo 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

Population

The rate of population growth in the South County sub-area has been significant when compared to other sub-areas and the overall county. Population in the South County 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 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 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 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 Sub-area

The following goals are intended to spur activities within and beyond the South County 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 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 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.

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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 Sub-area

Geological Resources

The San Luis Obispo 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 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 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.

PM_{10} 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. PM_{10} 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 PM_{10} 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

The following goals are derived from the former South County area plan and apply only within the boundaries of South County 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.

> ***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).

Formed in 1965, the Nipomo Community Services District (NCSD) provides water service, sewage disposal, street lighting and some drainage facility maintenance. Other services are authorized to be provided. The NCSD's service area extends beyond the Nipomo urban reserve line and into rural portions of the South County sub-area. More information on the NCSD 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) ~~original South County 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

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

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

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 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

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 sub-area of the South County planning 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 sub-area was approximately 8440 AFY, about two-thirds of it in the Edna Valley.

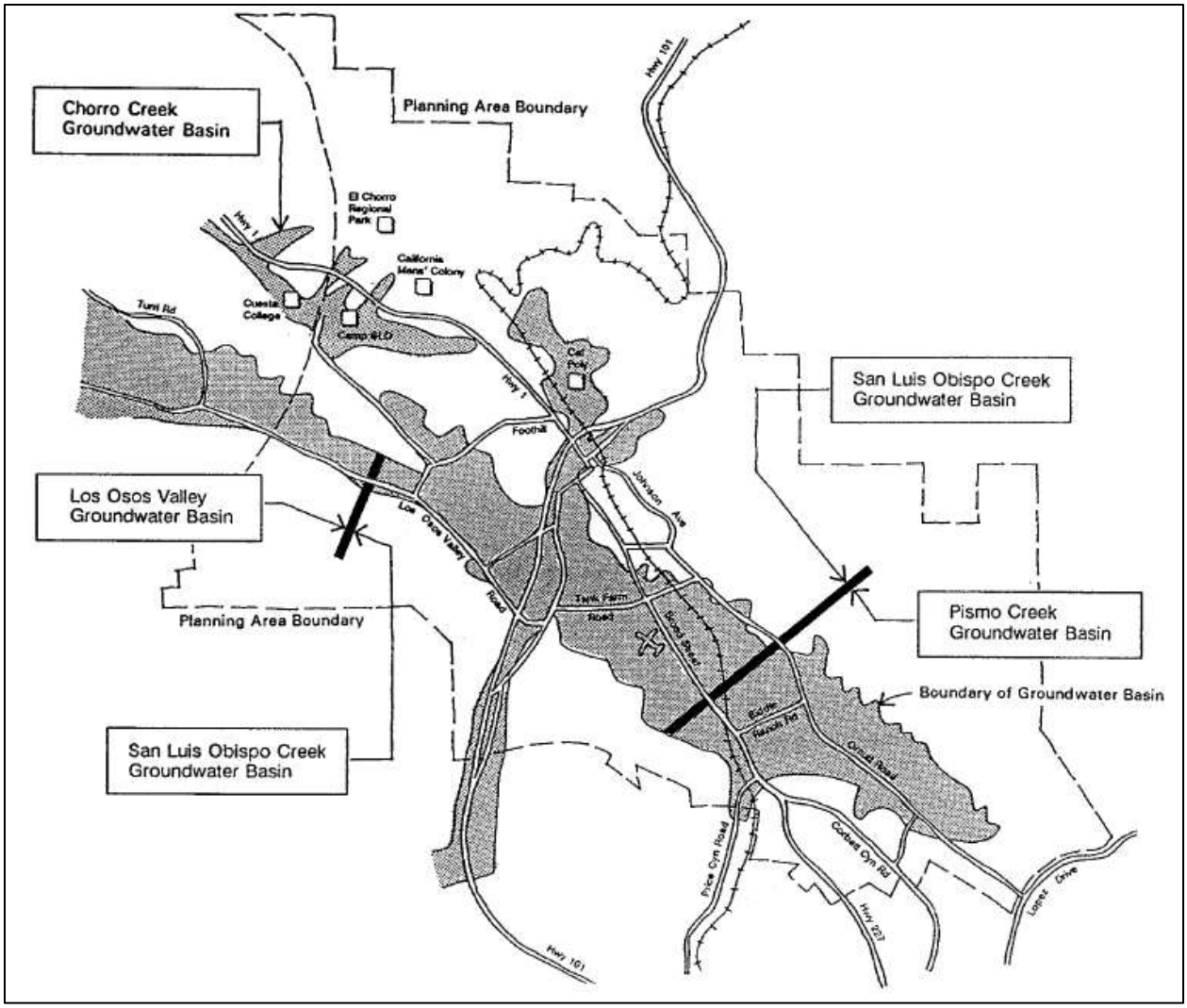

Figure 3-1: Groundwater Basins in San Luis Obispo sub-area

Shandon-Carrizo

An adequate water supply is essential to continuing agricultural development in the Shandon-Carrizo 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 Inland

The South County 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 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 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 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 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 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 (Cuyama Valley) 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 (Cuyama) 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 sub-area of the South County planning 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 ~~apply to~~ to the former planning areas referred to as sub-areas~~.~~ ~~certain South County sub-areas~~. Figure 1-1 should be referenced to determine the applicability of a goal, policy, or program to a

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.** 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.** 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.** 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.** 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.** 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.** 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**. 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 sub-area.

8. **Basin Information, San Luis Obispo.** 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.** 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 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.** 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.** 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.** 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.** 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.** 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.** 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.** 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.** 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.** 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.** 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.** 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.** 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.** 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.** 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.** 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.** 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.** 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	LAFCO	User Fees	5-10	Moderate
2. Cemetery Districts, South County	Arroyo Grande Cemetery District	District Fund	3-5	Moderate
3. Sewage Disposal Agency Consolidation, San Luis Bay Inland	Co. Sanitation District, City of Pismo Beach, Arroyo Grande, and Grover Beach	Unspecified		
Water Resources				
4. Water Source Augmentation, South County	NCSD, California Cities Water Co., Rural Water Co., Other Small Purveyors	District Fund	3-5	High
5. Supplemental Water Development Fee, South County	Co. Public Works, Planning, Water Purveyors	General Fund	1	High
6. Water Conservation/ Public Education, South County	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	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	Co. Planning, Public Works	Unspecified		
13. Water Service Plan Coordination, South County	Co. Planning	Unspecified		
Sewage Disposal				
14. Septic Systems Maintenance, South County	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	Co. ublic Works, City of San Luis Obispo	Unspecified		
18. Zone 9 Master Plan, San Luis Bay Inland	San Luis Obispo County Flood Control and Water Conservation District	Unspecified		
19. Public Information, San Luis Bay Inland	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	Co. Planning, Health, Public Works	General Fund	1-3	High
22. Waste Collection, Nipomo and Village Areas, South County	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	Co. Sheriff	Impact Fees	1-3	High
Fire Protection				
27. Urban Fire Jurisdiction, South County	NCSD, Co. Fire Department	Unspecified		
Government Services				
28. Government Services/ Public Service Centers, South County	Co. Planning, General Services	General Fund	1-3	Moderate
Schools				
29. School Facility Expansion, South County	Co. Pl., Lucia Mar School District	None Required	1-3	Moderate
30. School Facility Siting, South County	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	**Huasna-Lopez[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 quantitates 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.

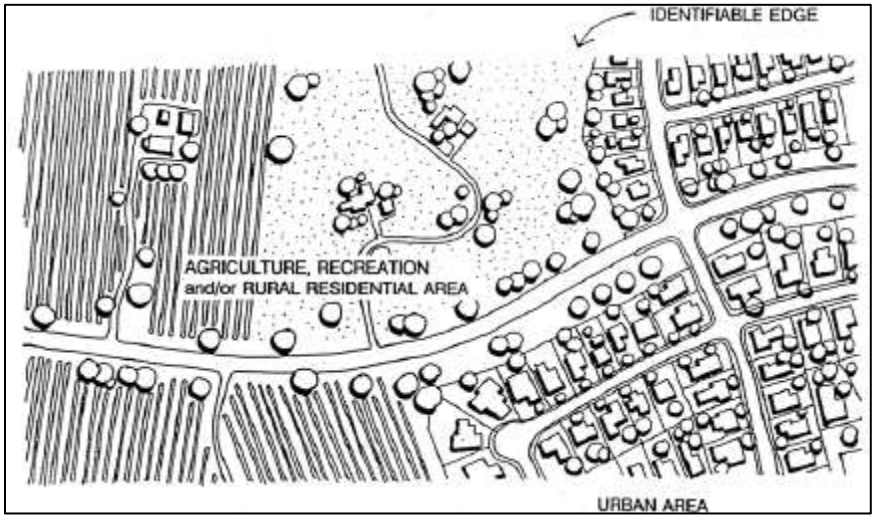

Figure 4-1: Rural Edge to a Community

Capacity for Growth in San Luis Obispo and South County 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 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 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 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 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 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 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.

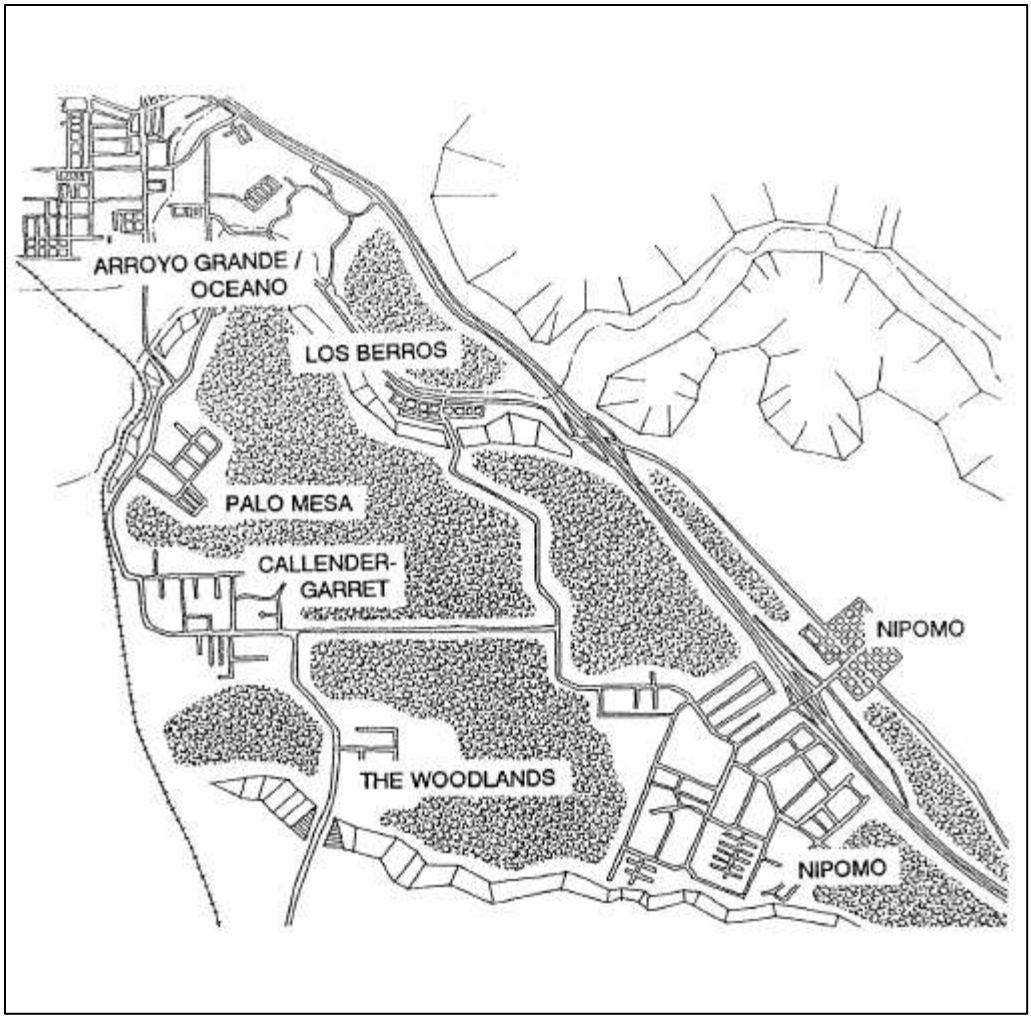

Figure 4-2: Rural Character Between Communities

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 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 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 avigation 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 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 Sub-area

Agricultural lands in the Los Padres 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 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 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 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. 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 Sub-area

The Shandon-Carrizo 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 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 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 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 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 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 Sub-area

Rural Lands in the Shandon-Carrizo 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 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 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 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.

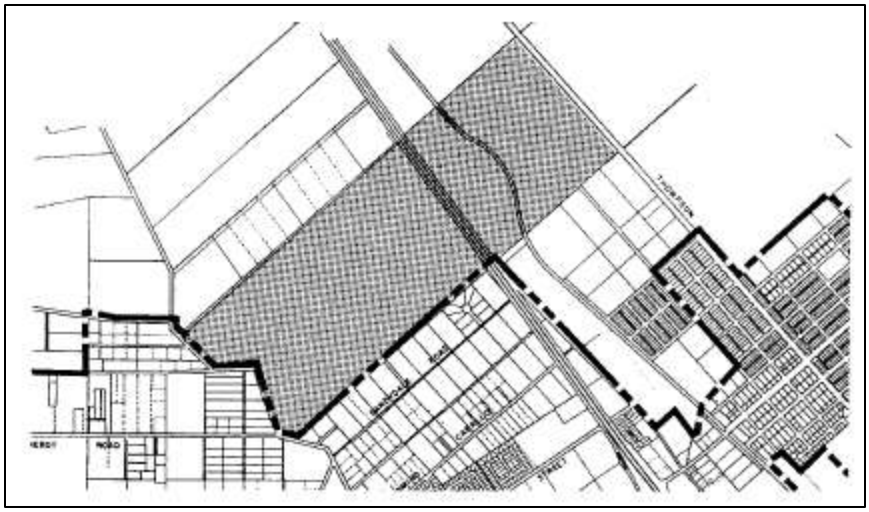

Figure 4-4: Specific Plan Area-Canada Ranch Property

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 Sub-area

All land in the San Luis Obispo 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 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 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 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 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 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.

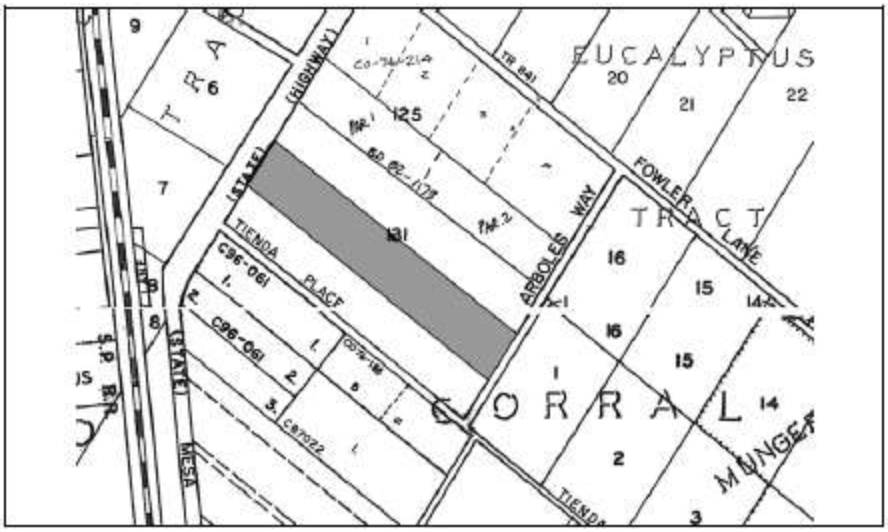

Figure 4-5: Brushpopper's Arena

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 Sub-area

Public lands in the Los Padres 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.

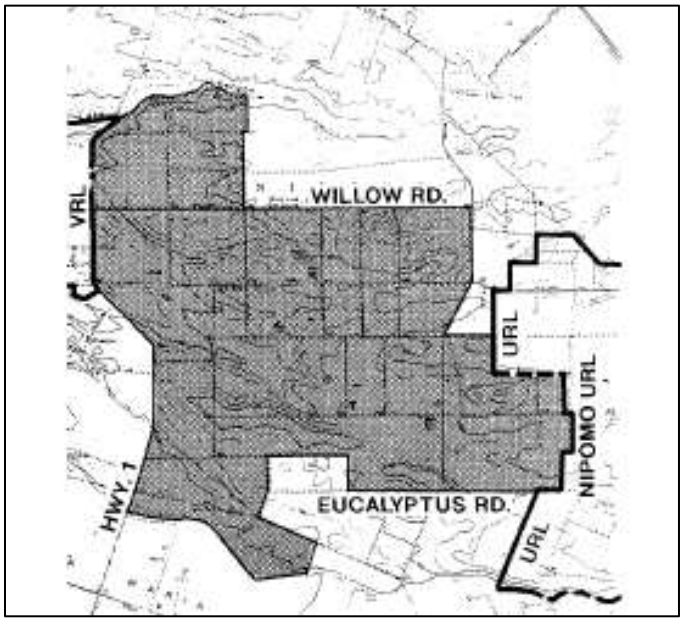

Figure 4-6: Area in Which a Rural Village May be Proposed

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 ~~to t~~the former planning areas referred to as sub-areas. ~~certain South County sub-areas.~~ Figure 1-1 should be referenced to determine the applicability of a goal, policy, or program to a

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 and San Luis Bay Inland.** The County should continue to encourage owners of eligible lands to participate in the agricultural preserve program.

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. **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.** 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.** 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.** 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 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 sub-areas outside of urban and village reserve lines, in the land use categories or locations listed.

10. **Specific Plan Areas, South County.** 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.** 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.** 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.** 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.

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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 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 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 Sub-area Circulation Policies and Objectives

The following policies and objectives apply to the San Luis Obispo 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 Sub-area Circulation Policies and Objectives

The following policies and objectives apply to the South County 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 Sub-area

The following goals apply within the San Luis Obispo 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.

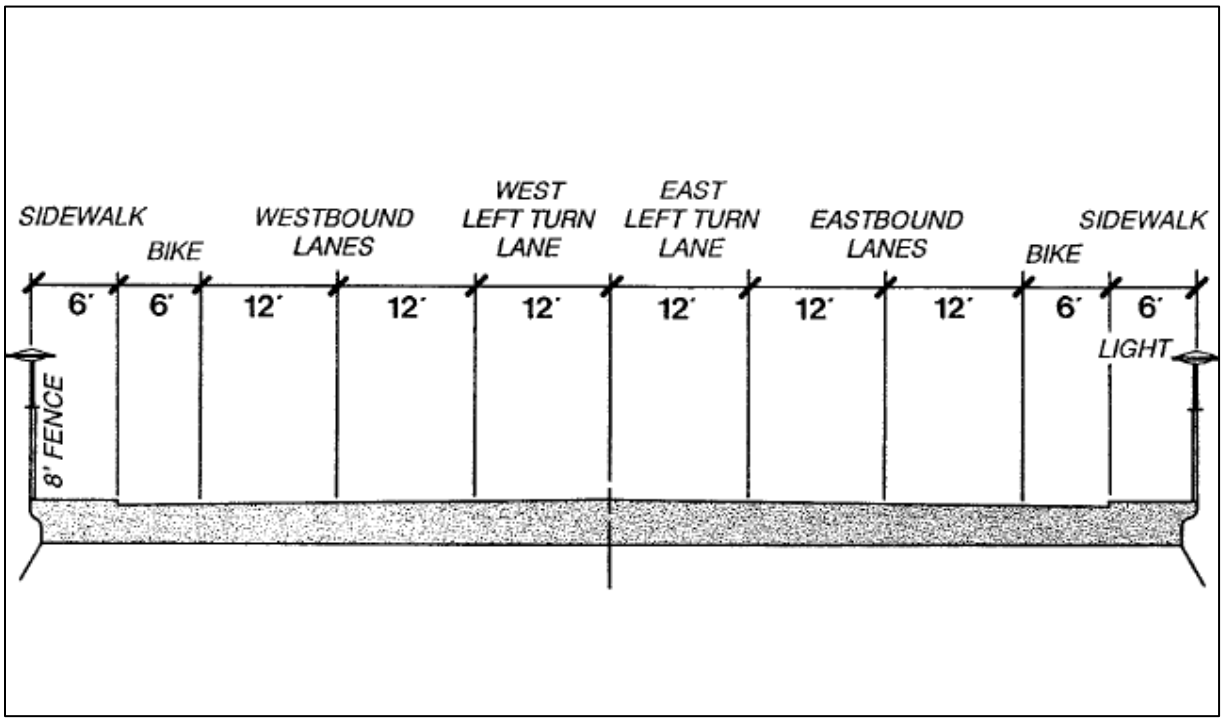

Figure 5-1: Highway 101/Tefft Street Overcrossing

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 Sandydale 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 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.

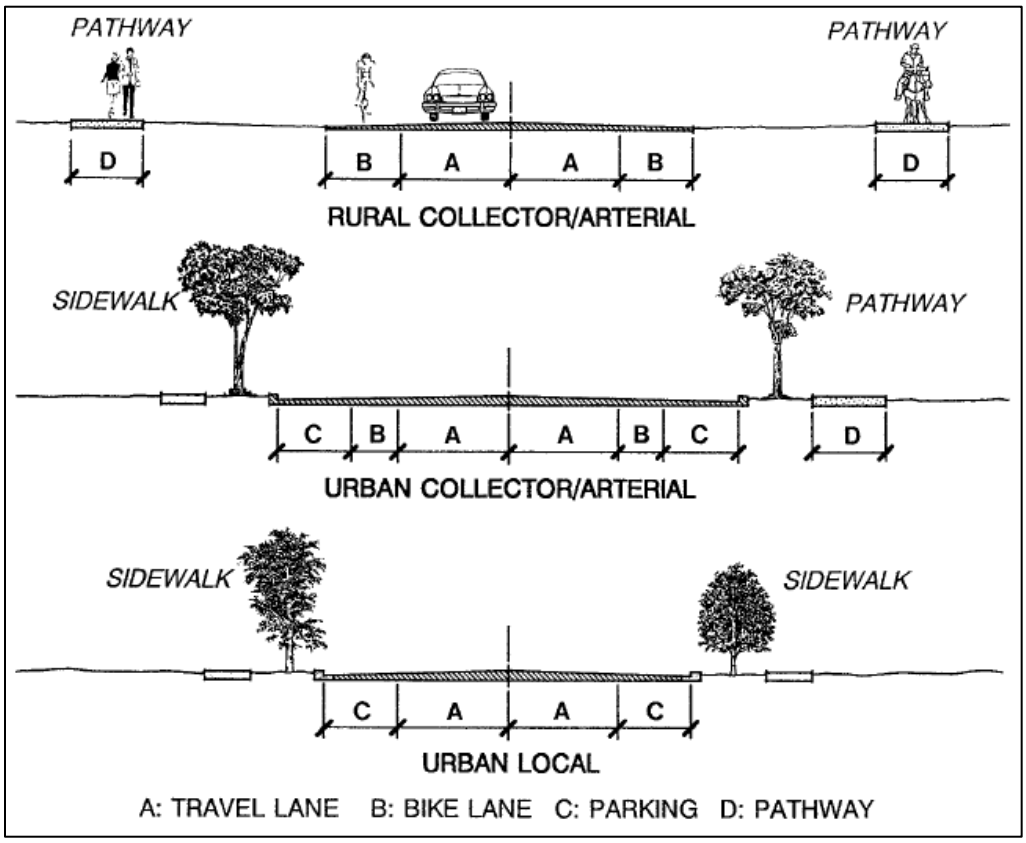

Figure 5-2: Selected Street Improvements

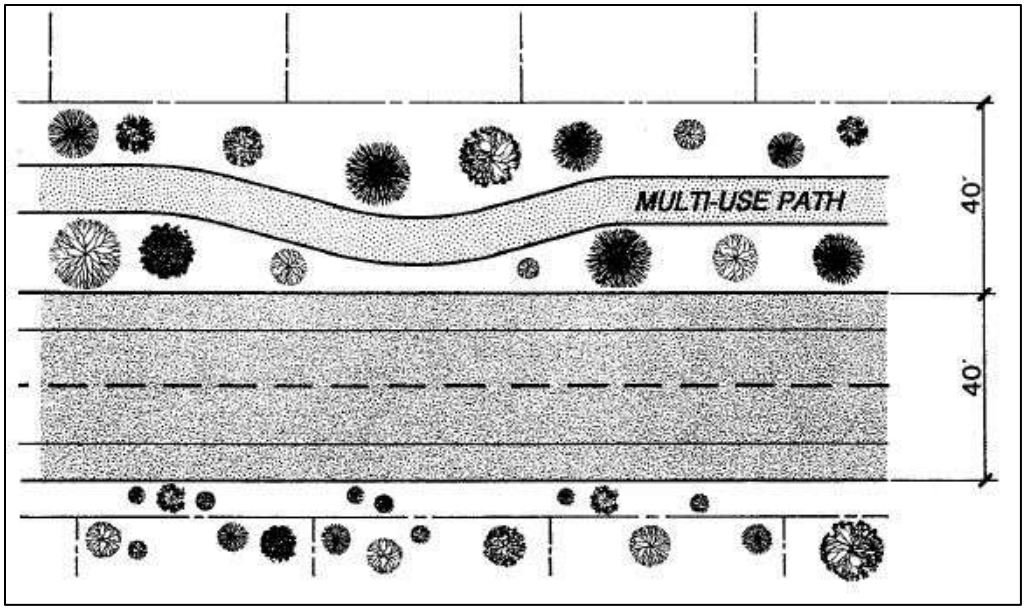

Figure 5-3: Multi-use Path

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.

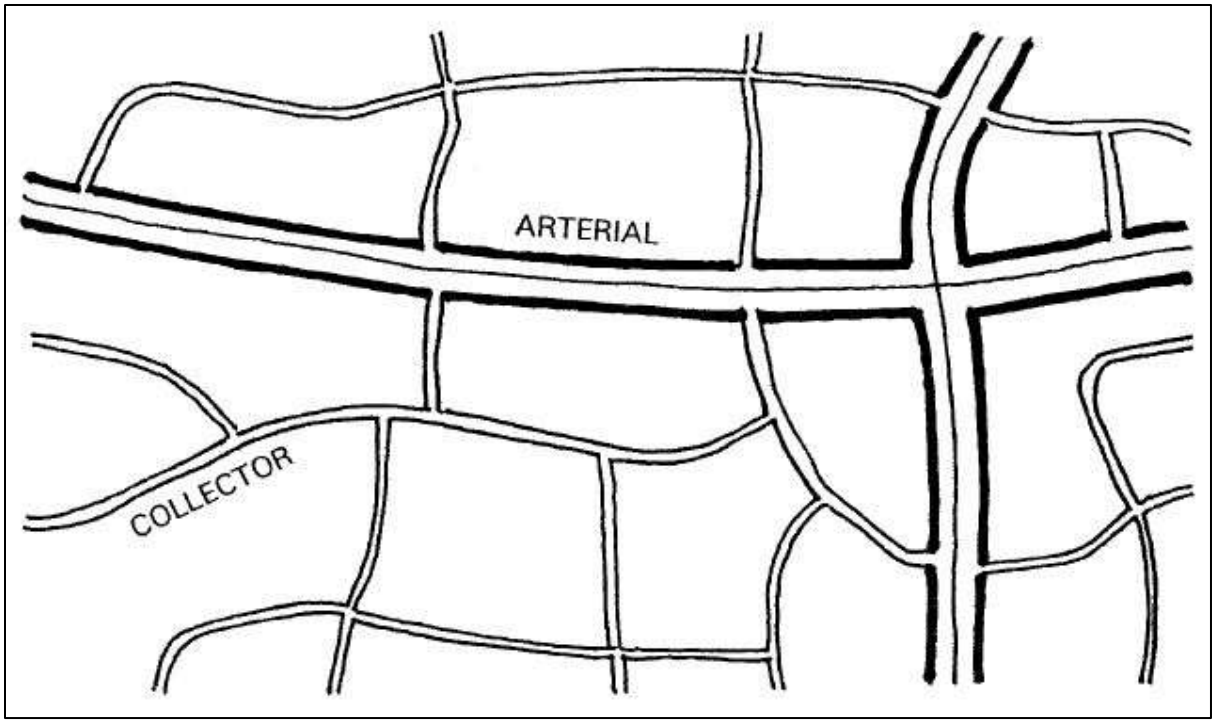

Figure 5-4: Network of Connected Streets

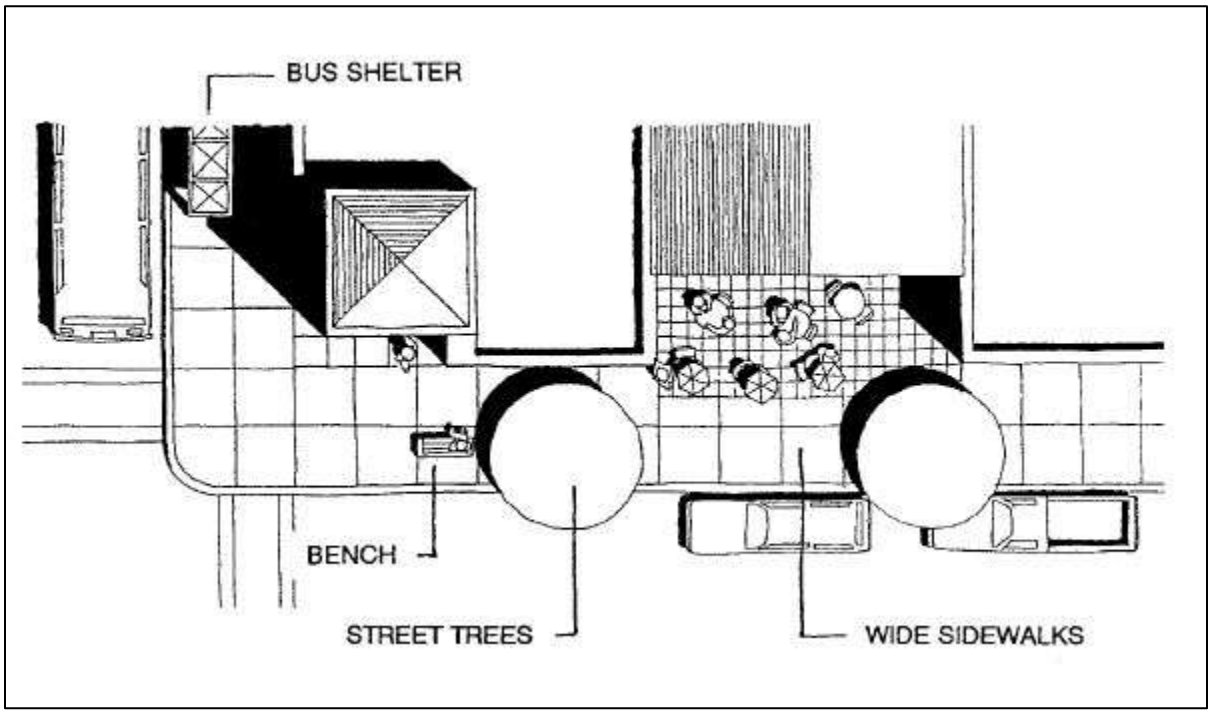

Figure 5-5: Street-oriented Commercial Development

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 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 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 Sub-area

The following goals and objectives apply to the San Luis Obispo 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

The following objectives and policies apply to the South County 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.

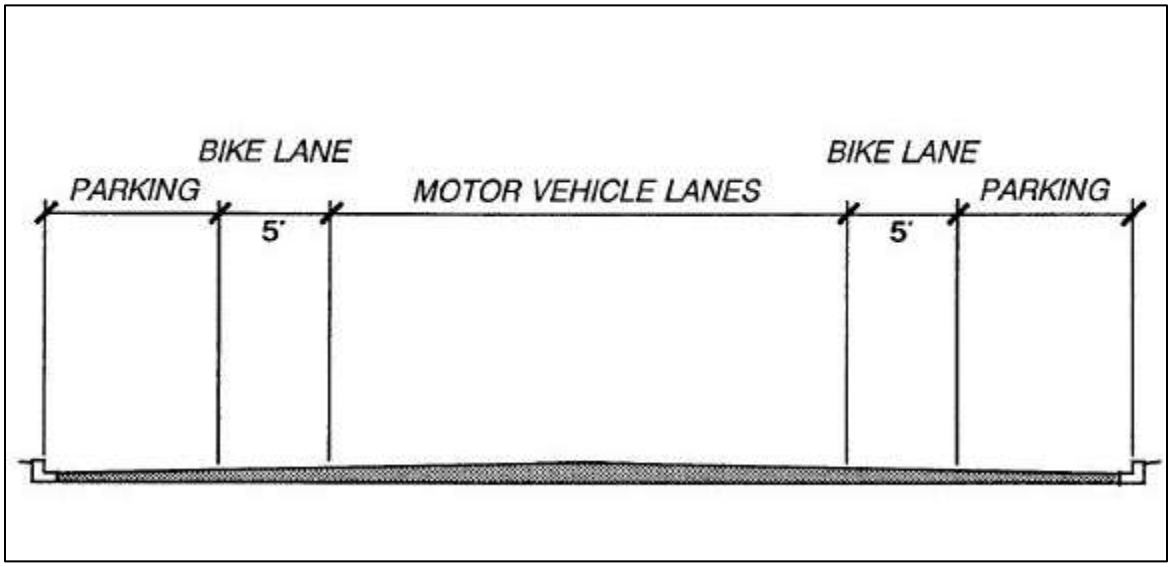

Figure 5-6: Class II Bike Lanes

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 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 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 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.

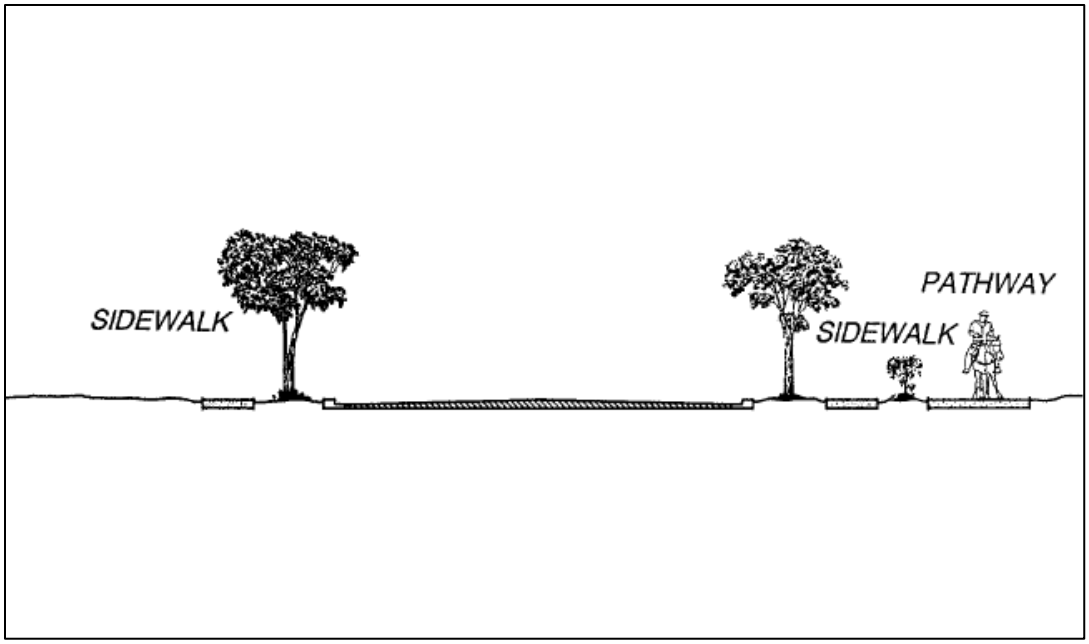

Figure 5-7: Multi-use Path

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 trials 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 sub-area

Presently, the South County 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 Sub-area

The following goals and objectives apply within the San Luis Obispo 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 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 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 area.

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

The following circulation programs apply to the San Luis Bay Inland 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

The following circulation programs apply to the South County 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 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

The following circulation programs apply to the Los Padres 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 Funding[1]**	**Time frame (Years)[3]**	**Priority[2]**
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				
5. Bikeways	Co. Public Works, Department of Transportation	Unspecified		
6. Trails	County, Equestrian Groups, Property Owners, and Agriculturalists	Unspecified		
7. Arroyo Grande Fringe, Road Improvements	Co. Public Works	Unspecified		
South County				
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

Table 5-1: Schedule for Completing Circulation Programs				
Program Title	**Responsible Agencies**	**Potential Funding[1]**	**Time frame (Years)[3]**	**Priority[2]**
17. Road Improvements	Co. Public Works	General Fund; Fees; Assessment District	3-5	Moderate
Los Padres				
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		
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).

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Figure 5-8: Huasna-Lopez Sub-area Circulation Element Map

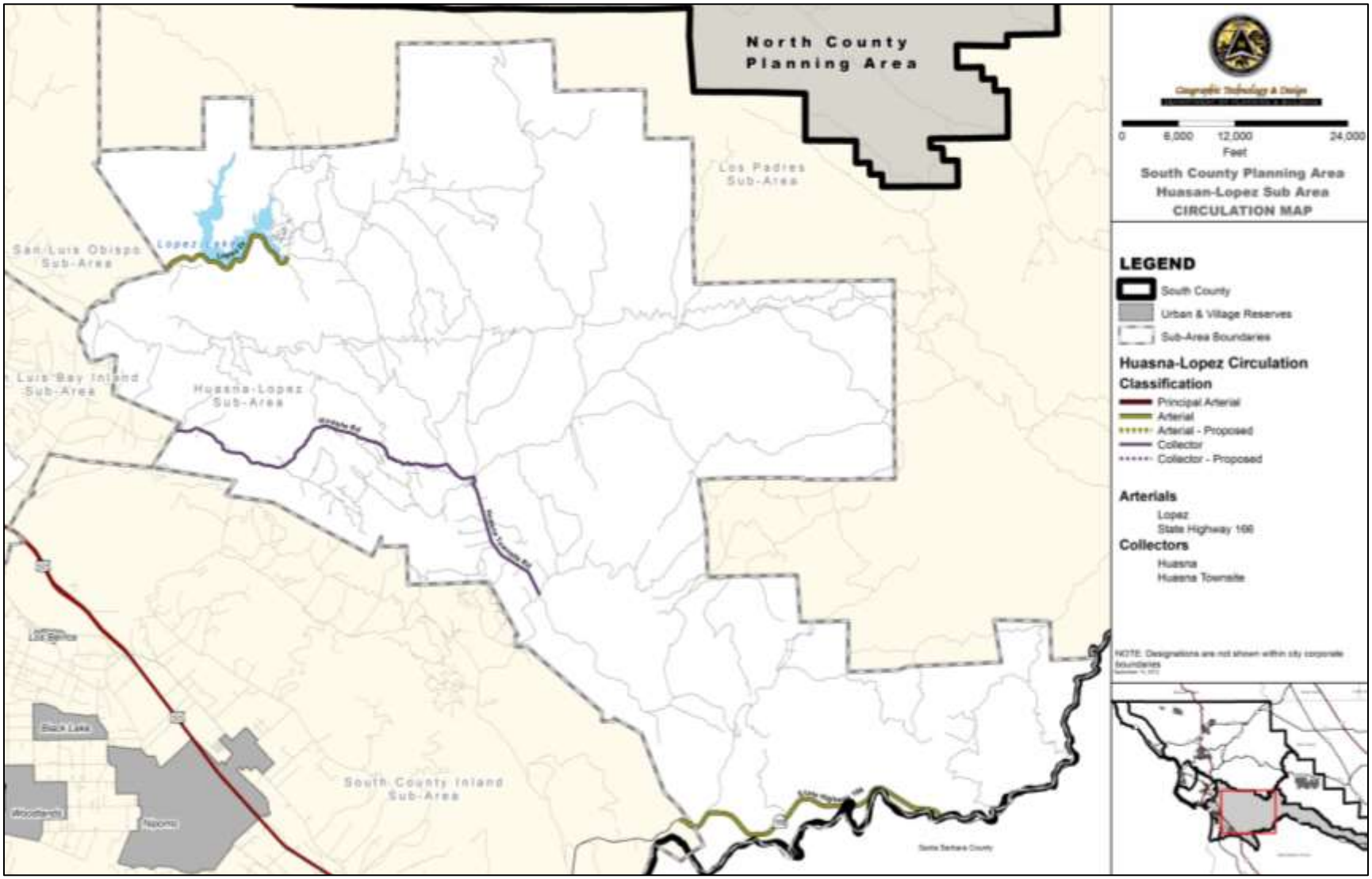

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Figure 5-9: Los Padres Sub-area (South) Circulation Element Map

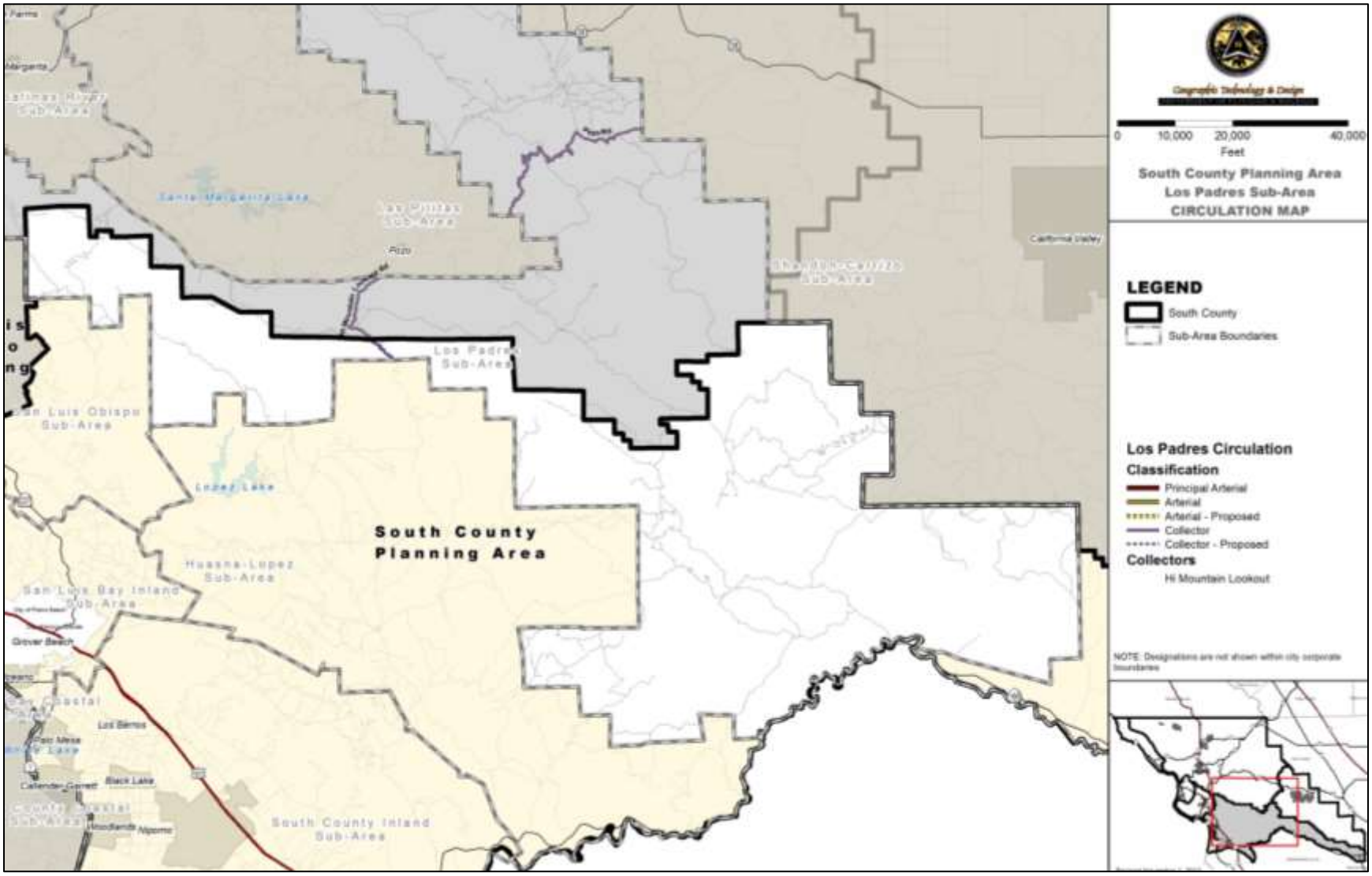

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Figure 5-10: San Luis Bay Inland Sub-area (South) Circulation Element Map

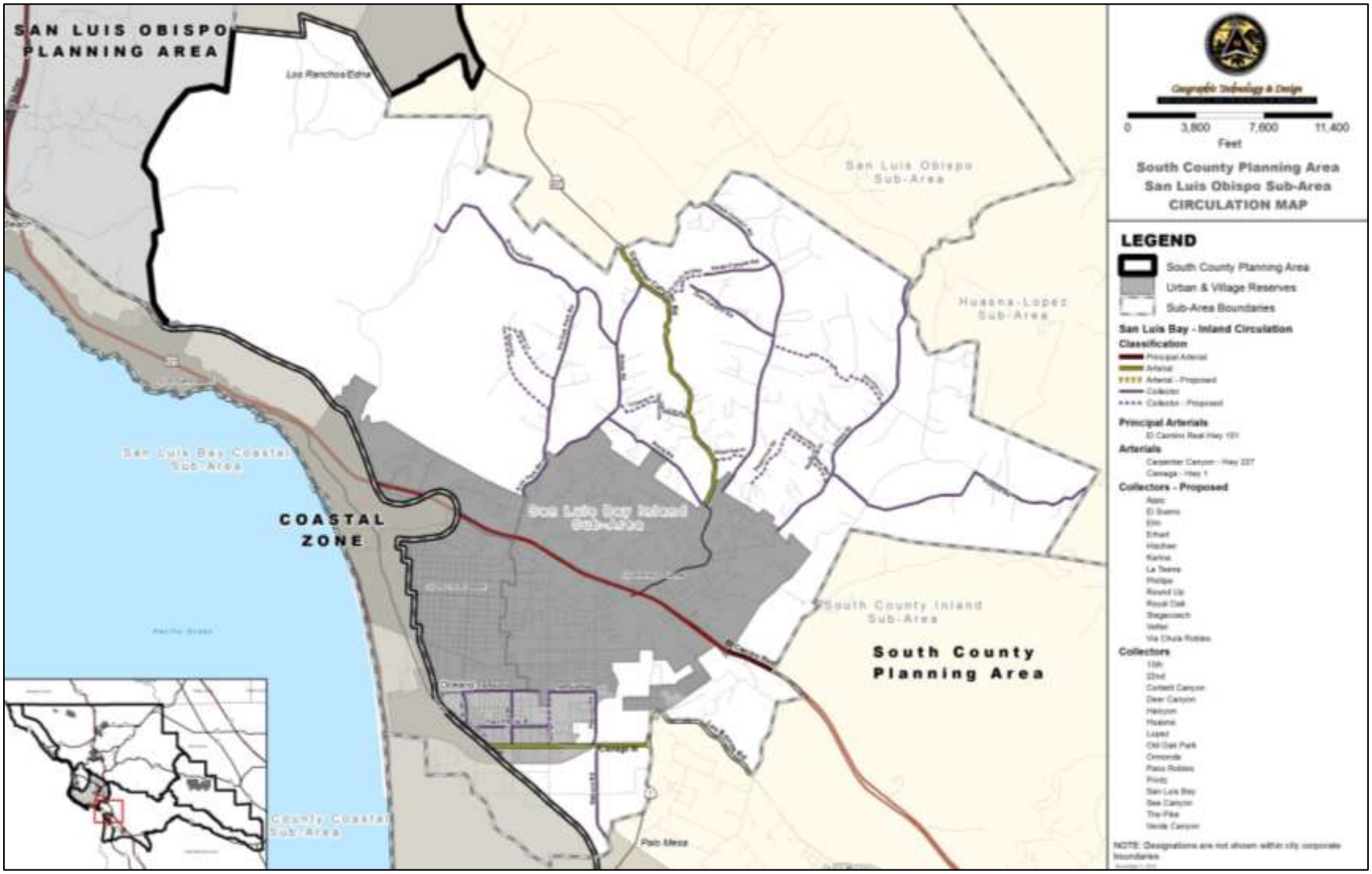

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Figure 5-11: San Luis Obispo Sub-area (South) Circulation Element Map

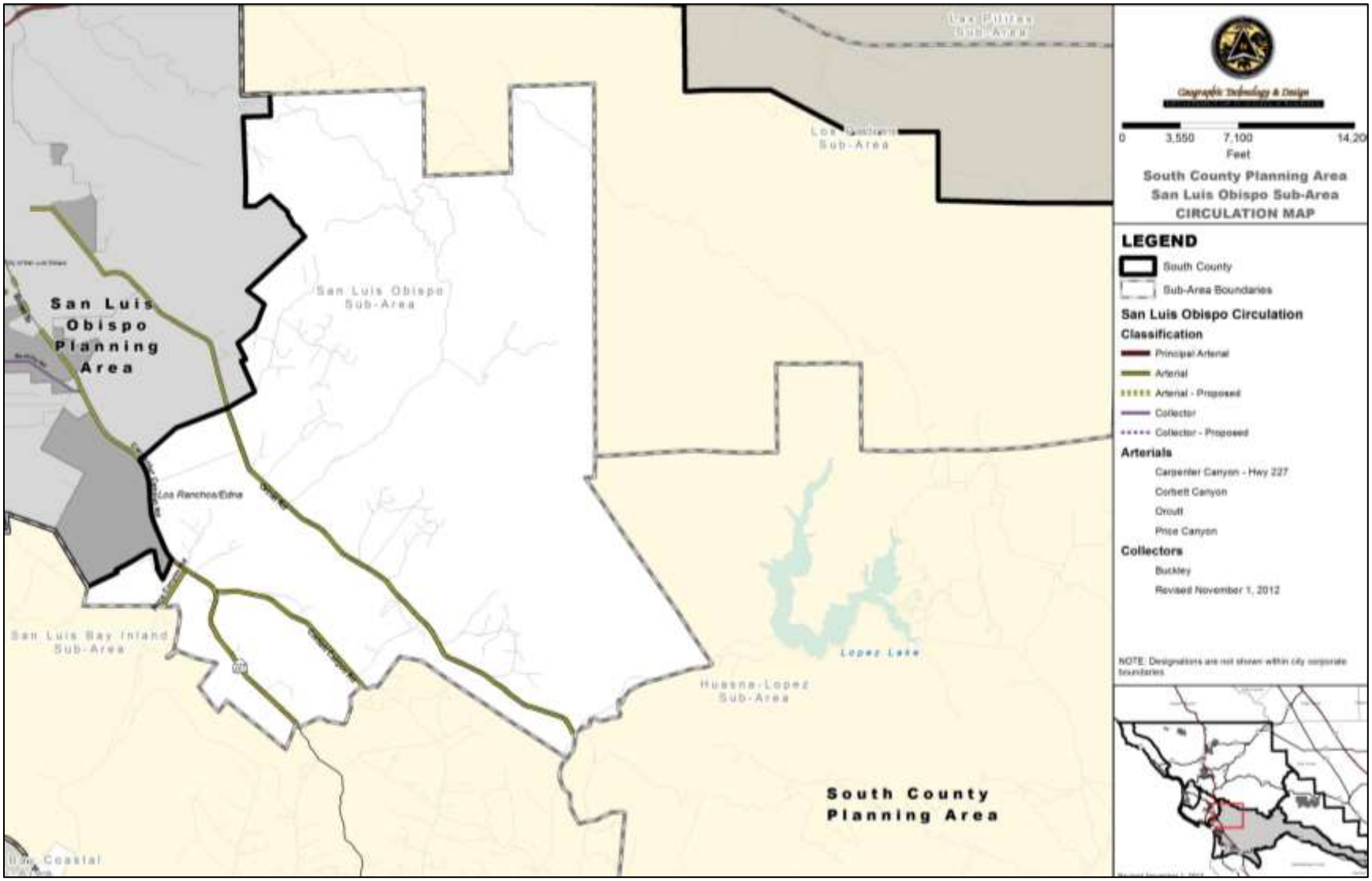

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Figure 5-12: Shandon-Carrizo Sub-area (South) Circulation Element Map

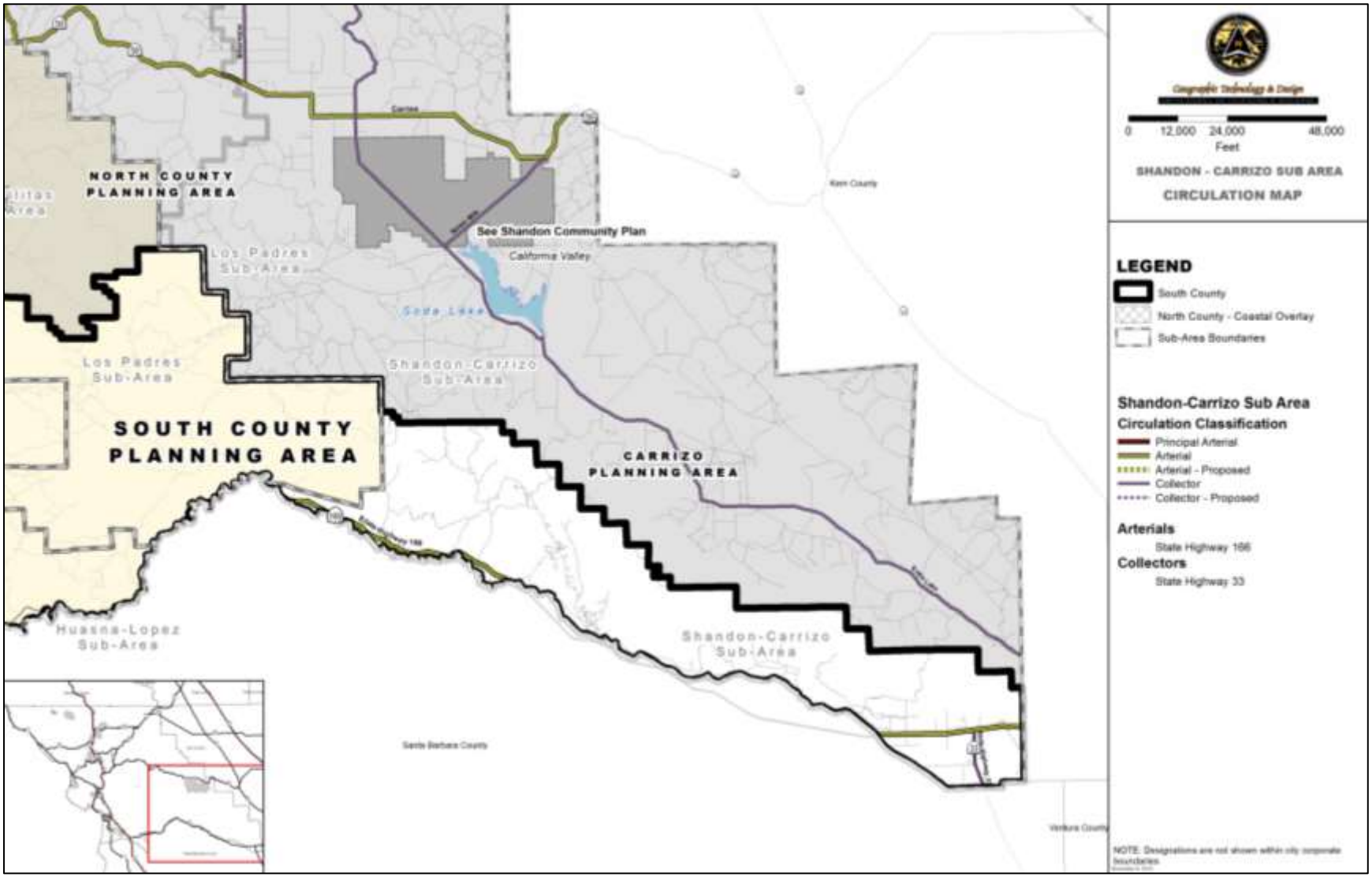

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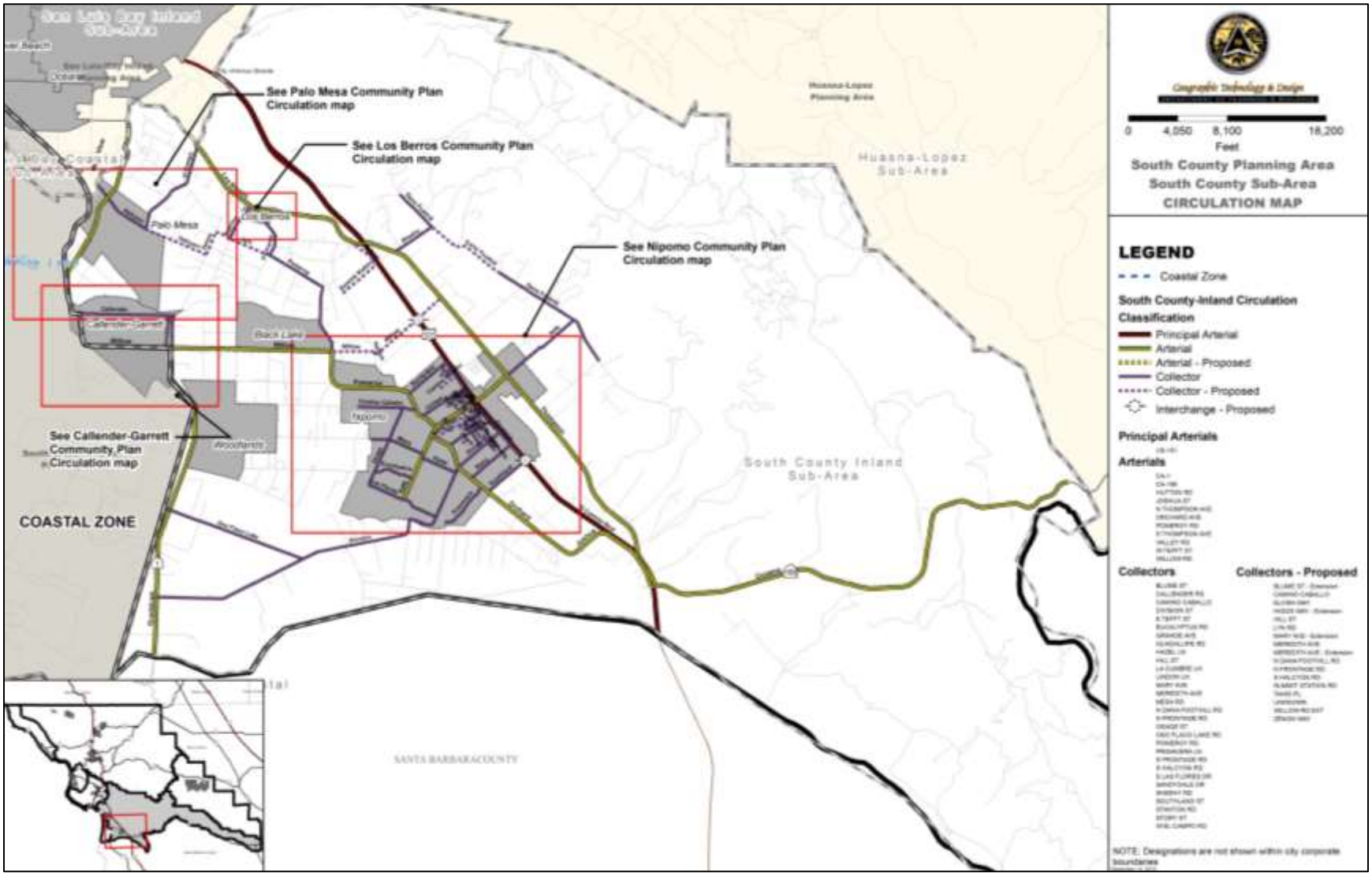
Figure 5-13: South County Sub-area Circulation Element Map



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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 seven 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.

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 Hillsides, Price Canyon, and Other Hillsides (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 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 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.

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 Hillsides.** 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 Funding[1]	Timeframe[2] (years)	Priority[3]
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

Table 6-1: Schedule for Completing Combining Designation Programs				
Program	**Responsible Agencies**	**Potential Funding[1]**	**Timeframe[2] (years)**	**Priority[3]**
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.

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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.

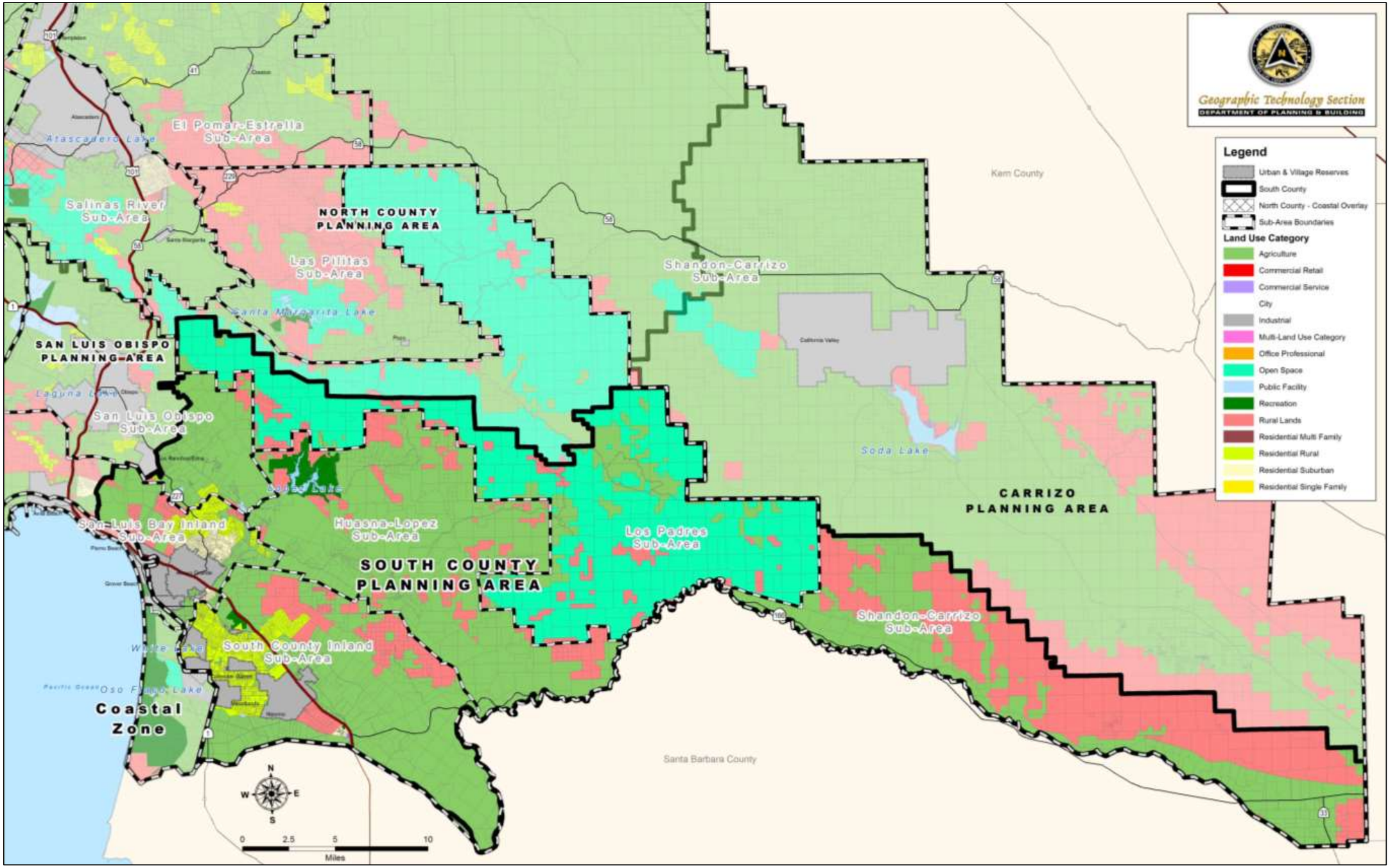
Commercial Service

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.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Commercial Service
City
Industrial
Multi-Land Use Category
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Open Space
Public Facility
Recreation
Rural Lands
Residential Multi Family
Residential Rural
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Residential Single Family
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SAN LUIS OBISPO PLANNING AREA
SOUTH COUNTY PLANNING AREA
CARRIZO PLANNING AREA
Coastal Zone
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Salinas River Sub-Area
Las Pilitas Sub-Area
Shandon-Carrizo Sub-Area
San Luis Obispo Sub-Area
San Luis Bay Inland Sub-Area
Huasna-Lopez Sub-Area
Los Padres Sub-Area
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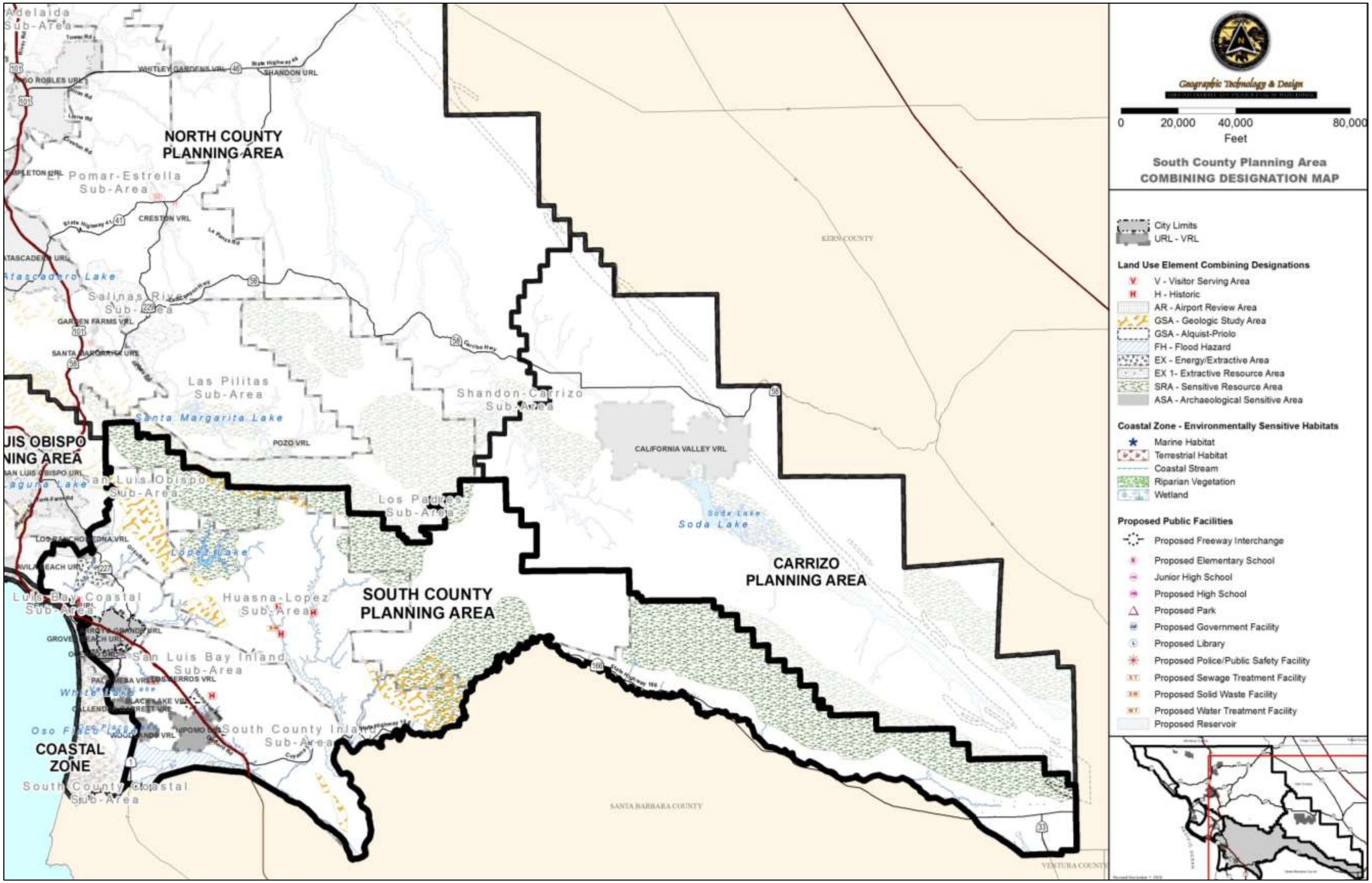
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COMBINING DESIGNATION MAP
City Limits
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V - Visitor Serving Area
H - Historic
AR - Airport Review Area
GSA - Geologic Study Area
GSA - Alquist-Priolo
FH - Flood Hazard
EX - Energy/Extractive Area
EX 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
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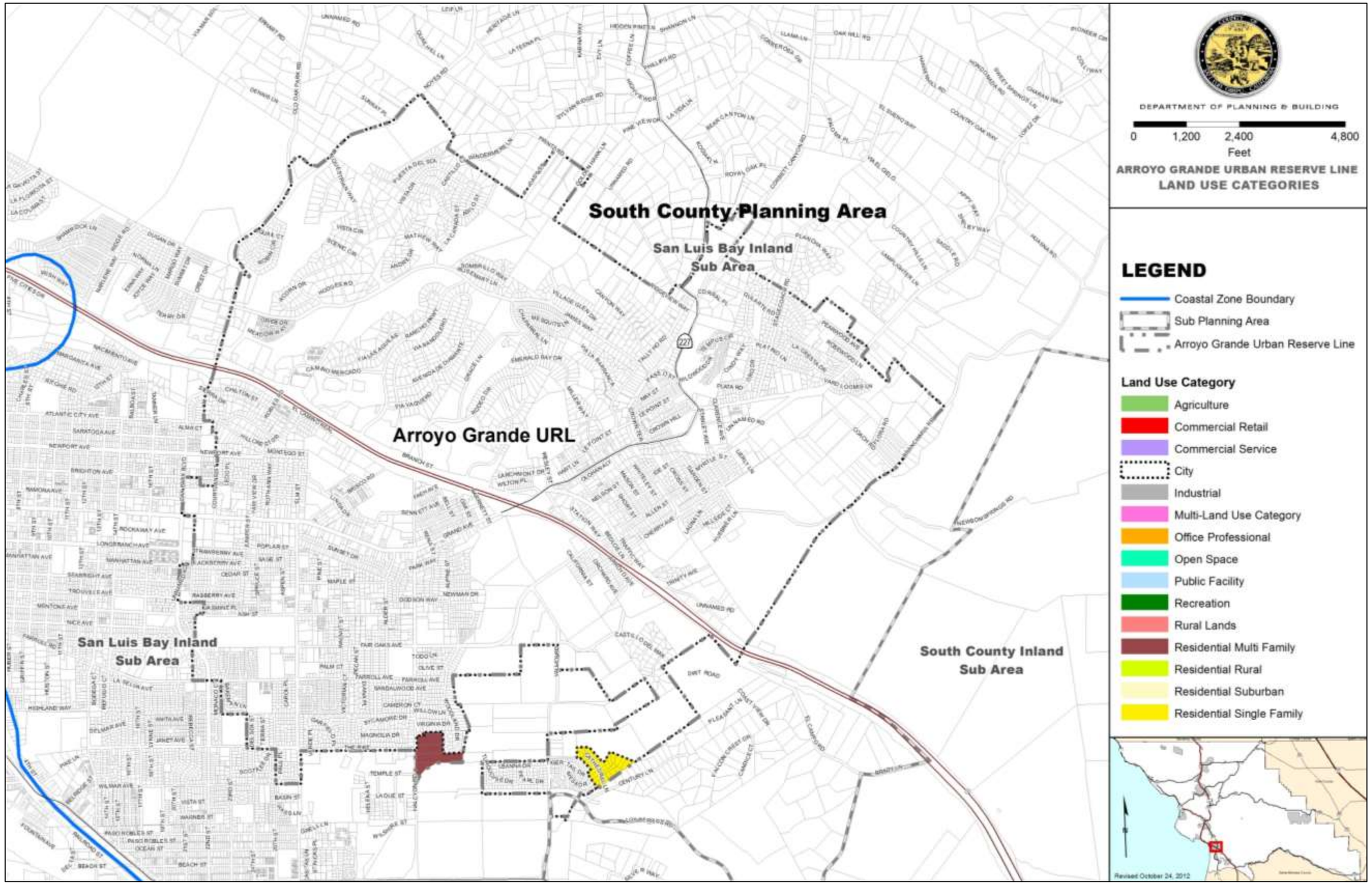
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Sub Planning Area
Arroyo Grande Urban Reserve Line
Land Use Category
Agriculture
Commercial Retail
Commercial Service
City
Industrial
Multi-Land Use Category
Office Professional
Open Space
Public Facility
Recreation
Rural Lands
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Revised October 24, 2012

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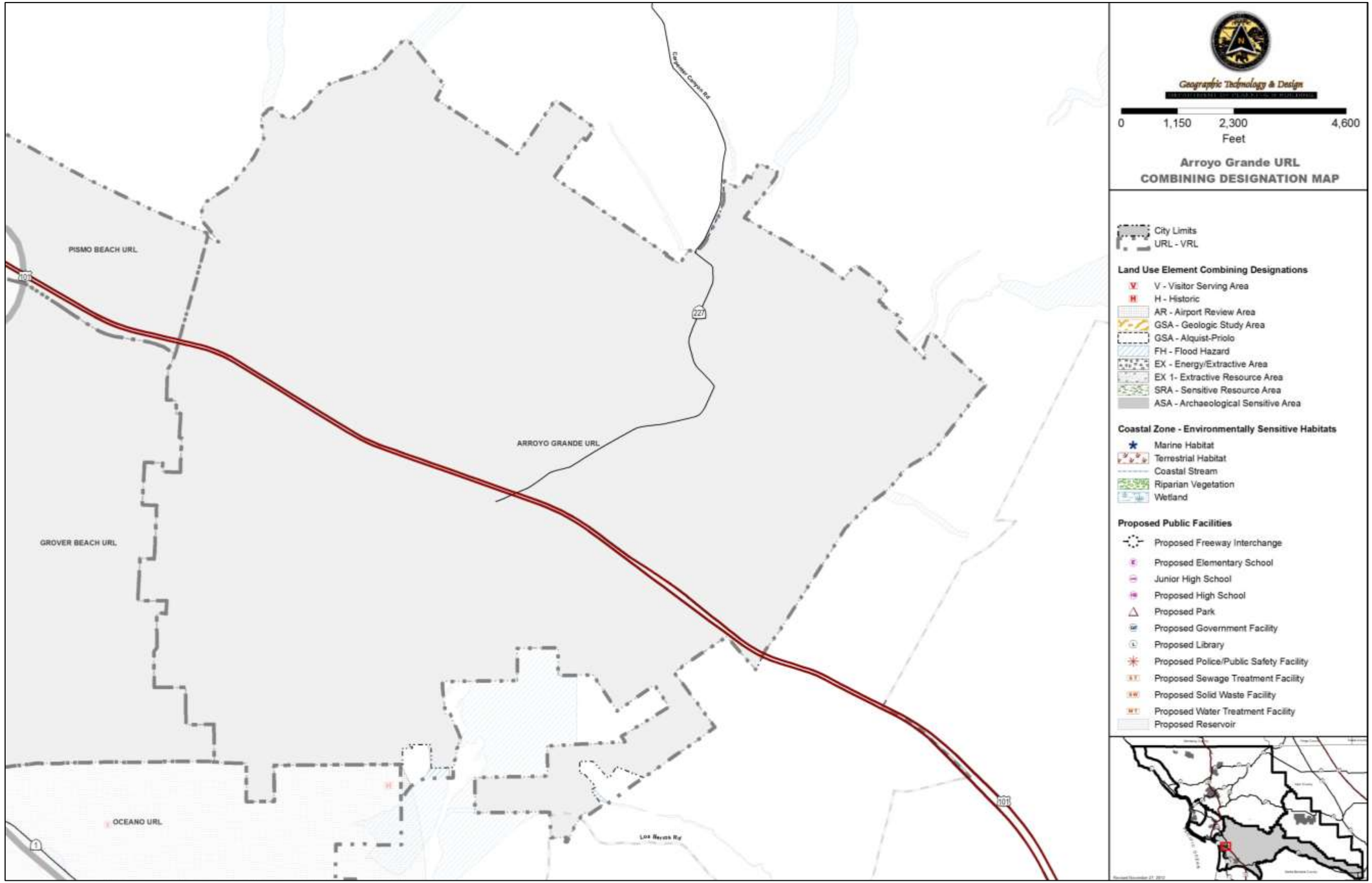
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Land Use Element Combining Designations
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SRA - Sensitive Resource Area
ASA - Archaeological Sensitive Area
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Terrestrial Habitat
Coastal Stream
Riparian 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
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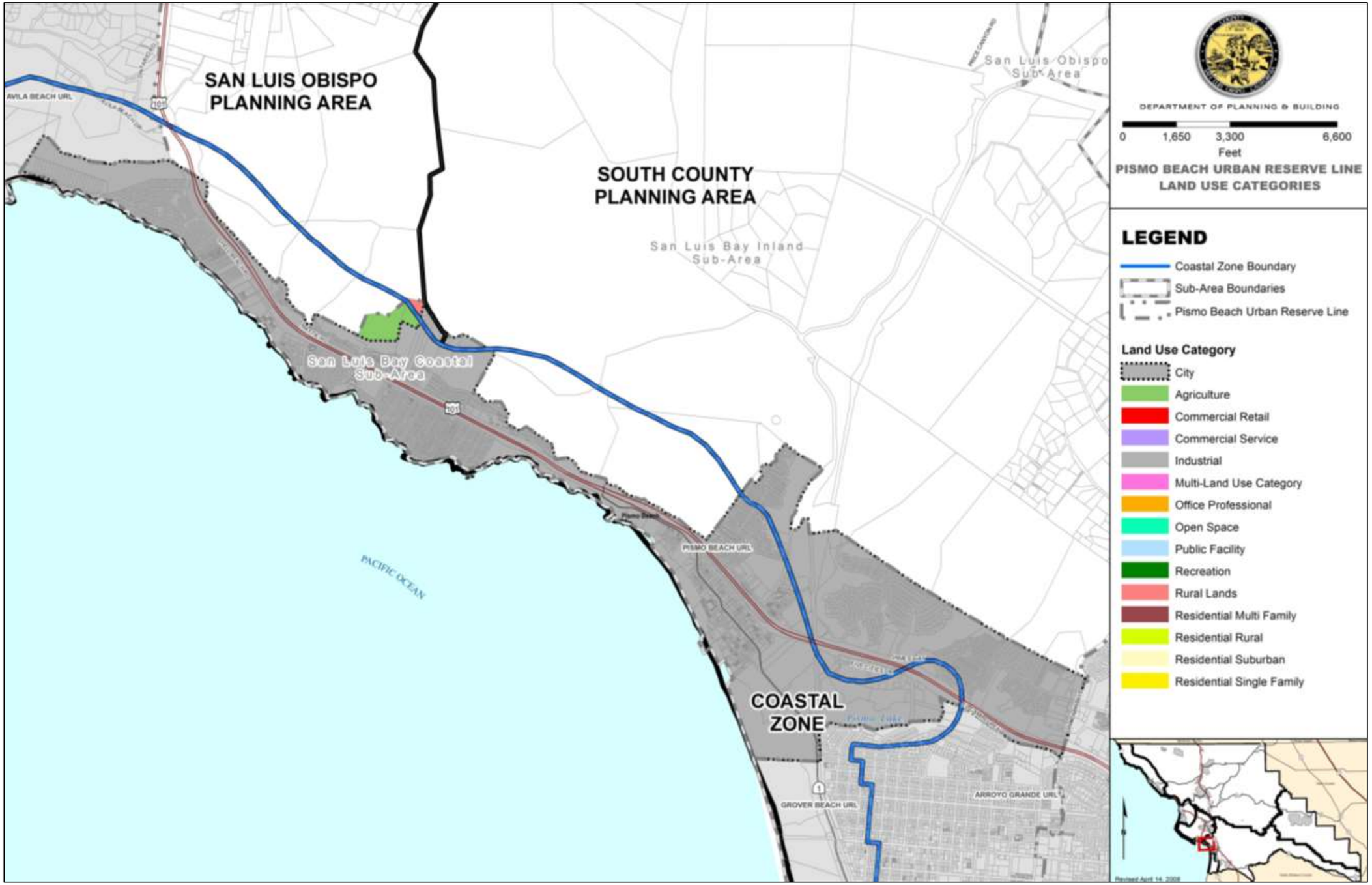
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Sub-Area Boundaries
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Residential Suburban
Residential Single Family

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