

Planning Commission Recommended

August 8, 2013

IV. San Luis Obispo Area Plan

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Chapter 1: Introduction and Goals

1.1 Overview

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

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

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

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

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

1.2 Relationship to General Plan

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

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

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

1.3 Content of the Plan

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

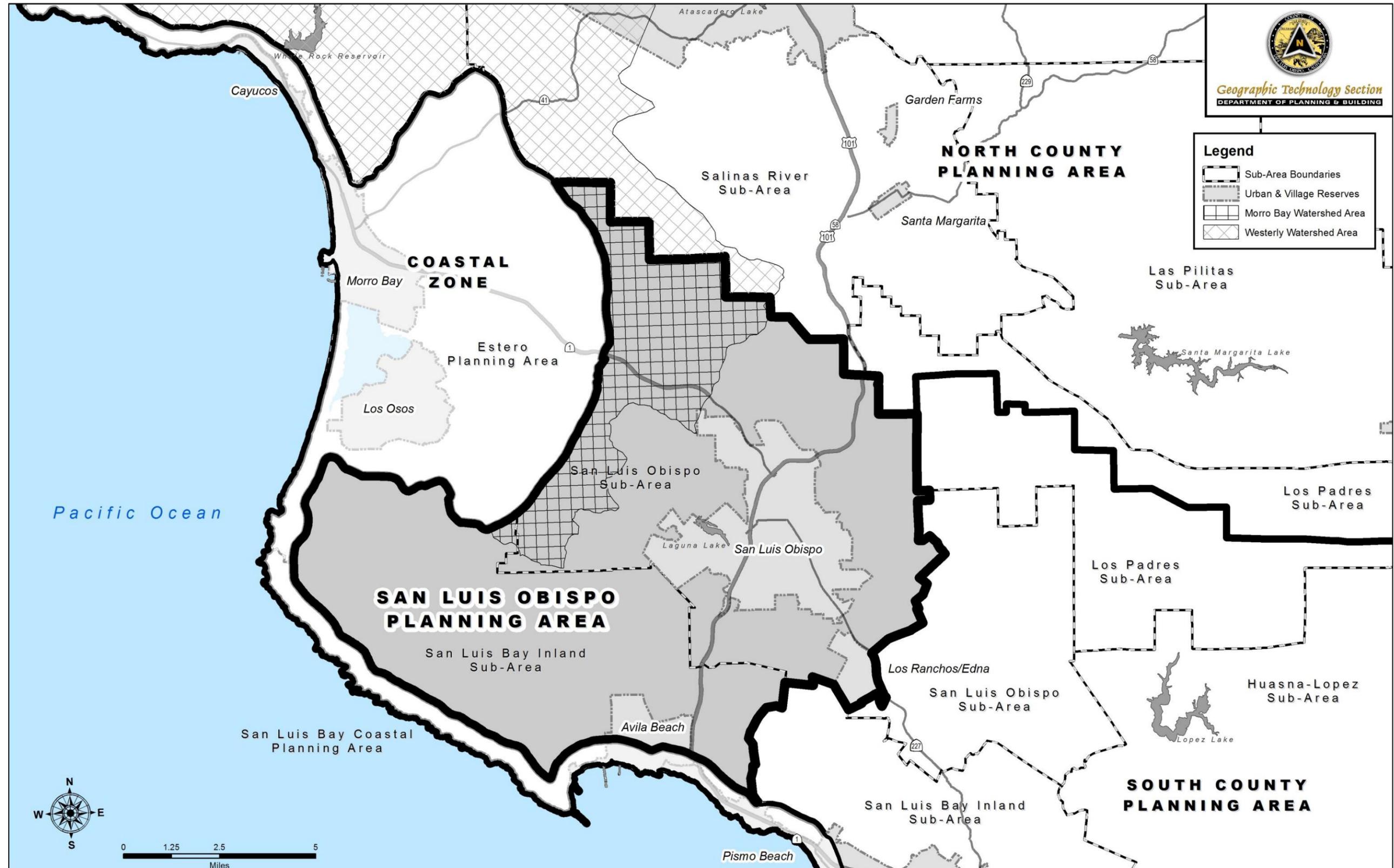
This plan consolidates and reorganizes the former San Luis Bay (Inland) and the northern portion of the San Luis Obispo planning areas into a single, watershed-based planning area called the San Luis Obispo planning area (refer to Figure 1-1). The information contained in this plan is taken from these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

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

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

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

Figure 1-1: San Luis Obispo Sub-areas



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1.4 Planning Area Watersheds

San Luis Obispo/Avila Water Planning Area

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

Morro Bay Watershed Area

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

1.5 Current Conditions

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

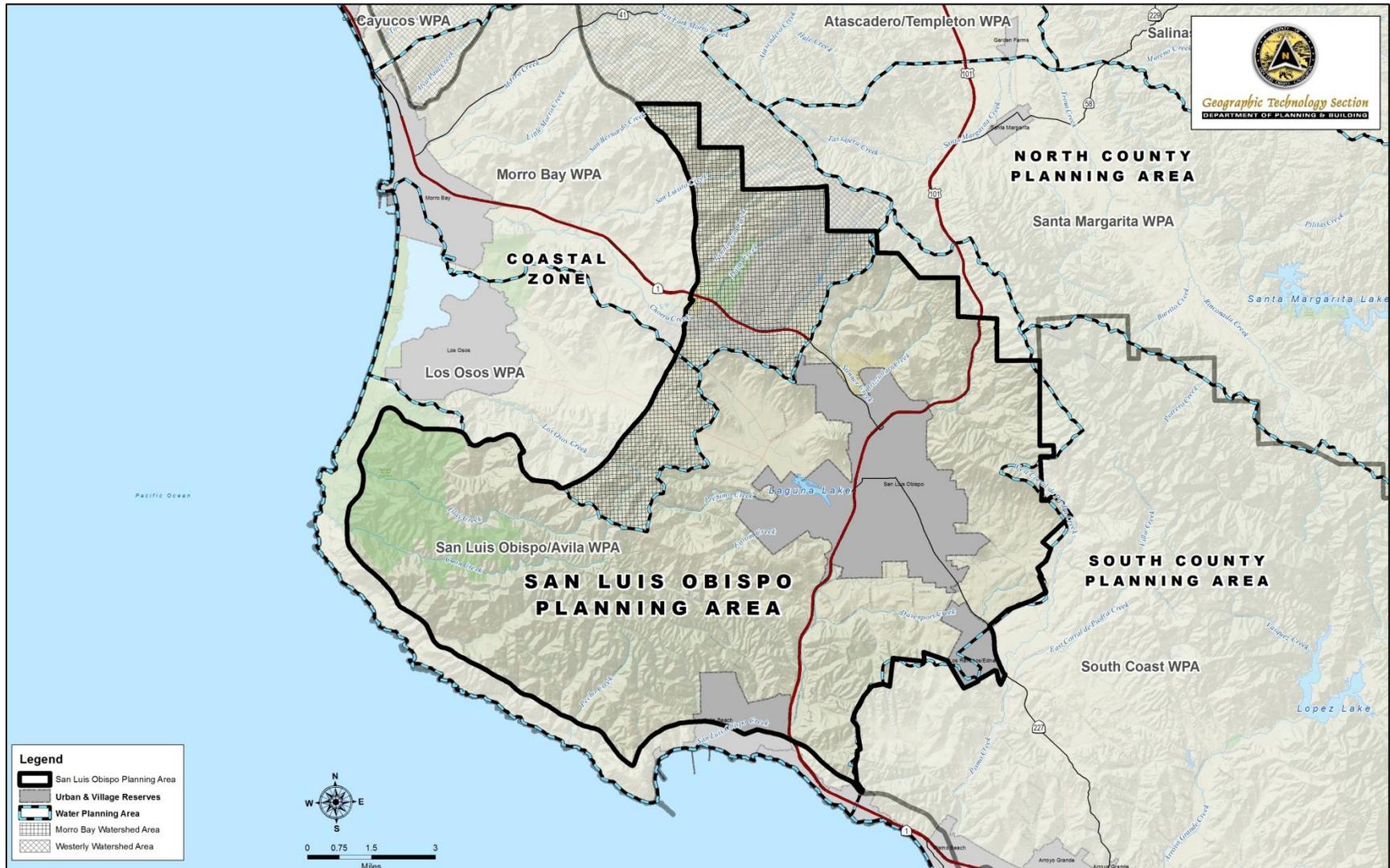
Housing affordability has become another issue of serious concern in the planning area, as housing prices have risen to levels that are not generally affordable for most of the people employed locally. As a result, most local employees commute from other communities each day, contributing to traffic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

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

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

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Figure 1-2: San Luis Obispo Water Planning Areas



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1.6 Vision for San Luis Obispo Sub-area

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

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

1.7 Goals

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

San Luis Obispo Sub-area

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

Environment

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

Distribution of Land Uses

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

Residential, Commercial and Industrial Land Uses

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

Economy

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

Administration

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

Chapter 2: Population and Economy

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

San Luis Bay Inland Sub-area

The San Luis Bay sub-area's growth pattern has reflected the attractiveness of environment in coastal and adjacent rural areas, as well as the lower costs of obtaining housing than in the nearby San Luis Obispo area. Population growth is expected to slowly decline as county and state growth rates also decline. Area population is projected to approach 56,440 by the year 2000, increasing about 30% from the 1989 population in slightly over 10 years.

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

San Luis Obispo Sub-area

Population Trends

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

Economy

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

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

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

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

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

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

Because the trade area of San Luis Obispo is region-wide, continued economic development may lead to larger regional facilities locating in this planning area. The city of San Luis Obispo may accommodate most commercial and industrial facilities needing urban services or having large numbers of customers or employees. Other less intensive uses may locate within the designated urban reserve area adjacent and to the south of the city, depending on water availability and industrial support facilities such as the airport and an adequate road network. This area is referred to in this area plan as the "airport area." Substantially increased industrial activity in the airport area appears to be dependent upon obtaining supplemental water.

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

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

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

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

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

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Chapter 3: Public Facilities, Services, and Resources

3.1 Introduction

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

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

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

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

Resource Management System

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

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

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

3.2 Natural Resources in the San Luis Obispo Sub-area

Air Quality

San Luis Obispo County is designated a moderate non-attainment area for the state ozone and PM10 (fine particulate matter 10 microns or less in diameter) air quality standards. In response to this condition, the Board of Supervisors certified a Resource Management System Level of

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

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

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

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

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

Biological Resources

Several distinct major plant communities are present in the San Luis Obispo sub-area. Most prevalent in the sub-area is the non-native grassland community, which occurs in about 70 percent of the undeveloped, un-cultivated area. Coastal sage scrub communities, located

primarily at low elevations and along steep slopes with shallow soil, account for about 10 percent of the area. Oak woodlands also occur in about ten percent of the undeveloped area. The riparian scrub/riparian woodland communities and the chaparral communities each represent about five percent of the area.

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

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

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

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

Geological Resources

The San Luis Obispo 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.

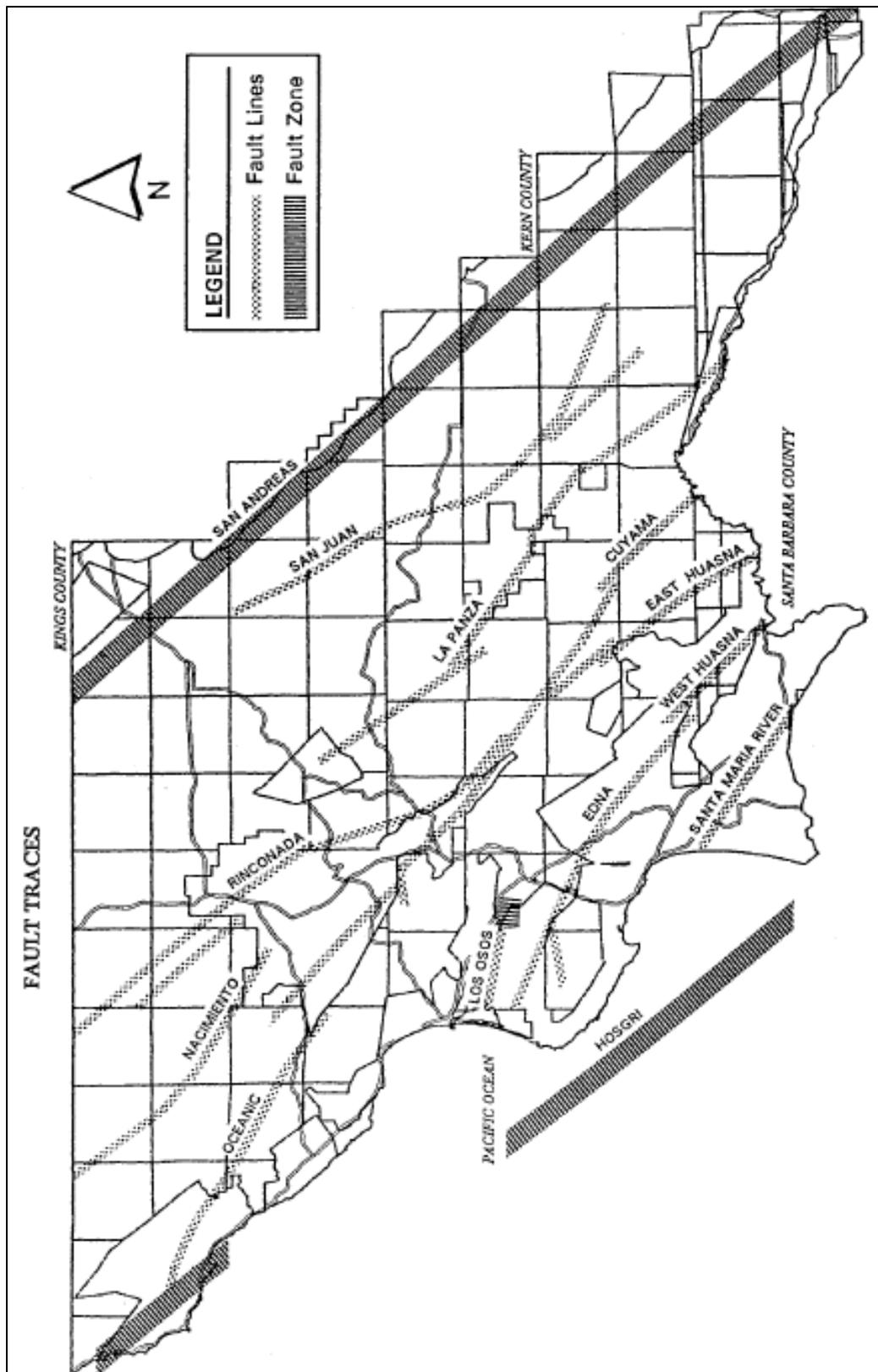


Figure 3-1: Earthquake Faults

Visual Resources

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

3.3 Special Districts

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

San Luis Bay Sub-area

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

Table 3-1: Special Districts in San Luis Bay Sub-Area		
County Service Area #12	Port San Luis Harbor west of Avila Beach, area east of Avila town site including Ontario Ridge, Avila Valley, and Squire Canyon area.	Acquisition and distribution of Lopez Reservoir water
Port San Luis Harbor District	Entire South County from Cuesta Grade to Santa Maria River	Development, maintenance and operations of harbor piers, and facilities
Coastal San Luis Resource Conservation District	Extends from southern Arroyo Grande through Pismo Beach, San Luis Obispo, Morro Bay, and Cayucos to join the Las Tablas Resource Conservation District	Prevention of soil erosion, agriculture education, water conservation

San Luis Obispo Sub-area

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

The incorporated City of San Luis Obispo is responsible for land use planning and providing public services to appropriate areas within its boundaries. Outside the city limits, the urban reserve line (URL) defines the growth area that is planned to be provided with urban services

within a 20-year time frame, depending upon resource development and service expansion. Urban reserve and village reserve lines (VRL) define growth areas around unincorporated communities where, in some cases, special districts exist to provide some but not all of the services provided by incorporated cities. For all areas outside city limit boundaries, land use planning is the County's responsibility.

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

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

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

3.4 Water Supply

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

San Luis Bay Sub-area

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

Water from Lopez Reservoir provides most of the domestic water consumed in the sub-area. Total water allotment available for urban uses is 4,530 AFY. Table B.3-2 in the appendix summarizes the entitlements and the amount of water consumed during the fiscal year 1978-79. In addition to these entitlements, 4,200 acre-feet is released to Arroyo Grande Creek for downstream agricultural uses.

San Luis Obispo Sub-area

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

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

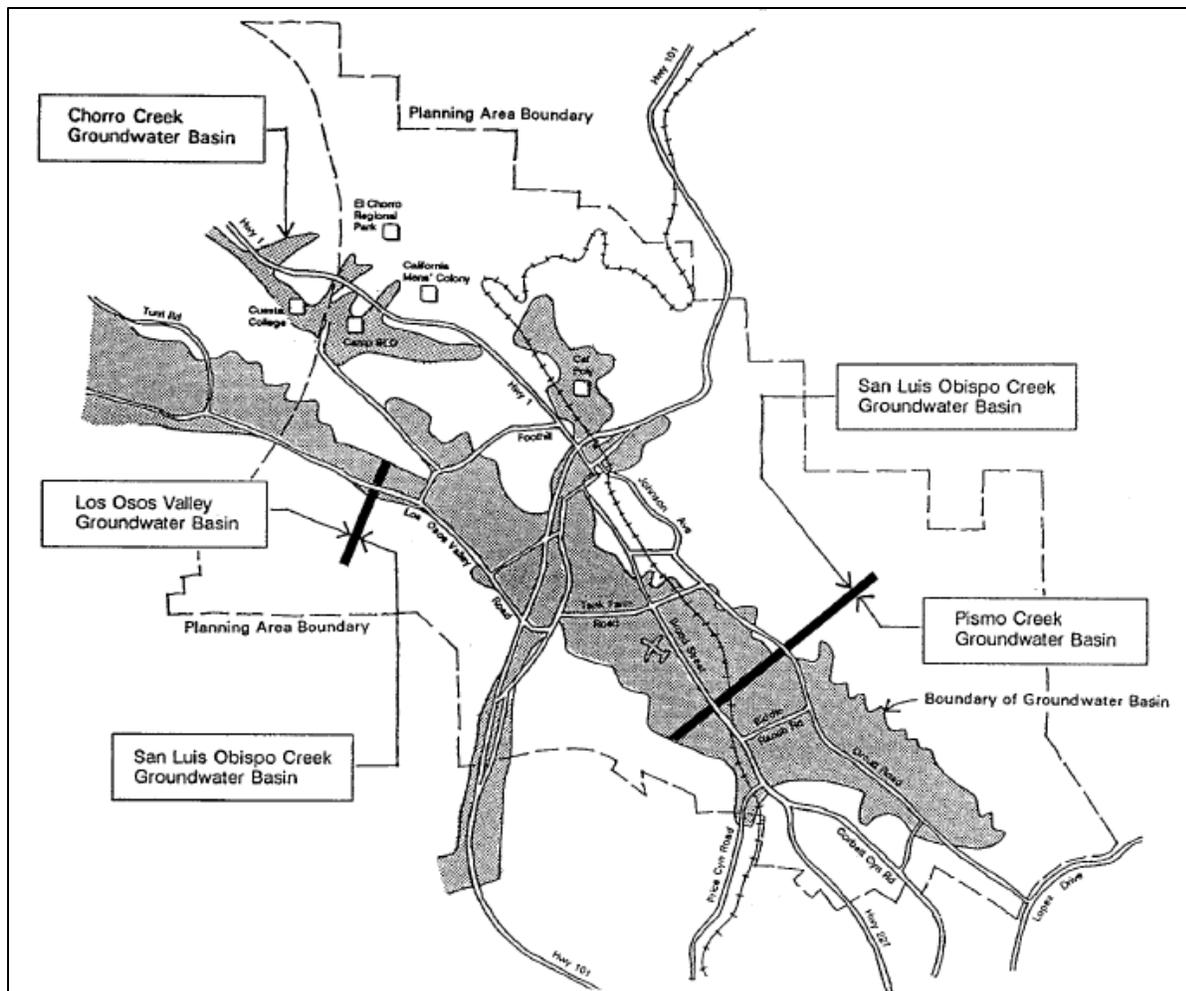


Figure 3-2: Groundwater Basins

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

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

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

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

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

3.5 Wastewater Disposal

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

Creek, which also serves Camp San Luis Obispo, Cuesta College and the County Operational center.

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

3.6 Schools

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

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

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

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

3.7 Solid Waste Disposal

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

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

3.8 Drainage

San Luis Bay Sub-area

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

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

San Luis Obispo Sub-area

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

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

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

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

In addition to these efforts by various governmental agencies, the San Luis Obispo Land Conservancy is implementing a grant funded program to identify and mitigate non-point source pollution problems within the watershed. They are conducting studies, monitoring, education

and enhancement projects. It is not expected that these efforts will identify "solutions" to the flooding and erosion problems in this drainage basin, but it is anticipated that collectively, the efforts of the City, Zone 9 and the Conservancy will create a balanced approach to creek management to reduce the conflicts between development and the watershed ecosystems and to identify methods to limit impacts in the future.

3.9 Emergency and Social Services

Fire Protection

Fire protection and emergency medical assistance for rural areas and areas between the city limits and the urban reserve line are provided by the California Department of Forestry (CDF), which acts as the County Fire Department by contract with the county. Two CDF/County Fire stations are located in the planning area: the County headquarters is just north of the city limits on Highway 1; the second is at the San Luis Obispo County Airport south of the city on Highway 227. The City of San Luis Obispo provides fire protection within its corporate city limits. Camp San Luis Obispo maintains its own fire department, while Cal Poly provides daytime service only.

A volunteer fire company in Avila Valley provides fire protection service to Avila Valley, See, Squire, Price and Sycamore Canyons, north to the San Luis Obispo city limits, and the Diablo Canyons, north to the San Luis Obispo city limits, and the Diablo Canyon power plant, also utilizing an all-volunteer force. The U.S. Forest Service is available to back up CDF capabilities with air tanks and a helicopter with fire crew. For structure fires CDF has mutual aid agreements with all fire protection agencies in the county.

Police Service

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

Emergency Medical Services

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

Human Services

Offices providing human services (i.e., counseling, mental health, welfare, family planning) are found at various locations in the planning area, as well as in San Luis Obispo.

Library

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

Government Services

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

3.10 Recreation Services

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

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

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

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

3.11 Public Services and Resources Programs

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

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

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

Water Supply

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

Water Systems

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

Recreation Services

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

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

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

Notes:

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

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Chapter 4: Land Use

4.1 Introduction

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

4.2 Distribution of Rural Land Use

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

Table 4-1 summarizes the acreages of the various land use categories in the rural portion of the San Luis Obispo planning area. Chapter 7 of this plan provides these quantities for the San Luis Obispo URL.

Table 4-1: Rural San Luis Obispo Planning Area Land Use by Sub-area (acres)			
Land Use Categories	San Luis Obispo¹	San Luis Bay Inland²	Total
Agriculture	29,632	12,641	42,273
Rural Lands	4,324	12,886	17,210
Recreation	735	5,356	6,091
Open Space	213		213
Residential Rural	1,204	923	2,127
Residential Suburban	333	654	987
Residential Single Family	0	0	0
Residential Multi-Family	0	0	0
Commercial Retail	0	0	0
Commercial Service	0	0	0
Industrial	0	0	0
Public Facilities	3,296	581	3,877
Dalidio Ranch	0	0	0
Total	39,737	33,041	72,778

¹Acreage quantities are current as of the last major update to the San Luis Obispo Area Plan (1996).

²Acreage quantities are current as of 2012.

4.3 San Luis Obispo Sub-area Land Use

As the economic and governmental center of the county, the city of San Luis Obispo influences communities throughout the county. It provides a place for marketing some of the goods produced or grown in other areas of the county. The City of San Luis Obispo is the location for about half of the jobs in the county.

Many of the people who work in or near San Luis Obispo commute each day from nearby communities. Most people who work, but do not reside, in San Luis Obispo choose to live elsewhere because more affordable housing is available outside of the city. This is partly a result of the fact that the rate of housing development in the city has not kept pace with employment-generating development and school enrollment. Additionally, the environmental and cultural amenities in the city have increased consumer demand for housing in the city, which has resulted in the market price for housing being more expensive than in other communities. The daily commuting into the city has impacts on traffic congestion and air quality through the region, and on water consumption and sewage disposal both within San Luis Obispo and in other communities.

A large portion of the sub-area is subject to the San Luis Obispo County Airport Land Use Plan (ALUP), a state-mandated plan intended to ensure that new development around the airport does not result in conflicts with the normal operation of the airport. This area plan has been prepared to be consistent with the ALUP. Therefore, the area plan does not allow urban densities of dwellings in clear zones, or under the runway take-off or approach zones, and disclosure of the airport operations is provided to property owners through recorded notices called "aviation easements."

The Clean Air Plan adopted by the San Luis Obispo County Air Pollution Control District includes recommended land use planning strategies for reducing dependence on the private automobile and increasing the convenience of alternative modes of transportation. The following goals from the Clean Air Plan have been considered in preparation of this area plan:

Goals

- 1. Plan compact communities. Urban communities should be compact, and rural areas maintained in a largely undeveloped state. The more compact a community is, the lower its vehicle trips and miles traveled, and the easier it is for people to walk, bike or take public transit to meet their transportation needs.**

The city of San Luis Obispo has an urban edge that is more distinct than many communities in the state. However, land use proposals at the urban fringe could threaten to blur that edge and create urban sprawl, and therefore this plan proposes to maintain the city's urban edge and to enhance it where possible.

Areas within the urban reserve line around San Luis Obispo and within the Los Ranchos/Edna village have been planned for urban density development, while areas outside of the urban or village reserve lines are maintained in larger parcels and in uses compatible with the production agricultural and visual values they contain. Only a few pockets of Residential Rural category land have been established in order to recognize existing ownership and use patterns.

- 2. Provide for mixed land use. In order to reduce usage of the private automobile, communities should allow a mixture of land uses enabling people to walk or bicycle to work or shop for necessary household items at locations convenient to their neighborhood. Also, mixed use patterns promote compact urban communities by eliminating the need for separating land uses which are functionally compatible.**

While the ALUP prohibits the plan from allowing mixtures of housing and commercial development near it, large amounts of housing are proposed near the existing and future locations of employment and shopping in the airport area.

- 3. Balance jobs and housing. The gap between the availability of jobs and housing should be narrowed and should not be allowed to expand.**

This plan includes an improved balance of jobs and housing in the planning area (at build-out of the plan) compared to the potential development allowed by the plan as it existed during the 1980's. Much of the formerly-designated Industrial land has been changed to Recreation, for a golf course, parks and other recreational uses. Also, some of the Industrial land is redesignated to Residential Multi-Family, which benefits the jobs/housing balance by reducing future employment while increasing future affordable housing supply. However, the amount of land in the plan that could be designated for residential use is limited by the presence of the airport. The Dalidio Ranch Property is affected by aviation restrictions related to the airport. Therefore, it has limited potential as a source of housing. It is a good location for commercial retail, business park and the other uses allowed under the Dalidio Ranch Land Use Designation. The jobs created by these uses will balance with other areas more suitable for residential development. The 60 dwelling units allowed in the Dalidio Ranch Land Use Designation maximizes the housing potential for this property.

The airport presents a variety of opportunities and challenges. As the only commercial airport from Paso Robles to the north and Santa Maria to the south, San Luis Obispo County Airport is very attractive to industries that produce low mass, high value products. They desire to be located close to the airport to facilitate quick transportation of their products to their markets.

This area plan is also consistent with the Clean Air Plan's strategies of increasing transit use, promoting bicycling and walking, and managing traffic flow as discussed in Chapter 5 (Circulation).

Community Separation/Rural Character

Separation between communities provides each community an opportunity to develop its own distinctive identity. The physical difference between each community is strengthened by the intervening rural land, which can contribute to a unique sense of arrival or departure. The open areas between each town provide a rural visual character. Open areas that separate communities, as illustrated in Figure 4-1, should be retained through zoning that affects the amount and location of development. This distinct change in the amount of development at the edges of the City of San Luis Obispo and the Los Ranchos/Edna village establish recognizable boundaries to each community.

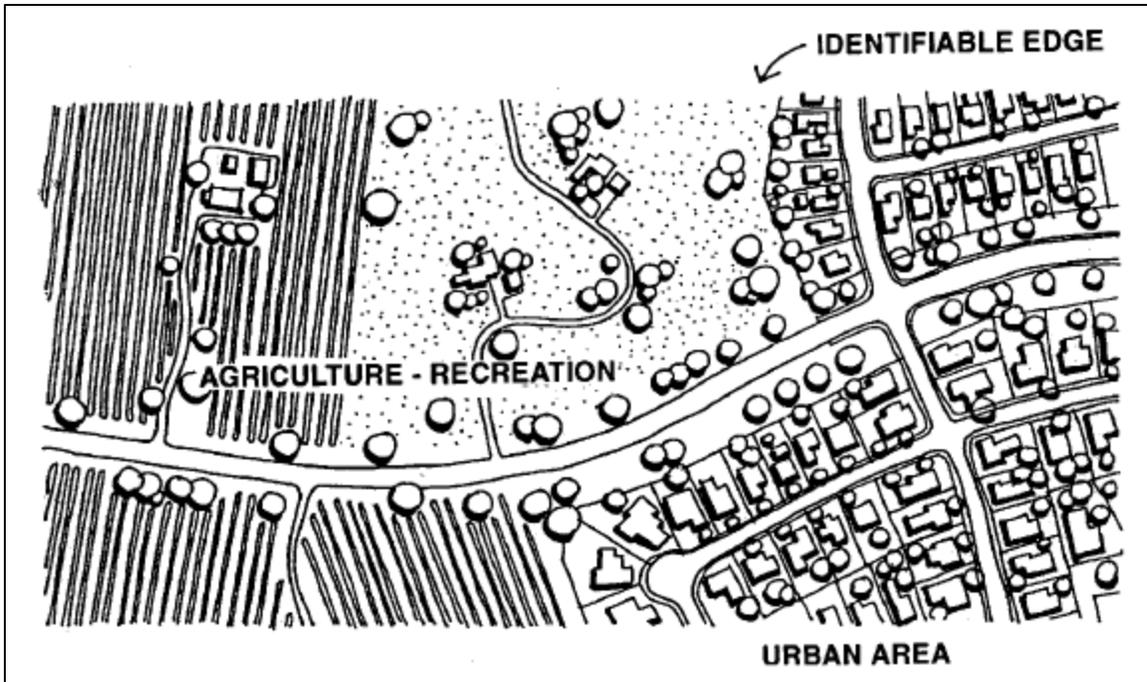


Figure 4-1: Rural edge to a community

Capacity for Growth

Table C.2-1 (in the Appendix) shows the potential for population growth, or "build-out capacity," within the land use categories identified in Table 4-1. This capacity is a function of the acreage in each residential category, the number of parcels that exist or can be created, the number of residences allowable per parcel, and the number of persons per household.

San Luis Obispo Greenbelt

The rural setting that surrounds San Luis Obispo is in direct contrast to the activity within the city. This distinction between city and country should be protected by both the City and County, by establishing a "greenbelt" that would involve property owners in voluntary, innovative methods of open space preservation while maintaining economic land uses. In the area shown in Figure 4-2, the City and County seek to keep undeveloped land open, while accommodating rural homesites.

A greenbelt typically is privately-held land where voluntary, contractual commitments are made between the jurisdiction (the County in this case) and owners that grant land use incentives in return for retaining their property in agricultural and open space use. Other arrangements may be financial, where the potential development value of the property is purchased, leaving it in private ownership for continued use. New development that occurs as an incentive bonus is usually guided to fit unobtrusively within the existing landscape. A primary set of incentive-based tools include the following:

Agricultural preserves: Contractual agreements between the owner and the County to retain the Agriculture land use category on the property for a period of 10 or 20 years, in return for a property tax reduction.

Agricultural land division cluster: Subdivision of land within the Agriculture land use category that receives a 100% bonus on the number of parcels, in return for retaining 95 percent of the original property within perpetual open space use.

Lot line adjustments: Creative reconfiguring of existing lot lines to provide appropriate homesites and remaining large lots.

Minor ag cluster: (Proposed in the Agricultural Element): Similar subdivision of land on smaller parcels.

Transfer of development credits: The voluntary sale of an owner's subdivision entitlements, separate from the fee ownership, to another party for use as bonus allowances in other designated areas for higher density development.

Cluster land divisions: Regulations that encourage land divisions to cluster the number of allowed parcels and offer a bonus in the number of parcels, in return for retaining the remainder of the property in perpetual open space.

Open space incentives: Associated with cluster land divisions, the amount of permanent open space can be tailored to the characteristics of each site, so that a flexible guide can be used instead of a set criteria.

City Annexation: The City of San Luis Obispo has adopted regulations that require proposals for annexing land at the fringe of the city to offer land for open space dedication or to pay an in-lieu fee.

Cooperation between the County and the City of San Luis Obispo could create an effective greenbelt program. Several topics for consideration include:

- Consistency between City and County general plans for greenbelt planning,
- Clear commitments for greenbelt protection around the city, and
- Adoption of a transfer of development credits program.

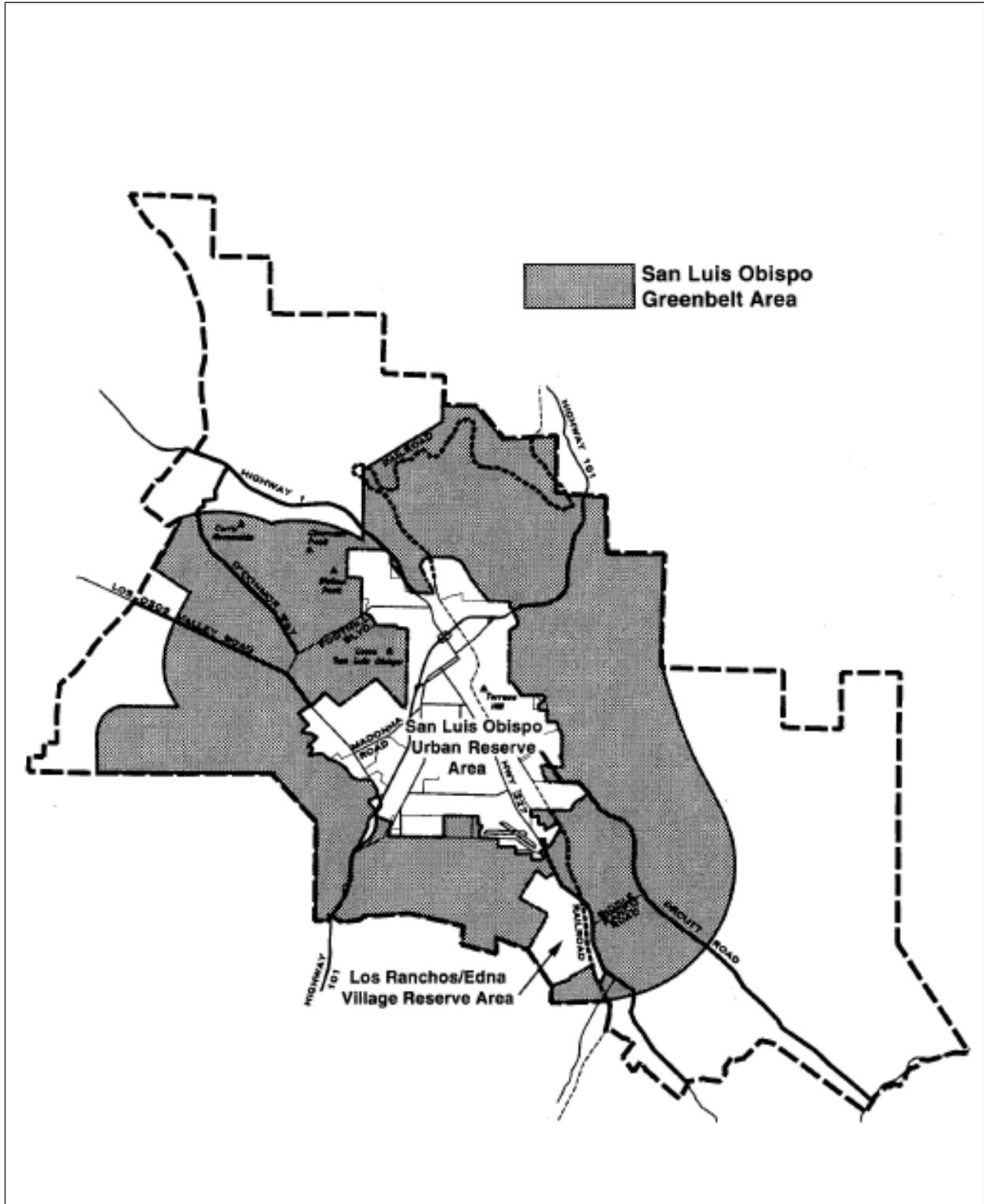


Figure 4-2: Proposed San Luis Obispo Greenbelt

Gateways

Gateways are entrance corridors that herald the approach of a new urban landscape, and that define the arrival point as a worthy destination. All of the road corridors leading into San Luis Obispo are endowed with special natural and built characteristics that are often unique. These entrance corridors are characterized by production agriculture lands which, as a secondary benefit to the production of food and fiber, provide scenic landmarks, historical structures, and rural countryside that denote a special place, culminating with entry into the city. Each of these corridors has a unique character that helps define and enhance the city's central place within the region.

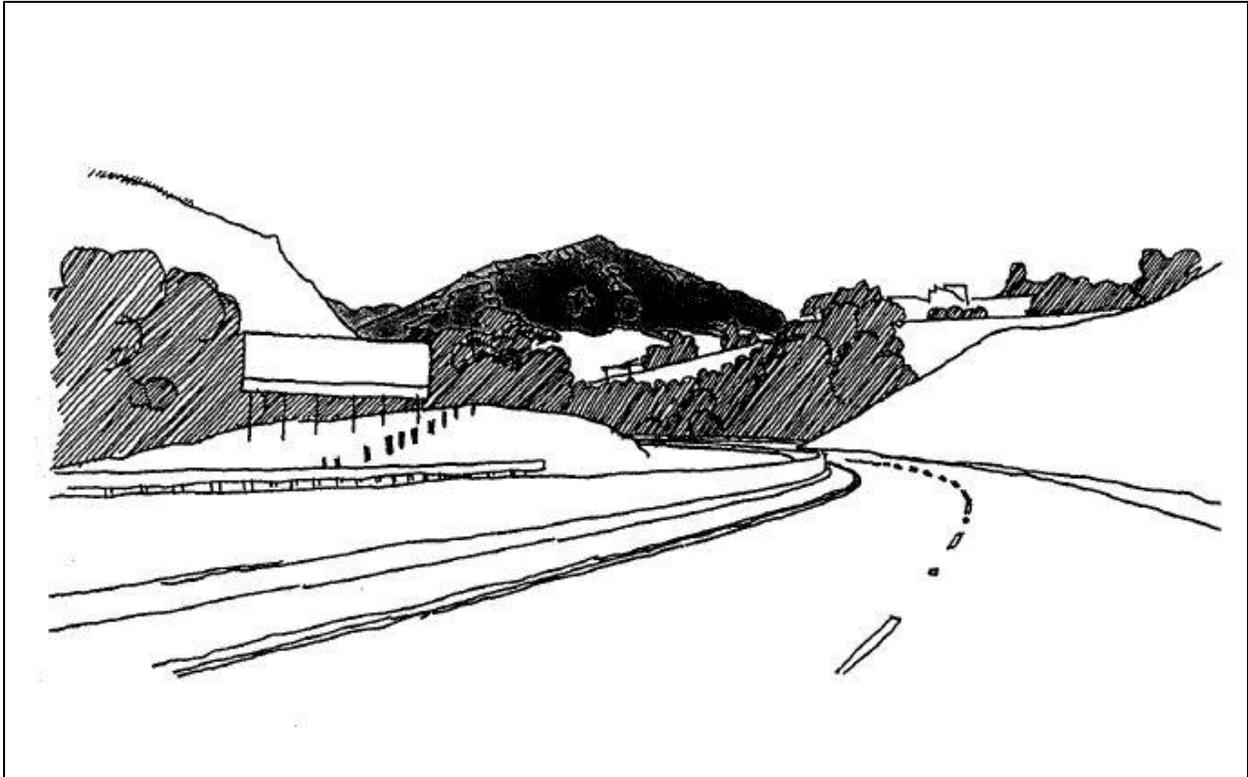


Figure 4-3: Highway 101 gateway to SLO as viewed from the north

Views of Cuesta Ridge, San Luis Mountain and Bishop's Peak, the Irish and San Miguelito Hills are primary considerations for determining appropriate land use patterns and development siting. As backdrops to the city, they convey a strong impression about the community's compactness. The following gateway corridors are important:

Highway 101 from Stagecoach Road to San Luis Bay Drive.

Assessment: The number and location of billboards detract from the traveler's arrival at both ends of the city. They interfere with scenic views of the San Miguelito Hills, San Luis Mountain and of an otherwise rural appearance. A cooperative signing program with Caltrans might accompany a billboard amortization program to relocate advertisements into readable but more discreet locations.

Highway 1 from Camp San Luis to Highland Drive.

Assessment: High-quality views of Stenner Creek, Cal Poly's agriculture program, and of Bishop Peak and San Luis Mountain should be retained. Entry signing to San Luis Obispo is needed.

Highway 227 from Corbett Canyon Road to Tank Farm Road.

Assessment: The number of commercial uses along the corridor should be minimized south of Aero Loop Road; and where they are developed, they should be integrated with the rural agricultural and residential context through attention to building design, landscape screening and signing.

Los Osos Valley Road from Los Osos to South Higuera Street.

Assessment: Agriculture should be encouraged to continue here as in other corridors, and additional housing should be well set back from the road and screened.

Foothill Road from Los Osos Valley Road to the city limits.

Assessment: Along with Los Osos Valley Road, the continuance of large parcel sizes, stable agriculture, and minimal signage are needed to maintain two of the most sudden changes from rural to urban character.

Orcutt Road from Biddle Ranch Road to city limits.

Assessment: This corridor has a high-quality appearance with dramatic views of the morros. However, development could crowd the corridor unless adequately set back and screened.

South Higuera Street from Highway 101 north to Los Osos Valley Road.

Assessment: The old El Camino Real (Highway 101) has a rustic appearance that should be maintained. Historical structures should be restored with public and private assistance where feasible.

Innovative measures such as the following can respond to these conditions:

- Identify gateway zones around the city, "scenic vista, transition area, and urban arrival area," with short-term and long-term strategies for each.
- Identify objects such as billboards that could be removed through an amortization ordinance, and utility lines that could be placed underground or relocated.
- Establish setbacks near the roadway in certain locations, and other limits such as height, sign area, lighting.
- Obtain Caltrans signage that provides information about institutional and commercial destinations within San Luis Obispo.

Several programs are proposed at the end of this chapter to protect, improve and restore the gateways to San Luis Obispo. The proposed programs could eventually enhance most of the corridors, and during the interim period, standards in Article 9 of the Land Use Ordinance (San Luis Obispo Sub-area) will enable new development to be compatible with the rural appearance of these corridors. Programs are proposed to initiate billboard amortization in conjunction with Caltrans directory signage, and to restore and upgrade historical and unattractive development. A combination of private and public commitments is necessary to maintain and improve these visual corridors.

4.4 Rural Land Use Categories

This section describes the various land use categories throughout the rural portion of the San Luis Obispo planning area. This discussion is separated with headings for each of the two former San Luis Obispo planning areas (sub-areas) and is current as of the dates specified in Table 1-1. Chapter 7 of this plan discusses the various land use categories within the San Luis Obispo URL.

Agriculture

San Luis Bay Sub-area

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

San Luis Obispo 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. Intensive field crop areas exist in the Los Osos and Chorro Valleys, with the Chorro Valley area primarily developed and managed through the activities of the College of Agriculture of California Polytechnic State University. The large agricultural holdings in Los Osos Valley, west of the city of San Luis Obispo, are in major agricultural uses and should be maintained. Some recreational activities such as guest ranches or bed-and-breakfasts may be appropriate.

Development of a limited number of homesites in agricultural areas, preferably located in clusters, is appropriate primarily to accommodate persons involved in agriculture. Clustered dwellings can leave large remaining agricultural parcels committed to long-term agricultural and open space uses. Also, clustered dwellings facilitate better security and fire protection, require fewer miles of access roads and environmental disturbance than widely scattered dwellings.

The Morros are a chain of nine volcanic peaks extending from Islay Hill to Morro Rock. This area presents a scenic backdrop for the city of San Luis Obispo, and for persons driving to or passing through the Chorro and Los Osos Valleys. Five of the peaks are in the San Luis Obispo sub-area: Islay Hill, Cerro San Luis, Bishop and Chumash peaks and Cerro Romauldo. Through a collaboration of property owners, the City and County, the County's Natural Areas Plan proposes the Morros Natural Area, with the objectives of restoring and preserving natural habitat, open publicly-owned lands to public access, and eventually an integrated morros natural area from San Luis Obispo to Morro bay.

The Morros are designated Agriculture in recognition of existing grazing uses. Caution should be exercised in future agricultural activities in this area to preserve the highly scenic quality of the area. The peaks are also designated in the Sensitive Resource Area combining designation. The County entered into an agreement with the state in 1992 for County stewardship of the top of Bishop's Peak. The agreement authorizes establishment of a trail to the peak from Foothill Boulevard through an easement.

Although low densities would be retained in the Agriculture category, insensitive siting of homesites and accessory buildings could intrude on the visual consistency of the natural terrain and vegetation. Siting and design that is subordinate to natural features is preferable to preserve the natural character of slopes and ridges. Accordingly, areas of scenic slopes, ridges and other natural features are included within the Sensitive Resource Area Combining Designation to protect their substantial public values. (see Chapter 6)

Rural Lands

San Luis Bay Sub-area

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

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

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

San Luis Obispo Sub-area

Areas designated RL are primarily steeper terrain with dense vegetation, rocky outcrops or land unsuited for cultivation. Included are portions of the Irish Hills, Prefumo Canyon, Santa Lucia Hills and other hillside areas. Agricultural preserve lands that would otherwise qualify for RL are instead included in the Agriculture category to reflect their contractual commitment.

Residential Rural

San Luis Bay Sub-area

Residential Rural lands are those which are generally unsuitable for commercial agriculture because of topography and/or soil capability, small property size, broken ownership patterns, and prior residential commitments. They are predominately undeveloped or underdeveloped with scattered residences. The areas recommended for rural residential development have experienced property breakdowns through the lot split process in recent years and there are some isolated pockets of small lots as well as large undeveloped acreage parcels. The properties that have developed have done so on a haphazard basis such that the residents must

contend with limited fire and police protection and inefficient roads. Equestrian trails have been developed on an informal basis, where they exist.

See Canyon has developed with rural residential/agricultural uses, including single family residences, orchards and grazing. See Canyon Road is the only means of access into the area. The steep terrain, heavy vegetation, limited access and agricultural uses all indicate that low density development should continue to retain the character. There are productive Class I and II soils adjacent to San Miguelito Creek and these areas should be retained for agricultural use and not developed for home sites. The number of creek crossings should also be held to a minimum so as not to create a potential flood hazard. Grading of access roads and building sites should also be reviewed closely so there will be minimal siltation of the creek and so the hillside areas, which have a moderately high landslide risk potential, will not be graded in a manner leading to hazardous conditions. In order to retain the residential/agricultural character of the canyon, new parcels should be at least 10 acres in size.

San Luis Obispo 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:

O'Connor Way. A portion of O'Connor Way west of Foothill Boulevard is developed with rural homesites on lots ranging from seven to 50 acres. While this area is a small pocket with soils less suited to intensive agriculture than surrounding areas, many lots maintain some light agricultural use. The private Laureate School is also located in this area. Encroachment of rural residential uses into surrounding agricultural lands should not occur.

Bear Valley Estates. Another area of rural homesites is Bear Valley Estates, a rural planned development on the south side of Los Osos Valley Road, near Foothill Boulevard. This development includes 18 homesites on lots from 2.5 to 17 acres, with the valley floor area kept in a larger agricultural parcel. This type of development would be appropriate on adjacent lands, east from Bear Valley to the city limits.

Immediately west of Bear Valley Estates is an 18 acre property in the Residential Rural category. The purpose of the category is to enable purchase of this site as a separate legal parcel for agricultural purposes only. Standards applied to this property allow only agricultural uses and require that an open space easement allowing only the specified agricultural uses in perpetuity be recorded over the entire 18 acres. Those standards are intended to prevent residential development on this site and protect the rural and agricultural character of the area. With the applicable planning area standards, this Residential Rural category is not intended to encourage residential development in the vicinity. In fact, it is consistent with the objective of protecting agriculturally viable areas of the planning area such as the Los Osos Valley.

Hansen Road Area. Residential Rural is also shown east of the single family area on Orcutt Road. The area includes the Hansen subdivision with lots from 5 to 16 acres. Due to the visibility of the undeveloped portion, homesites should be clustered on lower slopes, and steeper areas should be preserved through open space easements. The scenic sloping areas have been included in the Highway Corridor Design Area. Access to this area will require tie in with the adjacent single family areas.

San Miguelito Hills. An additional cluster of rural residential homesites is identified on the west side of Davenport Creek Road and includes a small mobile home park.

Rolling Hills Area. One additional area in the Agriculture land use category, shown in Figure 4-4, should be considered for the Residential Rural category if issues regarding water supply, sewage disposal, and traffic circulation can be adequately addressed. This area is located behind the Rolling Hills development, and includes some area that is not readily visible from major public roads. If this 300 acre plus site were designated Residential Rural, it should be included within the Los Ranchos/Edna Village Area; the residential parcels should be clustered in the less visible portions of the site, and the scenic higher elevations should be protected through a conservation or open space agreement.

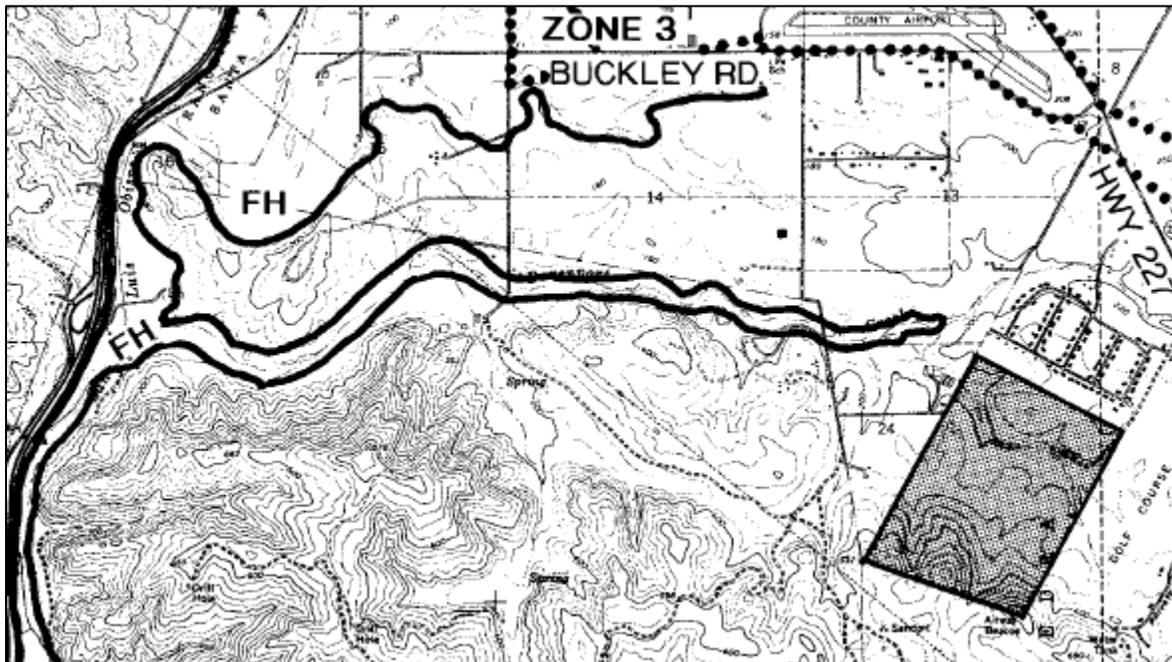


Figure 4-4: Potential RR area south of Rolling Hills

Residential Suburban

San Luis Bay Sub-area

Squire Canyon has developed in recent years with residential home sites created through the lot split process. It consists mainly of rolling to steep terrain, with heavy vegetation on the upper slopes. These slopes encircle the lower, flatter lands adjacent to Monte Road and Highway 101 and form the scenic backdrop for the entire area. Lot sizes range as small as three acres in size and road improvements are very inadequate over portions of Indian Knob Road and Squire Canyon Road. Private wells and septic tanks serve the homes in the area, but both the water quantity and quality are very marginal in some of the upper locations. A portion of Squire Canyon is within an island of CSA #12, but at the present time the properties are not receiving or being taxed for, any services from the district.

San Luis Obispo Sub-area

O'Connor Way. The vicinity of O'Connor Way and Foothill Boulevard is a mixture of uses and lot sizes. Single family residences predominate but commercial stables, nurseries and "This Old House" restaurant are located along the west side of Foothill Boulevard. A number of older buildings have also been converted to student housing. Substandard lots exist east of Foothill Boulevard. Circulation is adversely affected by the unimproved traffic and parking facilities within the subdivision.

Public Facilities

San Luis Bay Sub-area

The only area designated Public Facilities is Diablo Canyon, the site of the Diablo Canyon Nuclear Power Plant. The designation includes the plant site property and the leasehold area controlled by Pacific Gas and Electric Company. Roughly one half of the area designated Public Facilities, including the plant site, is within the coastal zone. This land use category should not be expanded beyond its present property.

San Luis Obispo Sub-area

Much of the northern portion of the rural sub-area is in public uses. These uses, and their proposed expansion or alterations, are discussed below:

Cuesta College. The Cuesta College campus on Highway 1 provides community college services and associate of arts degrees, as do its evening outreach programs at Templeton and Arroyo Grande high schools. Enrollment in 1994 was 7,880 students. Additional campuses of the college are planned, one in the northern and one in the southern areas of the county. The north county campus is planned to be established by the year 2002, and the south county campus is planned for the year 2020.

County Office of Education. The San Luis Obispo County Office of Education has its administrative office across Highway 1 from the westerly entrance to Cuesta College. The narrow watershed of Pennington Creek contains intensive development near Highway 1 and more extensive outdoor related educational activities upstream. Because the variety of uses could conflict, new uses should be sited and designed sensitively in relation to each other and neighboring uses. Overall development intensity should fit with the visual and physical context of the site. New uses should be buffered from the outdoor education campus.

The County Office of Education has developed a unique campus to serve county schools with two major programs: special education for handicapped children, ages 3 to 21; and an Environmental Education Center for use by teacher groups, classes and organizations to improve understanding of the environment. Services include training workshops and outdoor recreation.

Camp San Luis Obispo. Camp San Luis Obispo provides operational, training and logistical support to a wide variety of civilian and military agencies at federal, state and local levels. These agencies include the United States Property and Fiscal Office, the California Army and National Guard, the United States Army reserve, the United States Coast Guard Reserve, the California Conservation Corps, the California Specialized Training Institute, Cuesta Community College and Caltrans. Units of the National Guard, Army Reserve and Active Army occupy facilities at Camp San Luis Obispo for two- to three-week periods of training duty, primarily during the summer months. In the past, the camp has also provided temporary housing and an

operational base for firefighting crews during a major wildfire - the Las Pilitas fire. Facilities at the site include training fields, offices, barracks, and a heliport.

California Men's Colony. The Men's Colony is a medium security prison north of Highway 1. Including both the East and West Facilities, the total current inmate capacity of the prison is 6,452 persons. Total staff is about 1,700. Significant expansion of the prison is not anticipated.

County Operational Center. The San Luis Obispo County operational center is adjacent to Camp San Luis Obispo. Existing and proposed facilities include: sheriff and County jail complex (including the honor farm), sheriff's pistol range, emergency operations center, storage and maintenance areas for County departments, environmental garage, vehicle maintenance, fuel facility, road yard, animal control center, and a juvenile services center. The views from Highway 1 of these facilities and the morros behind them should be enhanced through a program of screening and buffering and adjusting their lighting to reduce the facilities' impacts on the scenic Highway 1 corridor.

Recreation

San Luis Bay Sub-area

All of the areas recommended for recreational uses are located within Urban Reserve Lines and are discussed within the Avila Beach Community Plan, except one. Montana de Oro State Park, which provides uses such as walking, sunning, shoreline viewing and exploring, hiking, bicycling, and camping is located outside of urban reserve lines. It is possible that the state may acquire additional land adjacent to Montana de Oro State Park. If park expansion does occur, the Land Use Element should be amended to designate the expansion area in the Recreation Land use category.

San Luis Obispo Sub-area

El Chorro Regional Park, located on Highway 1 across from the south entrance to Cuesta College, consists of about 743 acres owned by the County, with day-use picnic areas with children's playground equipment, 125 camping units, two softball fields, trails (see Chapter 5 for the discussion of trails), and the 18-hole Dairy Creek Golf Course. Also, a natural area is designated in the back section of the park.

A potential site of about 300 acres, between Broad Street and the railroad, may be appropriate for a Recreation category designating a golf course resort. This site is shown in Figure 4-5. Two of the major issues that must be addressed prior to approval of a general plan amendment for such a development include the need for an adequate water supply without reducing the water available for nearby agricultural operations and how any permitted development can help prevent the urban fringe from expanding further into the Edna Valley.

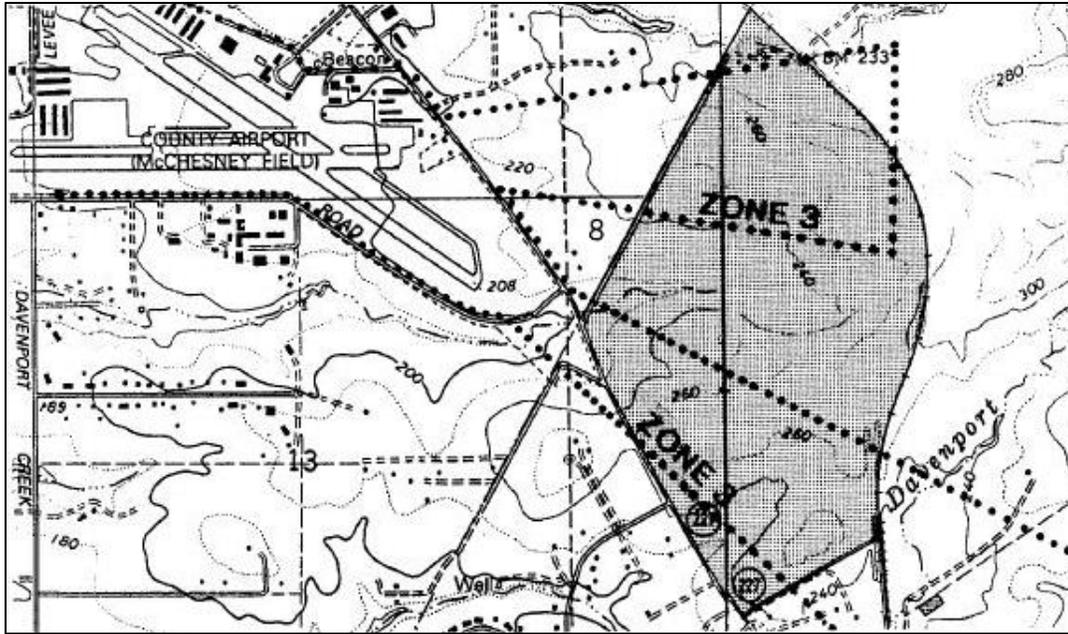


Figure 4-5: Potential site for a golf course

Open Space

San Luis Obispo Sub-area

The City-owned land at Reservoir Canyon has been used for recreation by the public for a number of years. Present unsupervised uses include biking, picnicking, camping and hiking. Limited access and neighboring private properties will constrain recreational development without further public acquisition and cooperation with other landowners. Retaining the area in open space will maintain a relatively primitive nature appreciation area.

4.5 Land Use Programs

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

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

The Community/Village Plans (LUCE Part III) contain land use programs for the Avila Beach urban area and Los Ranchos/Edna village. Chapter 7 of this plan contains land use programs that apply within the San Luis Obispo URL.

Areawide

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

1. **Agricultural Preserves, San Luis Bay and San Luis Obispo.** The County should continue to encourage owners of eligible lands to participate in the agricultural preserve program.
2. **Transfer of Development Credits, San Luis Obispo.** The County should (in coordination with the City of San Luis Obispo) design and implement a voluntary, incentive-based transfer of development credits (TDC) program to transfer potential residential development from sensitive sites to more appropriate sites within the city and urban expansion areas.
3. **San Luis Obispo Greenbelt, San Luis Obispo.** The County should collaborate with the City of San Luis Obispo and property owners to plan and implement a greenbelt program to preserve open space and rural character surrounding the city.
4. **San Luis Obispo Gateways, San Luis Obispo.** The County should work with the City of San Luis Obispo to prepare and implement policies to protect, improve and restore the entryways to the city along the main road corridors, including but not limited to the following:
 - Identify three gateway zones around the city, "scenic vista, transition area, and urban arrival area," with short-term and long-term strategies for each.
 - Identify objects such as billboards that could be removed through an amortization ordinance and replaced by off-ramp signing, and utility poles that could be re-located.
 - Establish setbacks near the roadway in certain locations, and other limits such as height, sign area, lighting.
 - Identify key areas that provide the most powerful or memorable, unobstructed views to visitors of the mountains and the city.
 - Obtain highway signage with Caltrans that provides information about institutional and commercial destinations within San Luis Obispo.
 - Adopt future plan amendments to retain the attributes of the gateways.

Rural Lands

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

Agriculture

6. **Agricultural Preserves, San Luis Obispo.** The County should continue to encourage owners of eligible lands to participate in the agricultural preserve program.

Residential Suburban

7. **O'Connor Way, San Luis Obispo.** The County Public Works Department should work with property owners in the O'Connor Way area toward formation of an assessment district to improve roads to County standards.

Table 4-2: Schedule for Completing Land Use Programs

Program Title	Responsible Agencies	Potential Funding ¹	Priority ²	Timeframe ³ (years)
Areawide				
1. Agricultural Preserves, San Luis Bay	Co. Planning	Unspecified		
2. Transfer of Development Credits, San Luis Obispo	Co. Planning	N/A, Private Transactions	Moderate	1-3
3. Greenbelt, San Luis Obispo	Co. Planning	City/Private Transactions	High	1-3
4. Gateways, San Luis Obispo	Co. Planning	N/A	Moderate	1-3
Rural Area				
5. Viewshed Protection, San Luis Bay	Co. Planning	Unspecified		
Agriculture				
6. Agricultural Preserves, San Luis Obispo	Co. Planning and Assessor	Application Fees, General Fund, State Subventions	High	Ongoing
Residential Suburban				
7. Assessment District for O'Connor Way Roads, San Luis Obispo	Co. Public Works and City of San Luis Obispo	Assessment District	Moderate	3-5

Notes:

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

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Chapter 5: Circulation Element

5.1 Introduction

This chapter is the Circulation Element for the San Luis Obispo planning area. It reflects the countywide goals and policies for transportation that are in Framework for Planning (LUCE Part I). This chapter contains programs to implement those goals and policies. Chapter 7 lists road improvements and circulation programs that apply within the San Luis Obispo Urban Reserve Line. The Community/Village Plans (LUCE Part III) address circulation for the Avila Beach urban area and the Los Ranchos/Edna village.

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

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

5.2 Major Features of the Transportation System

People, commodities and electric power are transported through the planning area by roadways, rail, air, pipelines and electrical power lines.

State Highways 1, 101, and 227 handle the bulk of trucking and passenger vehicle traffic, although Los Osos Valley Road carries substantial traffic loads in the morning and evening commuter peak periods. There is a need to positively resolve the conflict between commuter traffic and slower moving agricultural traffic that must travel the same route. The City and the County establish truck routes and maintain a local roadway network able to accommodate truck movements, which must be continually updated to facilitate safe and easy movement of goods around and through the county.

The Southern Pacific rail line passes through the planning area from north to south. Amtrak operates passenger rail service and operates the station in San Luis Obispo. Projects affecting railroad crossings are regulated by the Public Utilities Commission (PUC).

Oil and petroleum products pass through the area from Port San Luis harbor via underground pipelines. High-voltage power lines pass through the area from Diablo Canyon Nuclear Power Plant on the coast to the east. Water is transported via pipelines from the Salinas Reservoir to the City of San Luis Obispo, and from Whale Rock Reservoir to the city, the California Men's Colony and Cuesta College. Water is also transported via pipelines from the State Water Project

through Cuesta Ridge near the city, south along Orcutt Road and out of the planning area to points south. The coastal branch of the State Water Project is routed along Highway 1 to Morro Bay.

5.3 Major Issues

Countywide circulation issues, such as increased traffic congestion and insufficient transportation funding, are described in Framework for Planning (LUC Part I). This section describes some of the key circulation issues in the San Luis Obispo planning area.

Increasing Traffic Congestion in San Luis Obispo Sub-area

Increasing commuter traffic from surrounding communities has affected the level of service of several roadways and created a need for road improvements and alternative transportation. Increased tourist traffic further burdens the circulation system.

The automobile will most likely continue as the primary transportation mode in the county and in the planning area for many years to come, leading to increasing traffic volumes, congestion and air quality impacts. Increasing traffic levels on roadways in the unincorporated areas of the county result primarily from new development in both unincorporated areas and the cities. It should be noted that focusing on alternative types of transportation and managing the demand for vehicle travel may improve traffic and air quality. An increasing emphasis must be placed on more comprehensive measures that can help reduce dependence on the automobile, which lower the increase in peak-hour traffic and that avoid or postpone major road improvements that increase roadway capacity alone.

Alternative transportation measures fall into three general categories of strategies: 1) transportation system management, 2) transportation demand management and 3) land use planning. These strategies will be described in the next section. Some of the major trails in planning area are identified in this chapter, but more information is available in the County's Trails Plan. Efforts to reduce traffic congestion can result in air quality benefits. Transportation system and demand management strategies are consistent with the transportation control element of the San Luis Obispo County Clean Air Plan, which has been adopted by the San Luis Obispo Air Pollution Control District. The Council of Governments has also adopted a state-required congestion management plan, which includes a travel demand management element.

Scenic Roads and Highways in San Luis Obispo Sub-area

The natural and pastoral landscapes along the major roadways in the planning area provide a high-quality visual experience and enjoyment for local residents and tourists alike. However, inappropriate development could reduce the scenic qualities along these visual corridors. The Agriculture and Open Space Plan recommends that scenic corridors be identified and standards adopted to protect scenic land. As part of preparation of this area plan, visual surveys were conducted to identify scenic backdrops along highway corridors. Visually sensitive areas are identified in this plan as two types:

1. The most critical landmarks and hillsides near scenic roadways continue to be designated in the Sensitive Resource Area (SRA) combining designation, which is discussed in Chapter 6. Special development standards in the Combining Designations section of Articles 9 and 10 of the Land Use Ordinance apply to construction for dwellings, residential accessory uses and residential access roads, and to some agricultural accessory structures if proposed near the roadway.

2. The important foreground and background views of the landscape along scenic highways and roads are identified in a highway corridor design area. Although the highway corridor design area is not designated as a Sensitive Resource Area combining designation, the same concerns and standards for development described in number 1 above apply.

Foreground views along highways and railroads are identified in a highway corridor design area. These areas are close enough to the viewing public to reveal individual trees, rock outcrops, creeks, hillsides and historic structures such as farm houses and barns. These elements of the scenic corridors have their own scenic values, while they also serve to frame and enhance views of the more distant scenic backdrops. Accordingly, the highway corridor design area includes areas within 100 feet of Highways 1, 101, 227, Los Osos Valley Road, Orcutt Road, and the Southern Pacific Railroad (which is proposed to accommodate increasing numbers of vacation and business travelers).

The highway corridor design area also identifies other important environmental resources. They provide habitat for wild plants and animals, many of which are rare or endangered species. They comprise the watershed for recharging the San Luis Obispo groundwater basin and portions of the watersheds for the Pismo and Chorro basins. These watersheds also serve to delay surface water flows from rainfall, thereby significantly reducing downstream flooding.

Roadway Deficiencies in the San Luis Bay Sub-area

Avila Beach Drive from San Luis Bay Drive to the Avila Beach town site is the only roadway in the planning area experiencing a definite capacity problem. County policy acknowledges that there will be significantly higher peak hour traffic volumes on Avila Beach Drive during summer weekends than at other times of the year. In recognition of this condition, Level of Service calculations for Avila Beach Drive is based on non-summer weekday traffic volumes. The present capacity of Avila Beach Drive is 1280 vehicles per hour, based on Level of Service (LOS) "C" operation. 1994 traffic counts have indicated a peak hour traffic volume of 711 vehicles or 56% of LOS "C" capacity. (Updated traffic volume information for Avila Beach Drive may be found in the Annual Resource Summary Report.) In addition to increased vehicle traffic, bicycle traffic on Avila Road has increased to the point of creating an obstacle for motorists and a safety hazard for cyclists. A proposal to construct a separate bikeway along San Luis Obispo Creek would alleviate some of the problems but the project has been stalled indefinitely.

Based on present traffic characteristics and physical conditions, a Severity Level II deficiency appears to exist on Avila Road. In order to increase the traffic carrying capacity of the roadway, consideration should be given to installing left turn lanes at the intersection of Avila Road and San Luis Bay Drive. Construction of a separate bikeway should also be undertaken as soon as possible. Implementation of a transit system from San Luis Obispo and Five Cities areas could also help reduce peak hour congestion.

5.4 Policies and Objectives

San Luis Obispo Circulation Policies and Objectives

The following policies and objectives apply to the San Luis Obispo sub-area (refer to Figure 1-1):

1. Provide necessary roadway improvements while protecting sensitive resources and mitigating adverse impacts to the environment.

Objectives:

The circulation design and land use designations depicted on Attachments C and D (Figures 7-2 and 7-3 of the San Luis Obispo Area Plan) for the Dalidio initiative meet the requirements of this chapter because the circulation designs minimize impacts to Class I and Class II soils, they avoid impacts to riparian, wetland and wildlife habitat areas and they mitigate impacts by preserving organic agricultural use and preserving open space conservation areas.

- a. To the maximum extent practicable, avoid roadway improvements on Class I or II soils, highly erodible soils, slopes over 30 percent, sensitive resource areas, wetlands, riparian and other valuable wildlife habitat areas. Where avoiding these areas is not feasible, mitigate the impacts of the improvements.
 - b. Mitigate or avoid traffic impacts to residential or other sensitive land uses by establishing appropriate truck and bus routes, speed limits, traffic calming measures, safety and sound barriers, lighting and landscaping, and residential street designs for development to achieve vehicle speeds of 25 miles per hour or less.
 - c. Provide major roadways that are attractive and safe for pedestrians and bicyclists, while accommodating projected vehicular traffic efficiently, through appropriate application of landscaped medians and parkways between vehicle travel lanes and bikeways and walkways, and well-marked, dedicated bike lanes.
 - d. Accommodate slower moving agricultural traffic on roadways in a way that does not impact agricultural activity, other vehicular traffic or bicyclists.
2. Cooperate with the City of San Luis Obispo to establish roadway improvement specifications for areas within or near the city's urban reserve line to avoid conflicts with City standards.

Objectives:

- a. County Public Works and Planning staff should consult with City staff periodically to review existing standards and identify potential changes to City or County standards which would resolve any conflicts.
- b. This Circulation Element should be amended as needed to address changes in existing and needed roadway improvements.
- c. The City's engineering standards should be used instead of the County's Standard Engineering and Improvement Specifications and Drawings for road improvements within the urban reserve around the city, except where standards

similar to the City's have been adopted by the County (for example, as part of the airport area specific plan).

3. The costs of needed roadway improvements should be paid by the people who benefit from the improvements.

Objectives:

- a. The County and the City of San Luis Obispo should apply public facilities fees on new development in areas of both jurisdictions, based on agreement between the City and County establishing proportionate shares of the cost of improvements to applicable roadways.
 - b. Require new development to dedicate and improve roadways which directly front and serve the development.
 - c. Amend the powers of County Service Area No. 22, or establish a new assessment district, to enable funding of areawide improvements to the degree the improvements are needed to serve development in the area.
 - d. Pursue the other local and non-local sources of funding identified in the Regional Transportation Plan for improvements which provide countywide, regional or wider benefits.
4. Utilize the Resource Management System to determine when specific actions must be taken to address existing and projected deficiencies in service levels.

Objectives:

- a. Monitor traffic conditions on major arterials and urban/rural arterials to identify existing deficiencies.
- b. Project future traffic conditions based on anticipated local development trends and traffic from outside the planning area using computer-based modeling techniques.
- c. Utilize computer-based modeling techniques to assess the most cost-effective strategies for roadway improvements and alternative transportation programs that provide a level of service (LOS) D or better at peak commuter periods.
- d. The roadway improvement needs identified below should be implemented when determined necessary as described above. This list should be updated as conditions change or new information and technologies become available.

5.5 Transportation Systems and Demand Management

San Luis Obispo 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.

Goals:

- 1. **Systems management:** Utilize a variety of methods to improve traffic flow conditions on the region's roadway network to maximize its efficiency with the least expenditures for capacity expansion.

Systems management techniques include but are not limited to the following: synchronizing traffic signals; channelizing intersections; designating one-way streets; establishing traffic lanes reserved for high-occupancy vehicles; providing passing lanes; limiting the number of cross streets, traffic signals and driveways along arterial streets and regional routes; providing wider shoulders and eliminating or restricting on-street parking where necessary.

- 2. **Demand management:** Reduce the number of single-occupant vehicles by promoting ridesharing and other modes of transportation.

Demand management techniques include promoting ridesharing, public transit, flexible schedules, telecommuting, bicycling, walking and other non-vehicular transportation means.

- 3. **Land use planning:** Plan the area's communities in a way that reduces the need to drive.

Land use planning techniques that are consistent with the principles of transportation systems and demand management include establishing and maintaining compact urban communities. Patterns of land use categories are combined with networks of local streets, walkways and bikeways that enable people to walk, bike or drive very short distances between their homes, work places, schools, shopping, recreation and other services. Moderate residential densities are desirable to make public transit services feasible, and adequate standards are necessary for the design and location of bus stops, bus turnouts, bus shelters, and streets designated as transit routes.

5.6 Road Improvement Projects

The following sections identify major improvements as the land uses envisioned by this plan develop along with growth in the San Luis Obispo area. The San Luis Obispo Planning Area Circulation Map shows functional classifications of existing and proposed roads within the planning area. Improvements will be required with proposed land divisions by the County Real Property Division Ordinance and planning area standards.

State Highways 1, 101 and 227, Los Osos Valley Road, Foothill Road, South Higuera Street, and Avila Beach Drive are the major regional arterials providing access to and through the planning area. The state highways carry local traffic but are also impacted heavily by traffic originating

outside the planning area and the county. Future development in the planning area and increased through traffic from tourists and commerce will add to traffic impacts.

Some road improvements are necessary in order to avoid a declining quality of service on roadways with continued growth, which can be characterized by increasing traffic congestion, delays and decreased safety. This chapter discusses the principal features of the roadway network and identifies the proposed major improvement projects.

The Resource Management System provides estimates for when traffic problems may start to occur, and recommended actions to avoid the problems. The circulation plan maps show functional classifications of major existing and proposed roads in the planning area. Improvements will be required with proposed land divisions by the County Real Property Division Ordinance and planning area standards.

Improvement standards are shown in the Public Works Department's "Standard Improvement Specifications and Drawings." However, standards set forth in this Area Plan for roadway improvements in the San Luis Obispo sub-area shall supersede those in the Standard Improvement Specifications and Drawings in the event of any conflicts.

The following is a listing of the significant roadways, their classifications and major improvements needed to accommodate projected traffic levels. These and other improvements are shown on the San Luis Obispo Planning Area Circulation Map. The listed order does not imply any priority.

5.7 Road Improvement Projects

Arterials

1. **U.S. Highway 101.** The following improvements are anticipated in the San Luis Obispo planning area:
 - a. This route should be maintained as a major arterial and be the subject of a corridor study for designation as a scenic highway. A deficiency analysis has shown that the level of service for the highway will be in the marginal category by 1995, from Santa Margarita to Arroyo Grande.
 - b. A full interchange is needed at Prado Road to provide better access to and from the airport area and the Central Coast Plaza - Laguna Lake area, and to relieve traffic congestion at the Madonna Road interchange and intersection of Madonna Road with South Higuera Street.
 - c. On the Cuesta Grade, construction of north- and south-bound truck climbing lanes is programmed to proceed in 1998/99.
 - d. The Los Osos Valley Road interchange needs to be upgraded, including a new westbound/northbound on ramp, realignment of Calle Joaquin south (off Los Osos Valley Road) to match Calle Joaquin north, and widening of the bridge over Route 101 to four lanes.
 - e. If transportation systems and demand management techniques cannot prevent the level of service from degrading below acceptable levels, Highway 101 may require widening to six travel lanes from Avila Road to Madonna Road, but not through the city, (where widening could result in excessively high costs for

2. **Foothill Road.** Maintain as a rural arterial with two traffic lanes and bike lanes from Los Osos Valley Road to the city limits.
3. **South Higuera Street.** This roadway should be improved to four travel lanes with two bike lanes from the southern city limits to the proposed intersection with Buckley Road. The roadway should be maintained as two-lanes with two bike lanes from Buckley Road to Ontario Road, and the northbound 101 on-ramp from South Higuera Street should be closed.
4. **Orcutt Road.** Improve Orcutt Road southeast from the city limits to Lopez Drive as a two lane rural arterial with Class II bike lanes.
5. **Tank Farm Road.** Tank Farm Road should be improved as an urban arterial with four travel lanes, a landscaped median with turn pockets, two bike lanes, and two sidewalks separated from the roadway by landscaped parkways from Broad Street to South Higuera Street.
6. **Prado Road.** This roadway should be extended to Broad Street at Industrial Way and improved with four travel lanes, class I bike lanes, a landscaped median with turn pockets, and two sidewalks separated from the roadway by landscaped parkways. This road segment may also be appropriate for designation as State Route 227, in order to route traffic to 101 without traveling into town.

Collectors

1. **See Canyon Road.** Widen the travelled way where necessary to provide a safe width, but contain the improvements within the existing right-of-way.

Local Streets

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

1. **Squire Canyon.** The local road system in Squire Canyon is marginal. Various improvements have been made to Squire Canyon Road and Indian Knob Road, but neither road meets County standards. There is also no emergency access out of the area. It is recommended that rights of way be secured for construction of emergency access roads at the east end of Squire Canyon as shown in Figure 5-2.

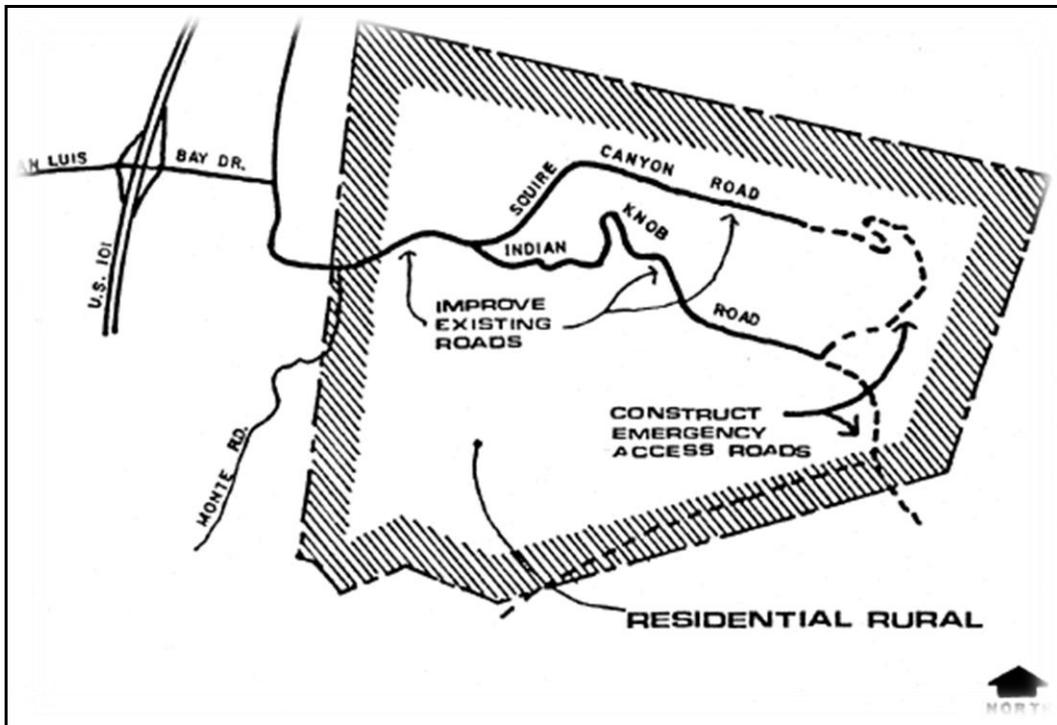


Figure 5-2: Squire Canyon Area Proposed Emergency Access

Alleys

Alleys occur in older communities and offer both opportunities and problems. They provide utilitarian corridors for parking, trash collection, utilities, and informal access between houses within a block. They provide access for secondary dwellings located at the back of a lot. Greater alley usage can lessen street traffic by placing parking and garages at the rear of properties and can provide better views of the street from residences. Problems that are typically associated with alleys are security, garbage accumulation and lack of paving. Where alleys exist or are planned, minimal levels of improvements are necessary to attract and secure usage. Continuous pavement to driveways, at an adequate width for emergency vehicles, lighting and amenities such as fencing and landscaping are often needed to upgrade alleys.

5.8 Other Means of Transportation

Bikeways

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

There are several types of bikeways described in Framework for Planning (Part I of the Land Use Element). Summarized here, they include Class I bike paths (separated from the road for the exclusive use of bicycles), Class II bike lanes (at least four feet of maintained and marked

shoulder of a road, for semi exclusive use of bicyclists), and Class III bike routes (shared traffic lane with automobiles designated by signs).

San Luis Obispo 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.

Trails

The County Parks and Recreation Element provides a reference for the potential hiking and equestrian trails in the unincorporated area. The plan may be amended as new information about possible trails becomes available, so it should be reviewed for the most current and detailed information about trails.

Public Transit

The County has a goal of providing adequate public transportation to meet the needs of all residents for access to public services, medical services, schools, shopping, employment locations and recreational facilities. Public transit is a means of reducing single-occupant vehicle use, and therefore reduces air pollution, traffic congestion, parking problems and energy consumption.

A variety of public transportation systems serve the San Luis Obispo sub-area. Within the city of San Luis Obispo, there is a fixed-route bus system (SLO Transit) with four different routes, a downtown trolley service, private taxi cabs, and special service vans provided by human service agencies. Regional transit service to and from the community is provided by Central Coast Area

Transit (CCAT) and Greyhound Bus Lines. CCAT includes several fixed routes between San Luis Obispo and communities as far as San Miguel, San Simeon Acres and Santa Maria. A countywide system called the "Runabout" has been provided for the elderly and handicapped in order to meet their special transportation needs. Ride-On provides numerous specialized transit services as well, such as the only local airport shuttle. Amtrak provides passenger rail transportation with stops in Paso Robles, San Luis Obispo and Grover Beach, enabling local trips or long distance travel out of the county.

Transit service should be increased in locations and frequency as the San Luis Obispo urban area continues to develop. In the long term, the urban area should be connected to the regional system to increase transit commuting.

San Luis Obispo 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 airport should be included in the City bus system's regular bus routes.
- c. Provide incentives for transit use through fare subsidies for employees, students, shoppers and tourists.

Land Use and Transit. Land use planning can maximize transit usage by locating employment and residential areas in close proximity to existing or potential transit stops. Transit centers also need to be oriented to a neighborhood within a convenient walking distance between residential and employment uses. Within the San Luis Obispo urban area, residential development is constrained near the County Airport. Residential areas with proximity to transit and employment will be provided along the Prado Road extension between South Higuera and Broad Street. The more detailed planning for development through specific plans and permit review should be consistent with the following goal:

Goal: Establish land use patterns that minimize the need to use single-occupant vehicles and enhance transit use.

Objectives:

- a. Provide a bus stop and shelter within 1/4 mile of residential areas in the Residential Single-Family and Multi-Family land use categories.
- b. Provide at least one bus stop pull-out and shelter within 1/4 mile and adequate pedestrian access to employment centers within the San Luis Obispo urban reserve line. Where a bus stop and transit service is provided and employers

have prepared plans for reducing the vehicle trips they generate, a reduction of up to 20 percent in required parking spaces should be permitted.

- c. Provide moderate-density housing near transit stops and employment areas to provide adequate numbers of transit users.
- d. Establish County facilities for provision of a variety of public services and new colleges (or branches of existing colleges, including Cuesta College) in both the northern and southern areas of the county as a strategy to reduce commuting to the City of San Luis Obispo.
- e. Provide adequate walkways and bikeways between locations of housing and employment and shopping.
- f. Integrate transit facilities into new development and be accessible by walking, bicycle, and automobile.
- g. Grant a development bonus in the form of an increase in allowable floor area or a reduction in required parking for developments that make significant contributions toward trip reduction.

Carpooling – Park and Ride Lots

Park and ride lots are transfer areas where people may drive or carpool to the lot, park their vehicles and continue to travel via another carpool vehicle or transit service. This applies to vans as well as to smaller vehicles. The Clean Air Plan and the Regional Transportation Plan emphasize park and ride lots as transportation system management measures to encourage people to use transportation modes other than single-occupant vehicles. Park and ride lots within the sub-area may be appropriate in the future.

Airport

The San Luis Obispo County Airport is owned and operated by the County. Its state classification is Type IC, accommodating short haul and scheduled air taxi or commuter service. It represents a public facility of great countywide importance, since it is the most used airport in the county.

The pending update of the San Luis Obispo County Airport Master Plan projects that this airport will continue to accommodate substantially increasing numbers of aircraft, and is evaluating whether any further extension of either of the two existing runways will be necessary. The airport should be included in the regular routes of the local and regional public transit systems. Until that happens, a shuttle service should be provided as a connection with the public transit systems.

Railroad

The Southern Pacific Railroad provides freight service, and Amtrak operates passenger service, connecting San Luis Obispo with other areas in the San Francisco/Los Angeles/San Diego corridors. The San Luis Obispo depot is an historical facility with Amtrak passenger service. Higher speed Amtrak service that is competitive with automobile travel times between the major metropolitan areas has been studied for feasibility. The report's conclusion was that several phases of improvements could reduce travel time between Los Angeles and San Francisco to as little as eight hours, at an ultimate cost of \$650 million. Moderate increases in train speeds may be appropriate if safety concerns can be met. Rail transit should be considered further to be integrated with other transit modes.

5.9 Circulation Programs

"Programs" are non-mandatory actions or policies recommended by the Land Use Element to achieve community or areawide objectives identified in this area plan. The implementation of each LUCE program is the responsibility of the community, through the County or other public agency identified in the program itself.

Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program by the County should be based on consideration of community needs, substantial community support for the program, available funds and related costs.

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

Chapter 7 lists circulation programs that apply within the San Luis Obispo Urban Reserve Line. The Community/Village Plans (LUCE Part III) contain circulation programs for the Avila Beach urban area and the Los Ranchos/Edna village.

San Luis Bay Sub-area

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

1. **Bikeways.** The County Public Works Department should work with the state Department of Transportation where necessary to develop Class I bikeways on San Luis Bay Drive.
2. **Trails.** In areas where there is interest in establishing equestrian trails, the County should work with equestrian groups, property owners, and agriculturalists to determine if rights of way may be secured to serve this need while respecting adjacent uses and ownership.
3. **Road Improvements.** The County Public Works Department should work with property owners to acquire necessary rights of way and construct adequate road improvements through the creation of assessment districts, or through state and federal grant funds.
4. **Squire Canyon - Emergency Access.** The County Public Works Department should work with property owners to acquire rights of way and construct emergency access roads from the easterly ends of Squire Canyon and Indian Knob roads.
5. **Squire Canyon - Road Improvements.** Improvement of local roads should occur through establishment of an assessment district or through formation of a community services district.

San Luis Obispo Sub-area

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

6. **Land Use and Transportation Planning.** The County should work with the City of San Luis Obispo and SLOCOG to implement more specific land use planning and design measures during the preparation of specific plans, design guidelines and road design and construction decisions that will minimize traffic impacts and be conducive to alternative transportation.

7. **Scenic Corridors.** The County Planning Department should continue to explore alternative methods of protecting scenic vistas along Highways 1, 101, 227, Orcutt Road and Los Osos Valley Road.
8. **Trails.** Evaluate potential new trails to be included in the County Parks and Recreation Element, including but not limited to additional trails to and along the peaks from the City of San Luis Obispo to Morro Bay.

Table 5-1: Schedule for Completing Circulation Programs

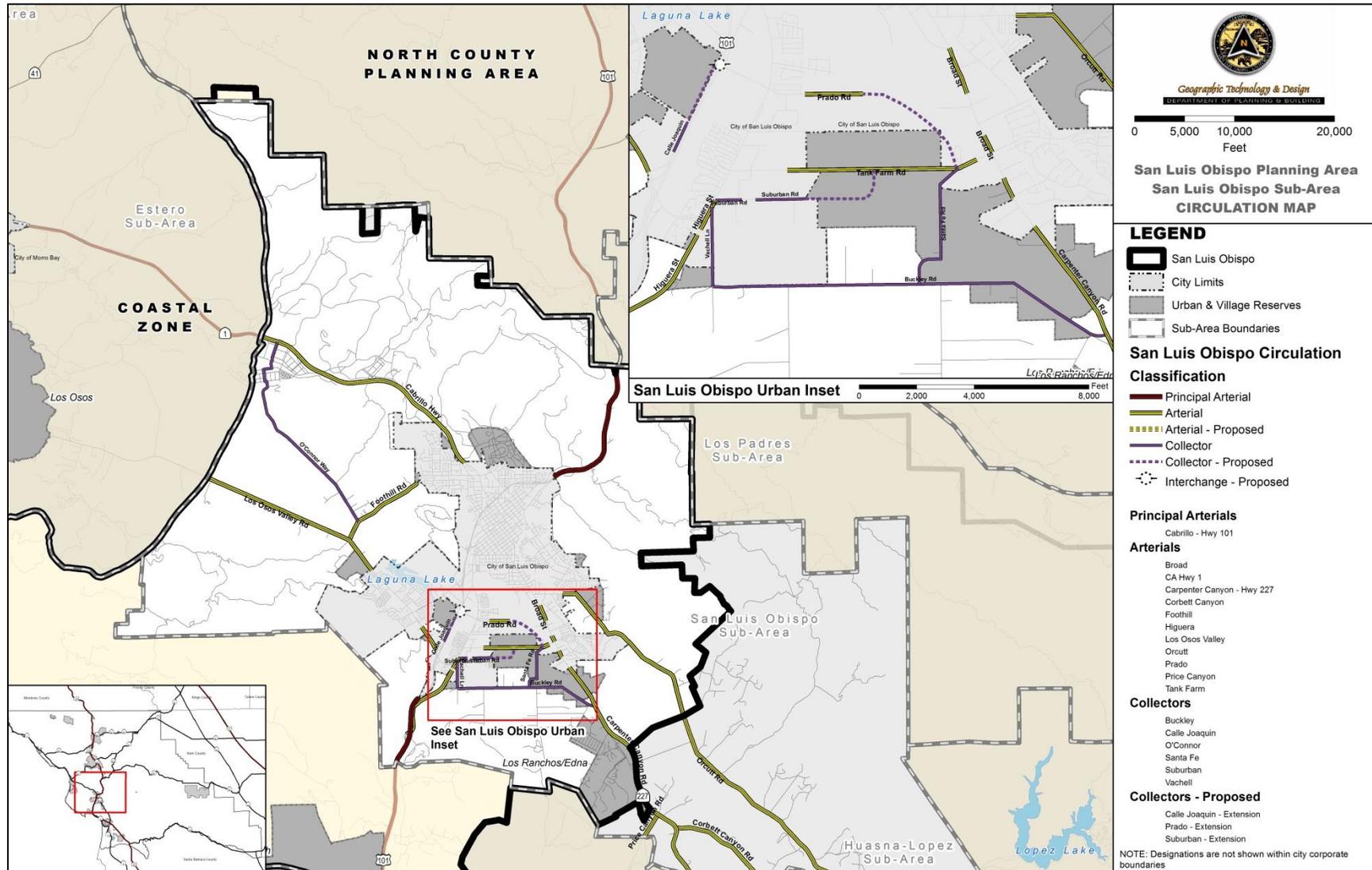
Program Title	Responsible Agencies	Potential Funding ¹	Timeframe ² (years)	Priority ³
San Luis Bay Sub-area				
1. Bikeways	County		Unspecified	
2. Trails	County		Unspecified	
3. Road Improvements	County		Unspecified	
4. Squire Canyon - Emergency Access	County		Unspecified	
5. Squire Canyon - Road Improvements	County		Unspecified	
San Luis Obispo Sub-area				
6. Land Use and Transportation Planning	Co. Planning and Building	N/A	1-3	High
7. Scenic Corridor Standards (SRA)	Co. Planning	N/A, Grants	1-2	High
8. Trails	Co. General Services	N/A, Grants	3-5	Moderate

Notes:

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

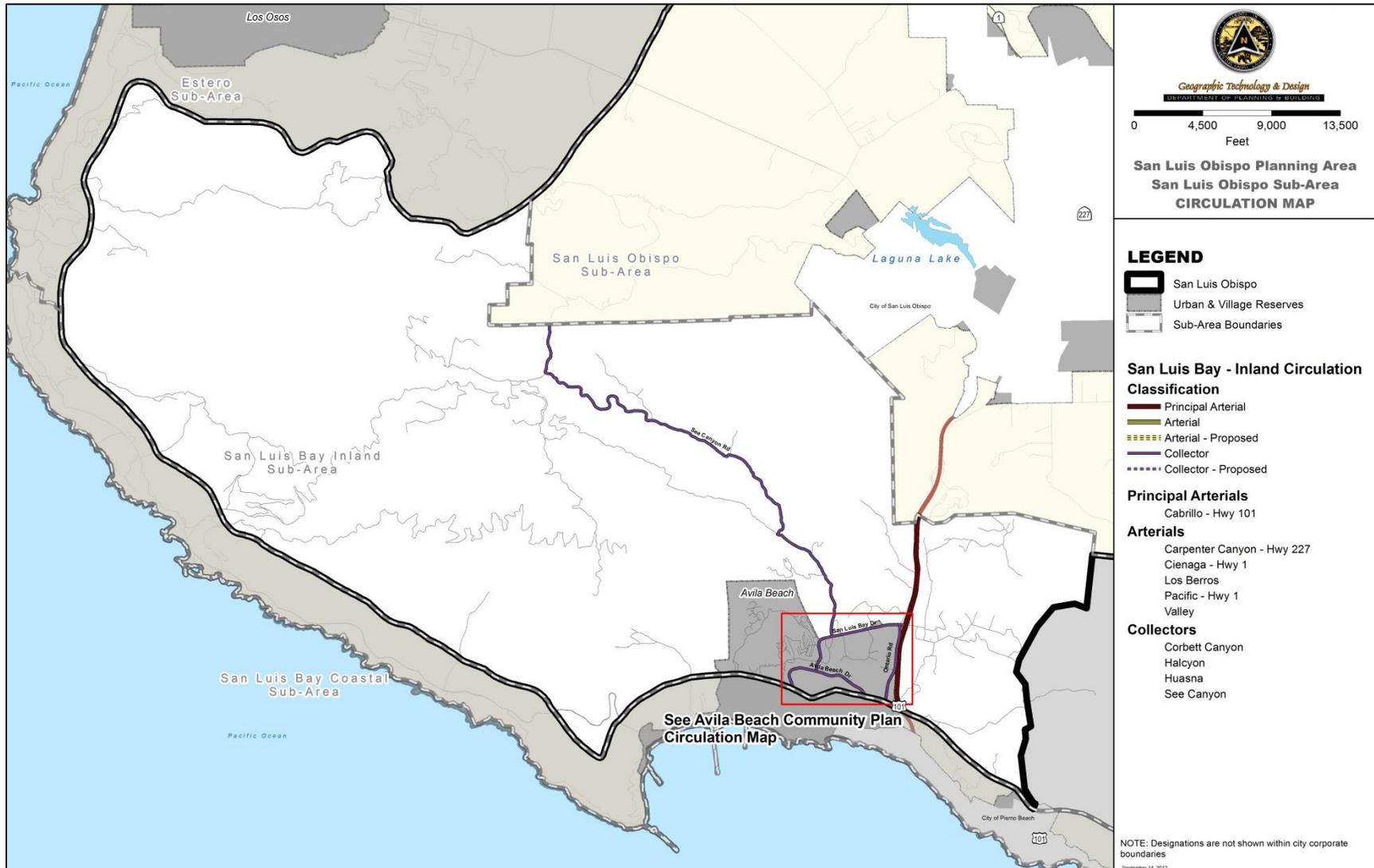
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Figure 5-3: San Luis Obispo Sub-area (North) Circulation Element Map



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Figure 5-4: San Luis Bay Inland Sub-area (North) Circulation Element Map



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Chapter 6: Combining Designations

6.1 Introduction

Combining designations are special overlay categories applied in areas of the county with hazardous conditions or special resources, where more detailed project review is needed to avoid or minimize adverse environmental impacts or effects of hazardous conditions on proposed projects. The Land Use Element describes the combining designations in Framework for Planning (LUCE Part I). In some cases, specific standards affecting land use and development have been adopted for an area where a combining designation is applied. Those standards are found in Articles 9 and 10 of the Land Use Ordinance and apply to new development in addition to the standards of Chapter 22.14 of the Land Use Ordinance.

6.2 Combining Designations

The following combining designations are located within the San Luis Obispo planning area:

Airport Review (AR)

1. **San Luis Obispo County Airport Review Area (AR).** The airport and environs are under the jurisdiction of two separate series of regulations and review processes: The Federal Aviation Administration (FAA) Part 77 regulations which, in part, address interference with air traffic by the height of structures, and electronic emissions that could impede aircraft communications and navigation; and the San Luis Obispo County Airport Land Use Plan, which defines compatible land uses and standards for six specific "zones" around the airport and is adopted by the San Luis Obispo County Airport Land Use Commission. The area included within the Airport Review combining designation is shown on the Official Maps, and is shown on the combining designation maps in the back of this area plan for informational purposes.

Energy or Extractive Area (EX)

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

Flood Hazard (FH)

1. **San Luis Obispo and See Canyon Creeks (FH).** These drainage courses should be maintained in their natural state and native vegetation and habitats retained.
2. **San Luis Obispo Creek and Tributaries (FH).** San Luis Obispo Creek and major tributaries (Stenner, Brizzolari and Prefumo creeks) that are subject to flooding.

Geologic Study Area (GSA)

1. **Irish Hills, Indian Knob, Portions of Squire Canyon, and Other Hillside in the Vicinity of Montana de Oro (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.
2. **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.

Historic Sites (H)

1. **Banning School (H).** Located in El Chorro Regional Park, the school was named for Mary Hollister Banning, whose father donated the land for the school, which was built in 1896.
2. **Hansen Barn (H).** Known as the Mail Pouch Tobacco barn, located below Bishop Peak on Highway 1, the advertisement was painted and maintained by a tobacco company, which last painted it in 1945.
3. **Independence School (H).** Located at the intersection of Orcutt Road and Righetti Road.
4. **Lyman House (H).** Located at the foot of Cuesta Grade, this two-story Victorian house was built in 1895 by Albert Lyman, a retired railroad engineer from Reno, Nevada. The house was referred to as "the Nevada house."
5. **Octagon Barn (H).** This uniquely shaped barn was built before 1900 for milking cows and is located on South Higuera Street.
6. **Vasquez-Hollister Adobe (H).** Located at Cuesta College and built between 1800 and 1830 on the Rancho Canada del Chorro, the adobe became the property of Don Diego Scott and Don Juan Wilson when the land was granted to them in 1845. It was sold to the Hollister family in 1865 and henceforth was called its current name.
7. **Marre House (c. 1932) (H).** This white stucco hacienda is of Spanish Revival architecture. It was the center of the large Rancho San Miguelito and sits on a hilltop overlooking San Luis Bay.

Sensitive Resource Area (SRA)

This designation covers the highly scenic and important backdrops and natural landmarks visible from scenic highways and the urban area, and is applied to locations of rare or endangered plants and animals. The intent of an SRA is to call attention to the importance of these resources, and to protect the public's interest in them through standards in Articles 9 and 10 of the LUO. Those standards regulate certain types of development that could disrupt and degrade the identified resources. The standards also are consistent with and implement the recommendations of the Open Space Element.

Scenic and visual qualities of distant ridges, peaks and hillsides, as well as the closer or "foreground" elements such as rock outcrops, oak woodlands, creeks and other visually appealing natural formations and vegetation contribute to the widespread perception by local residents and visitors alike that the San Luis Obispo area is a desirable place to live or visit.

This perception, in turn, has a beneficial effect on the economic stability of the recreation and tourist industries. Other economic sectors also benefit from local employees and employers alike who place a high value on living in San Luis Obispo. Therefore, identification and protection of the scenic resources in the San Luis Obispo planning area is an important aspect of planning.

Ridges, peaks and hillsides comprise scenic backdrops and natural landmarks. They rise above urban areas and highways, terminating vistas with a largely undeveloped appearance. The scenic backdrops to which the SRA has been applied include scenic lands visible to travelers along Highways 1, 101, 227, Los Osos Valley Road, Foothill Boulevard, Orcutt Road, and the Southern Pacific Railroad, including the following areas:

1. **Coastal Terrace of Irish Hills (SRA).** The coastal terrace both north and south of Diablo Canyon, supports a variety of coastal species that differ from other coastal areas. The terrace area north of Diablo Canyon has outstanding scenic value, with volcanic formations.
2. **Indian Knob (SRA).** A very rare flowering shrub, *Eriodictyon Altissimum*, is a local component of chaparral on sandstone. The vegetation should be protected from damage.
3. **Upper Diablo Canyon (SRA).** This area lies in a remote section of the Irish Hills and contains a predominantly mixed evergreen forest. It includes particularly fine stands of oak and there is a waterfall on Diablo Creek that has significant scenic value. Previously constructed roads and transmission lines from the Diablo Canyon Nuclear Plant have damaged this area and further destruction must be prevented.
4. **Hazard Canyon (SRA).** A rare species of manzanita (*Arctostaphylos Morroensis*) occurs between Baywood Park and Hazard Canyon. State acquisition has included much of this area in Montana de Oro State Park.
5. **Coon Creek Bishop Pines (SRA).** This large stand of native Bishop Pines located on the ridge and hillsides on the south side of Coon Creek forms a scenic backdrop in the southerly part of Montana de Oro State Park. As one of the largest conifer forests in the county, the forest has considerable scenic value and should be protected as a natural area. (Amended 1981, Ord. 2089.)
6. **Ruda Ranch, Irish Hills (SRA).** This property contains some of the largest oaks in the county, as well as some manzanitas two feet in diameter and 40 feet high. The area

should be retained as a natural area. This site was included in the California Natural Areas Coordinating Council report entitled "Preliminary Inventory of California Natural Areas."

7. **Ontario Ridge (SRA).** This major ridge forms an important scenic backdrop for the coastal area of Avila Beach and Pismo Beach, as well as for Avila Valley. Open space agreements on the slopes should be obtained at the time of development proposals.
8. **Irish and San Miguelito Hills (SRA).** The SRA covers the area from the southern boundary of the San Luis Obispo sub-area down to the 200 foot elevation. These areas are highly visible from Highways 101 and 227, Los Osos Valley Road, Foothill Boulevard and Prefumo Canyon Road.
9. **The Morros: including Islay Hill, Righetti (or Mine) Hill, Cerro San Luis, Bishop Peak, Chumash Peak, Cerro Romauldo and associated hills (SRA).** The SRA covers this area from the tops of these hills, peaks and connecting ridges down to the 280 foot elevation, except that it terminates at the 320 foot elevation above Cuesta College west of O'Connor Way, the 225 foot elevation around the base of the South Street Hills, and varies from 280 feet to 200 feet along Highway 1 east of Cuesta College to the city limits. These areas correspond to the visually prominent backdrops visible from Highways 1, 101, 227, Los Osos Valley Road, Foothill Boulevard and Prefumo Canyon Road.

Areas with specific rare or endangered plant or animal species or communities warrant special protection provided through the standards in Chapter 22.14 of the Land Use Ordinance. Accordingly, some of the known areas are identified below:

10. **Ruda Ranch (SRA).** This property contains some of the largest oaks in the county, as well as some manzanitas two feet in diameter and 40 feet high. The area should be retained as a natural area. This site was included in the California Natural Areas Coordinating Council report entitled "Preliminary Inventory of California Natural Areas." Figure 6-1 shows the approximate location of this area.

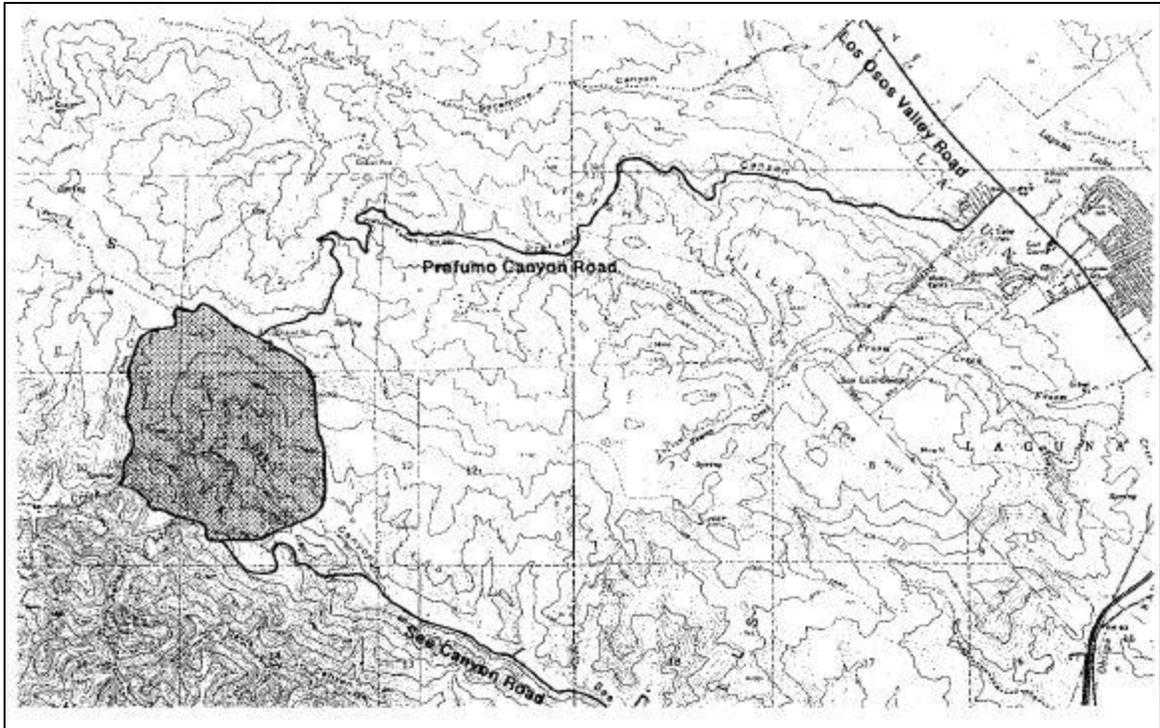


Figure 6-1: Location of unique plant communities on the Ruda Ranch

11. **Coastal and Valley Freshwater Marsh (SRA).** A freshwater marsh located around Laguna Lake has been identified in the California Natural Diversity Database because such freshwater marshes are extremely endangered on a statewide basis.

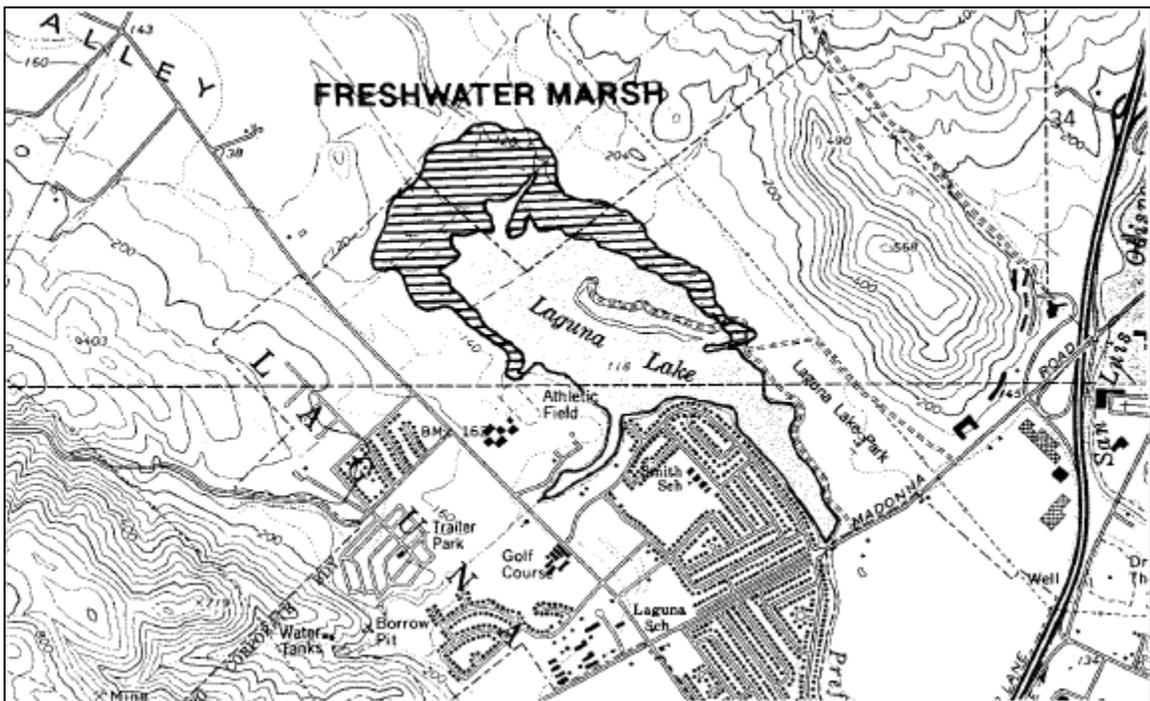


Figure 6-2: Freshwater marsh around Laguna Lake

6.3 Combining Designation Programs

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

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

Flood Hazard Areas (FH)

1. **Channel Maintenance Programs.** The County Flood Control District should undertake channel maintenance programs for San Luis Obispo and See Canyon Creeks to prevent erosion and preserve stream channels in their natural state. Maintenance should include only that which is required to ensure continued channel capacity.

Historic Sites

2. **Preservation.** The County should coordinate land use and circulation planning to be certain that when designating properties that have historic structures, the structures will not be adversely affected by incompatible development and road alignments.
3. **Maintenance and Restoration.** The County should assist property owners in funding adequate maintenance and restoration of historic structures through innovative financial arrangements and preservation agreements. The County should also consider initiating ordinance or element amendments that could facilitate such agreements through creation of smaller parcels than otherwise allowable.

Sensitive Resource Areas

4. **The Morros.** The County should work with property owners in the morros area to secure guarantees of continuing open space use in the form of agreements, contracts or easements to preserve prominent natural features. These agreements are not to provide for public access to private lands unless agreed to by the property owner (for example, if purchased by a public agency or nonprofit land trust). Through a collaborative effort of property owners and public groups, the County is preparing a Morros Master Plan to address the Morros from San Luis Obispo to Morro Bay.
5. **Public Lands.** Lands currently in public ownership in the San Luis Obispo sub-area should be retained to support the preservation of scenic backdrops.
6. **Coastal Terrace - Public Ownership.** The County should encourage increased state ownership of the north coastal area for possible expansion of Montana de Oro State Park.
7. **Indian Knob - Open Space Preservation.** The County should acquire a scenic or open easement over the area at the time of new development proposals.

8. **Irish Hills Coastal Terrace Archeological Inventory.** The County should encourage the San Luis Obispo Archaeological Society to study the coastal terrace areas north of Diablo Canyon to more accurately identify the extent of historical sites (in manner similar to previous studies at Diablo Canyon and the coastal area to the south).
9. **Ruda Ranch.** The County should support state efforts toward public ownership of this property as part of Montana de Oro State Park.

The following table summarizes recommended time frames for completing the combining designations programs. This table does not supersede schedules for the programs as established by either the resource management system or any program adopted by the Board of Supervisors.

Table 6-1: Schedule for Completing Combining Designation Programs				
Program Title	Responsible Agencies	Potential Funding¹	Timeframe²(years)	Priority³
Flood Hazard Areas (FH)				
1. Channel Maintenance Programs	County		Unspecified	
Historic Sites				
1. Preservation	Co. General Services, Planning, Engineering	N/A	Ongoing	High
2. Maintenance and Restoration	Co. Planning	N/A, Grants	Ongoing	High
Sensitive Resource Areas				
1. The Morros	Co. General Services, Planning	N/A, State Grants	Ongoing	High
2. Public Lands	Co. General Services	N/A, Grants	Ongoing	Moderate
3. Coastal Terrace - Public Ownership	County		Unspecified	
4. Indian Knob - Open Space Preservation	County		Unspecified	
5. Irish Hills Coastal Terrace Archeological Inventory	County		Unspecified	
6. Ruda Ranch.	County		Unspecified	

Notes:

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

Chapter 7: San Luis Obispo Urban Reserve Line

7.1 Introduction

The San Luis Obispo urban area includes the city of San Luis Obispo and the unincorporated area within the city urban reserve line. Discussion in this portion of the plan is limited to those areas between the city limits and the urban reserve line. Those areas within the corporate limits of San Luis Obispo are discussed and mapped only as necessary to gain an understanding of relationships to surrounding land uses.

Unlike the other urban and village areas within the planning area, the San Luis Obispo Urban Reserve Line (URL) does not define a distinct community; in a sense, it is an unincorporated extension of the city. Residents of these areas not only share urban infrastructure and government-operated facilities and services, such as schools, libraries, and parks, with city residents, but they also shop, work, and perform business in the same commercial and office areas.

The URL of San Luis Obispo encompasses approximately 2,300 acres beyond the existing city limits. The area shown within the URL is expected to develop with urban uses and City services. The urban services line (USL) indicates areas where urban services, particularly water and sewer, should be extended within a five- to ten-year period.

Article 9 of the Land Use Ordinance (Chapter 22.92) contains development standards related to the land use categories to assist in guiding planning area development.

7.2 Land Use

Distribution of Land Use

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

Table 7-1 summarizes the land use category acreages in the San Luis Obispo URL.

Table 7-1: San Luis Obispo URL Land Use	
Land Use Categories	Acres¹
Agriculture	34
Rural Lands	0
Recreation	386
Open Space	0
Residential Rural	0
Residential Suburban	22
Residential Single Family	629
Residential Multi Family	80
Office and Professional	0
Commercial Retail	49
Commercial Service	467
Industrial	325
Public Facilities	233
Dalidio Ranch	131
Total	2,356

¹Acreage quantities are current as of 1996. These quantities do not reflect changes to land use categories that have occurred on specific parcels through individual general plan amendments adopted subsequent to the last major area plan update.

Capacity for Growth

Table C.2-1 (in the Appendix) shows the potential for population growth, or "build-out capacity," within the land use categories identified in Table 7-1. This capacity is a function of the acreage in each residential category, the number of parcels that exist or can be created, the number of residences allowable per parcel, and the number of persons per household.

Gateways

As one approaches San Luis Obispo on any of the roadways, the urban reserve line denotes the transition to more intensive development within it. The County will cooperate with the City in identifying the most appropriate design treatments at these arrival points within the urban area and at the city boundary. For example, the Edna Road and South Higuera Street corridors have the potential to create attractive entryways to San Luis Obispo. Particular attention should be paid to siting, structural design and landscaping at some locations to be determined. A specific plan is proposed to be prepared for the airport area, which would include design standards and guidelines, including signage and landscaping.

The Airport Area

Approximately 1,700 acres shown in Figure 7-1, between the City of San Luis Obispo and the County Airport, has been planned by the County for mostly industrial and manufacturing land uses for many years, although County and City regulations have been in conflict for the area since the early 1970's. The County designated much of the area for industrial uses because urban density residential uses would have conflicted with the airport operations and because the property owners opposed limiting uses to agriculture.

In the 1980s, a team was formed of planning staffs from the County, City and a local land use planning firm to collaborate on preparing a specific plan for the area. In 1989, this planning effort produced a conceptual land use plan based on planning principles designed to provide for phased annexations into the city, and reflected the conclusion that ultimate development should be provided City water supply and sewage disposal service. The concept plan also recognized that some areas in the airport area are already mostly developed, and infill development in such areas should not be required to wait for annexation. The concept plan was utilized in the City's 1994 Land Use Element update, and is reflected, with revisions, in this plan (see the urban area map for the airport area).

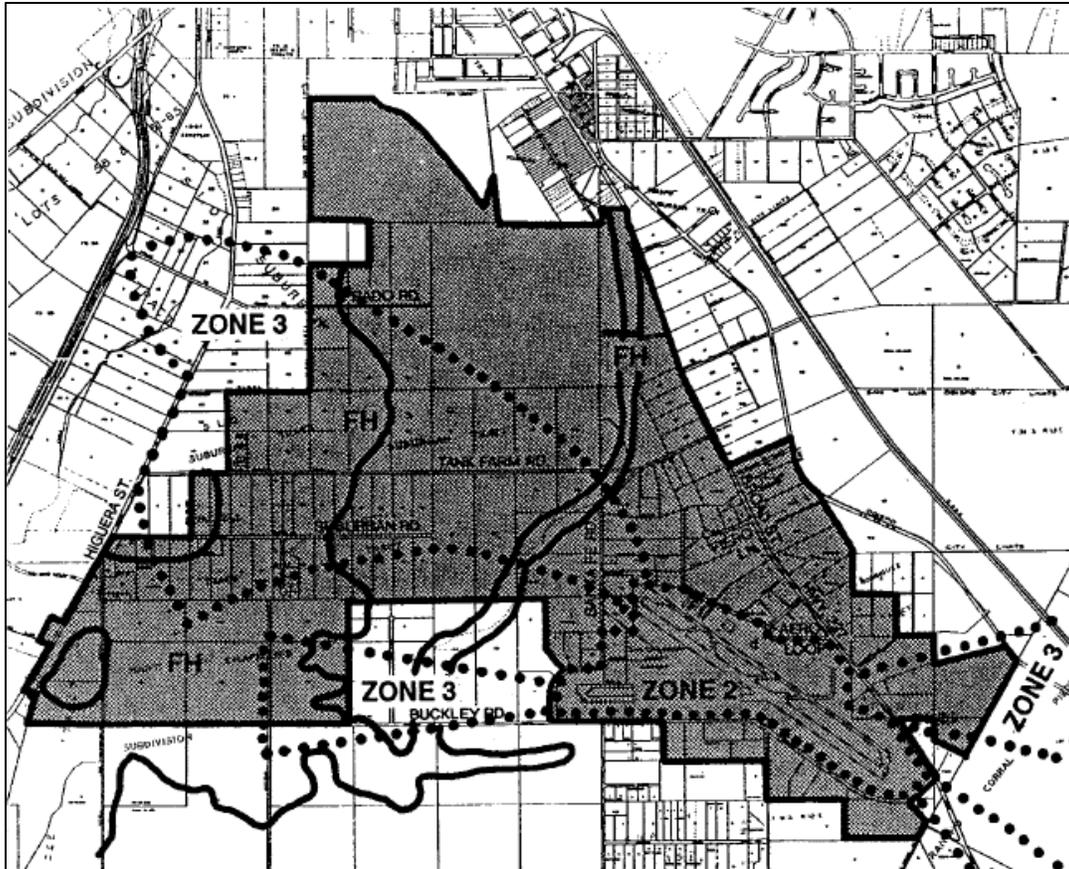


Figure 7-1: The Airport Area

More detailed planning is needed to determine the size and costs of all the infrastructure required to serve the area. The County will cooperate with the City on the preparation of a specific plan that focuses on the costs and financing of water supply, sewage disposal, drainage controls and traffic circulation and alternative transportation, as well as the urban design of public and private projects. The specific plan will assist any decisions about annexation, or alternatively, the provision of services through a fee-supported services district.

Five-year interim plan. A period of up to five years after adoption of this plan update may be appropriate in which to complete feasibility studies and related decisions on annexation by the City or expansion of services by the County. Both the property owners and the City intend to rely on the eventual delivery of supplemental water supply, the most promising of which appears to be from Nacimiento Lake. Decisions on supplemental water are also likely to occur during this time that will affect the ultimate uses in the airport area.

The County Public Works Department is currently preparing a plan for delivering Nacimiento water to agencies who have expressed a preliminary interest in buying a water allocation. The City of San Luis Obispo has tentatively requested an allocation of 3,380 AFY. Other agencies in this part of the planning area who have expressed a preliminary interest in purchasing Nacimiento water include: Afuero de Chorro, 32 acre-feet; Fiero Lane Water Company, 100 acre-feet; County Service Area No. 22, 890 acre-feet; California Cities Water Company (for Los Ranchos/Edna village area), 50 acre-feet; Edna Valley Mutual Water Company, 955 acre-feet; and East Airport Area Mutual Water Company, 80 acre-feet. The Public Works Department expects to present its plan with estimated costs to prospective contractors in September 1997. Finalized implementation agreements with each agency in the County should be ready for

presentation to the Board of Supervisors for its approval by December 1997. Construction of the aqueduct should be completed by December 2000.

During the time period between the adoption of this area plan and the completion of a supplemental water project to serve this area, more detailed planning is needed to determine the size and costs of all infrastructure required to serve the area. The County will cooperate with the City on the preparation of a specific plan that focuses on the costs and financing of water distribution, sewage disposal, drainage controls and traffic circulation and alternative transportation, as well as the urban design of public and private projects. The specific plan will assist any decisions about annexation, or alternatively, the provision of services through a services district approved by the County.

Impact-related interim development. Without the provision of full urban services, the airport area should continue to develop in a low-intensity land use pattern, so that cumulative development does not cause major adverse environmental impacts. During the five-year period, the County will accommodate a broader range of uses, but may limit the size of higher-impact uses in relation to their parcel size. High-impact uses will generally need larger properties to have the same size building as low impact uses. Some dispersal of employees and water use will occur in the airport area during this interim period, which will minimize the intensity of development while annexation is considered.

Alternatives to annexation. If annexation does not occur within five years or earlier, community water supply and sewage disposal systems separate from the City will be considered by the County. If these systems are deemed to be infeasible or undesirable, reducing the allowed intensity and/or the range of uses may be necessary in response to resource and environmental constraints. In addition, unincorporated community services will also be considered at the initiation of property owners, utilizing the previous annexation studies as is feasible.

Traffic, air quality and resource constraints associated with more employment opportunities than local affordable housing is another factor to be considered at the end of this five-year period, if annexation is unsuccessful. Since the supply of housing in the city of San Luis Obispo is inadequate and too expensive for most of the future local employees, they will need to live in other communities and commute to work, adding to future traffic congestion and air pollution, unless additional affordable housing or other effective trip reduction measures are provided. City and County analyses of the "jobs/housing" balance in the planning area have suggested that the balance of housing and employment in the San Luis Obispo planning area should be improved, or at least not allowed to worsen.

This area plan reflects the goal of accommodating developments which will provide goods and services needed in the planning area, while providing stable employment at pay scales that will enable the employees to afford housing within the planning area. For example, the plan designates large areas of land in the urban area around the city of San Luis Obispo for land uses such as research and development parks and business parks that will be able to accommodate a wide variety of types and sizes of businesses, preferably with jobs paying enough for the employees to afford housing in the planning area.

Properties adjacent to the County Airport should be developed to be compatible with the airport and take into account hazard and noise concerns.

Planning Principles for the San Luis Obispo Urban Area:

The following planning principles for the urban area are provided to establish the policy framework for preparation of this area plan and the airport area specific plan. They represent statements of intent by the County and recommended policies for the city.

1. The San Luis Obispo County Airport will continue to serve the region, as provided in the approved Airport Master Plan, and development in the urban area should be permitted only if it will be compatible with the airport.
 - a. Residential uses should not be established under airport runway approach or takeoff zones, as shown in the adopted San Luis Obispo County Airport Land Use Plan.
 - b. Disclosure of the proximity of an existing airport should be assured for new land uses or divisions through recording of avigation easements, where required by the San Luis Obispo County Airport Land Use Plan.
 - c. Non-residential land uses established in the urban area also shall be consistent with the adopted San Luis Obispo County Airport Land Use Plan.
2. The City of San Luis Obispo should ultimately annex land within its urban reserve. The City should annex the urban reserve, provide municipal services and implement the planned land uses in an orderly manner. The City should use all reasonable means to increase its service capacities as needed to annex and serve areas within the urban reserve in a timely manner.
3. The County of San Luis Obispo intends to facilitate the eventual annexation of the urban reserve into the city. The County will coordinate with the City and property owners to facilitate an orderly transition from County to City jurisdiction during implementation of the Land Use Element.
 - a. All new development in the urban reserve must comply with this area plan, as well as other plans and regulations. For example, the proposed airport area specific plan will establish standards for water supply, sewage disposal, drainage controls, roadway widths and cross-sections, bus stops, pedestrian and bike ways, landscaping, preservation of scenic views, architectural themes and elements, special setbacks, and preferred site layout design patterns. The urban reserve will be subject to limitations on uses and restricted land divisions until those areas are annexed. This approach will preserve options for more detailed land use planning as part of the annexation process by preventing establishment of long-term land uses and land use patterns which would conflict with full development of sites once annexed into the city. Only if appropriate urban service systems are provided, separate from City systems, would more intensive, higher impact land uses be feasible if the area is not annexed.
 - b. If the City does not annex the airport area within five years or earlier, the County will consider whether the County Land Use Element should be amended to reduce development intensities, or conversely to form a County service area or other mechanism which would provide increased services and allow for additional development.

- c. While under County jurisdiction, any on-site or community water supply, or on-site sewage disposal systems, should be designed to connect eventually with the City's municipal systems.
4. The affected property owners will pay for the costs of services, facilities and environmental mitigation to the extent those costs are associated with the development of their properties.
5. The County and the City will participate in an equitable distribution of revenues from taxes and other sources to fund the facilities and services needed to support development in the City's urban reserve.

Dalidio Ranch

The Dalidio Ranch land use category applies to the property, which is commonly known as the Dalidio Ranch and bounded by Highway 101 on the east, Madonna Road on the west, the Promenade Shopping Center on the north, Perfumo Creek, and existing and future auto dealerships on the south, that is more particularly described in Attachment A to the Dalidio Ranch Initiative. The only zoning district that is consistent with this land use category is the Dalidio Ranch zoning district.

This land use category permits a mix of commercial, open space, hotel and residential uses as generally depicted in Attachment C to the initiative utilizing improvements generally as illustrated in Attachment D (see figures 4-7 and 4-8). The land uses allowed in this land use category are as follows:

Dalidio Ranch Retail Commercial Subarea Uses

- Not more than 530,000 square feet of interior commercial or retail space.
- Not more than 30,000 square feet of outdoor sales space, including garden centers but excluding the farmers' market referenced below.
- The 530,000 square feet shall be distributed on the site so as not to exceed a total floor-area-ratio of 3, and the height of any such structure, except a water tower, shall not exceed 35 feet to top-of-wall and 45 feet to the top of any architectural feature.
- A 150-room 4-story hotel.
- The footprints of the buildings shown on Attachment D are illustrative. The actual footprints of the constructed building may vary so long as no building exceeds 140,000 square feet.

Dalidio Ranch Conservation Open Space, Recreational And Organic Agricultural Subarea Uses

- Up to two soccer fields.
- A family oriented recreational area.
- An organic agricultural operation that is a minimum of 13 acres, and incidental facilities including agricultural support buildings.
- A farmers' market and incidental facilities.

- Setting for historic resources such as the Victorian House and Barn at the site.
- Private and public Dalidio Ranch conservation open space.
- Dalidio Ranch trails, including portions of the Bob Jones Trail.
- Resource viewing areas.

Dalidio Ranch Residential Sub-area Uses

- A maximum of sixty residential units with a density equal to 15 to 18 units per acre.

Dalidio Ranch Business Park Sub-area Uses

- Up to 198,000 square feet of office on 8.9 acres.
- Maximum height of 35 feet to top-of-wall and 45 to the top of architectural features.
- Maximum floor-area-ratio is 1.5.

Dalidio Ranch Community Facilities Uses

- Onsite infrastructure designed to serve any allowed uses, including detention and other stormwater facilities and a water reuse facility.

Such uses as support of facilitate the uses listed above.

The boundaries of the subareas and the improvements depicted for each use within a subarea may vary from those shown on Attachments C and D so long as the total area devoted to any particular use is not increased by more than five percent, and so long as the geographic relationship between the various uses does not change.

For purposes of this Dalidio Ranch Land Use Category, the following definitions and conventions apply:

Building Height shall be measured as the vertical distance from the average level of the highest and lowest points of that portion of the lot or building site covered by the building to the topmost point of the structure, excluding architectural features, chimneys or vents.

Floor area includes the total floor area of each floor of all buildings on a site, including internal circulation, storage and equipment space, as measured from the outside faces of the exterior walls, including enclosed halls, lobbies, stairways, elevator shafts, enclosed porches and balconies.

Floor-area-ratio is a fraction with the floor area of the buildings being the numerator and the denominator being the area of the Zoning Subarea in which the buildings are located.

To ensure that development of the Dalidio Ranch Project is subject only to express, objective standards and ministerial actions that cannot be changed by subsequent discretionary actions or interpretations, development on land within this land use category shall be subject solely to State Law, General Plan provisions applicable to the Property and the following:

- the provisions of the Dalidio Ranch zoning district, which are contained in Article 11, chapter 22.113 of Title 22 of the County Code;
- grading and building standards of Title 19 of the County Code that are applicable to all development in San Luis Obispo County;
- Title 18 of the County Code, entitled "Public Facilities Fees"; and
- Title 20 of the County Code, entitled "Street Address Ordinance."

Building and grading permits shall be issued provided only that the applications for such permits comply with these provisions and regulations. No other existing or later-adopted regulation, guideline, ordinance, or San Luis Obispo County Code provision (including without limitation the chapters of Title 22 other than Article 11, and the Growth Management Ordinance) which purports to regulate or guide land use or development, shall be applicable to development on land designated under the Dalidio Ranch land use category.

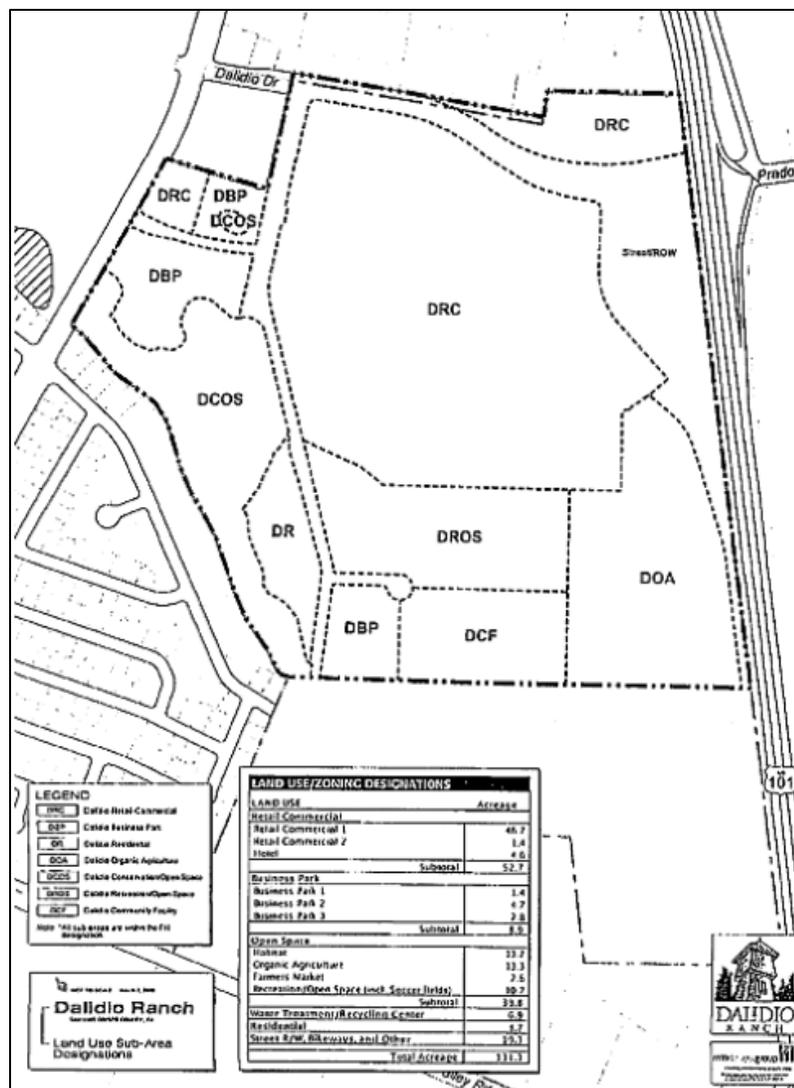


Figure 7-2: Attachment C - Dalidio Ranch Initiative

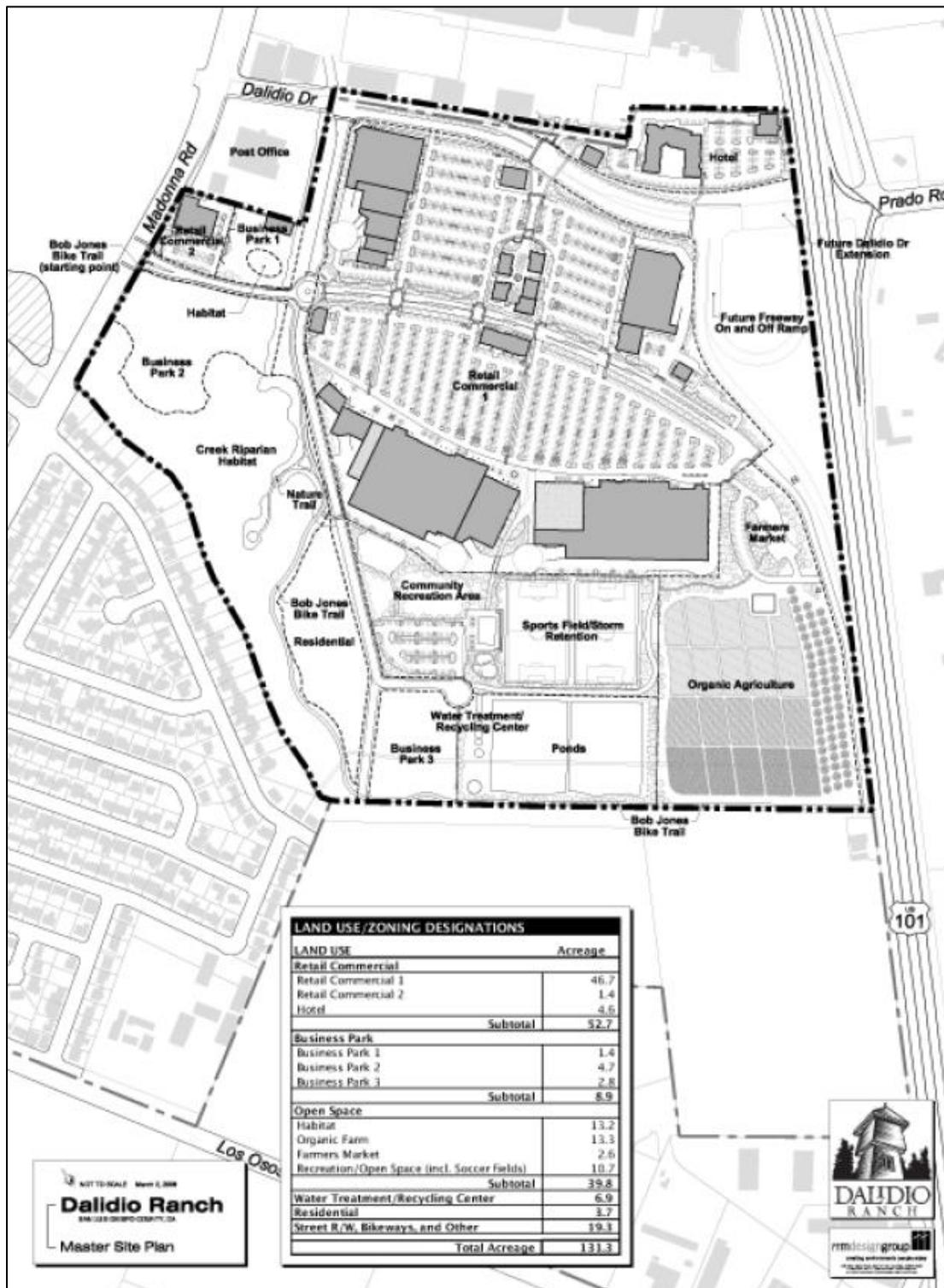


Figure 7-3: Attachment D - Dalidio Ranch Initiative

7.3 Land Use Categories

This section describes the various land use categories within the San Luis Obispo URL. This discussion is separated with headings for each of the two former San Luis Obispo planning areas (sub-areas) and is current as of the dates specified in Table 1-1.

Agriculture

The Agriculture category applies to the prime agricultural land between Highway 101 and Madonna Road that is not designated under the Dalidio Ranch Land Use category. It is within the urban area since it is essentially surrounded by urban development. However, it provides perhaps some of the highest quality production of "salad bowl" vegetables in the county and larger region. Its productivity for high-value crops warrants a change back to Agriculture from previous land use policies that anticipated urban development. Long-term agricultural protection should be sought cooperatively between the County and the owners to ensure its continued farming. Measures should also be pursued by the owners and farm operators to safeguard neighboring uses from noise and chemical pollution.

Residential Suburban

The Residential Suburban category designates portions of properties in the Goldtree Tract east of Johnson Avenue. These parcels extend into the Rural Lands land use category, up to 800 feet above the city limits to the ridge line. Residential development on these seven lots would be extremely visible from the city, and should be relocated through a re-subdivision of all of the parcels into the Residential Suburban area. Slopes are generally greater than 30%, and the soil is rocky. Grading necessary for access, building sites and septic systems would likely be excessive. This hillside is shown as a scenic backdrop in the Agriculture and Open Space Element and is subject to the Sensitive Resource Area combining designation. This area should also be designated as a future transfer of development credits sending area, in order to transfer potential development to other suitable areas with less potential for adverse environmental impacts.

Residential Single Family

Urban expansion areas within the urban reserve line include land for residential neighborhoods composed of a range of housing types and supporting uses such as schools and parks, once annexed into the city. These areas will develop to urban densities only when an adequate water supply and infrastructure is provided following annexation by the City of San Luis Obispo. Urban services such as fire, police, water and municipal sewage services will not be provided by the City prior to annexation. Also, annexation of large areas may not occur unless City service capacities are sufficient to concurrently serve the expanded area as well as the planned capacity of the present incorporated areas. The larger areas proposed for major urban expansion include the following: (1) the "Irish Hills" properties on the south side of Los Osos Valley Road; (2) the Margarita Avenue area; and (3) the Orcutt Road area.

Several other expansion areas are located at the city edge where annexation could occur. The City's General Plan can accommodate annexation of relatively small areas at the city's edge, within the designated urban reserve or minor extensions of it, when the resulting projects provide open space protection or other public benefits.

The residential expansion area located south of Tank Farm Road, between Highway 227 and the existing city limits, is an area that is subject to the City's Edna/Islay Specific Plan. This expansion area is shown in that plan as a secondary planning area that should be developed at

primarily single-family densities, once annexed into the city. This area will require special attention to avoid land use or circulation conflicts with the existing and future developments along Highway 227, which are designated in the Commercial Service and Commercial Retail land use categories.

Until annexation, agricultural land uses are allowed at rural densities before full urban development as envisioned by the Residential Single Family category. Until annexed, these areas should be subject to a 40-acre minimum parcel size.

Residential Multi-Family

Two areas are designated Residential Multi-Family. A single site located on South Higuera Street is already developed with an apartment complex. A larger area is located near the northwest corner of Broad Street and Tank Farm Road. These areas are reserved by planning area standards for development after they are annexed into the city, so that adequate public services can be provided. These areas will provide some of the housing projected to be needed for local employees, thereby reducing the need to commute long distances to work.

Commercial Retail

Commercial Retail land has been designated at the entrance to the County Airport to accommodate the needs of the traveling public for lodging, meeting and exhibition facilities, tele-communication, quick copying and other rental services, service stations and other goods and services needed primarily by tourists, business travelers, and other people passing through the airport complex.

Commercial Service

The Commercial Service category is applied to the partially developed areas along the Broad Street corridor leading to the airport, along the western end of Tank Farm Road, and along Suburban Road. Commercial service uses can range from light industry, manufacturing, trucking, wholesaling and storage to business parks, research and development parks, and some types of offices.

Commercial Service parcels that are located south of Tank Farm Road are appropriate for a variety of service commercial uses. Some of these areas are characterized by older developments (10 years or more) that may be redeveloped to accommodate the increased mix of allowable uses under this area plan, when compared to the uses allowable by the previous San Luis Obispo Area Plan.

Business Parks. Three Commercial Service areas are planned for the development of master-planned "business parks" as shown in Figure 4-9. One of them is adjacent to the city's Higuera Commerce Park near South Higuera Street. Another is along the planned extensions of Santa Fe and Prado Roads. The third business park is located on the west side of Broad Street between Tank Farm Road and the Commercial Retail category at the airport.

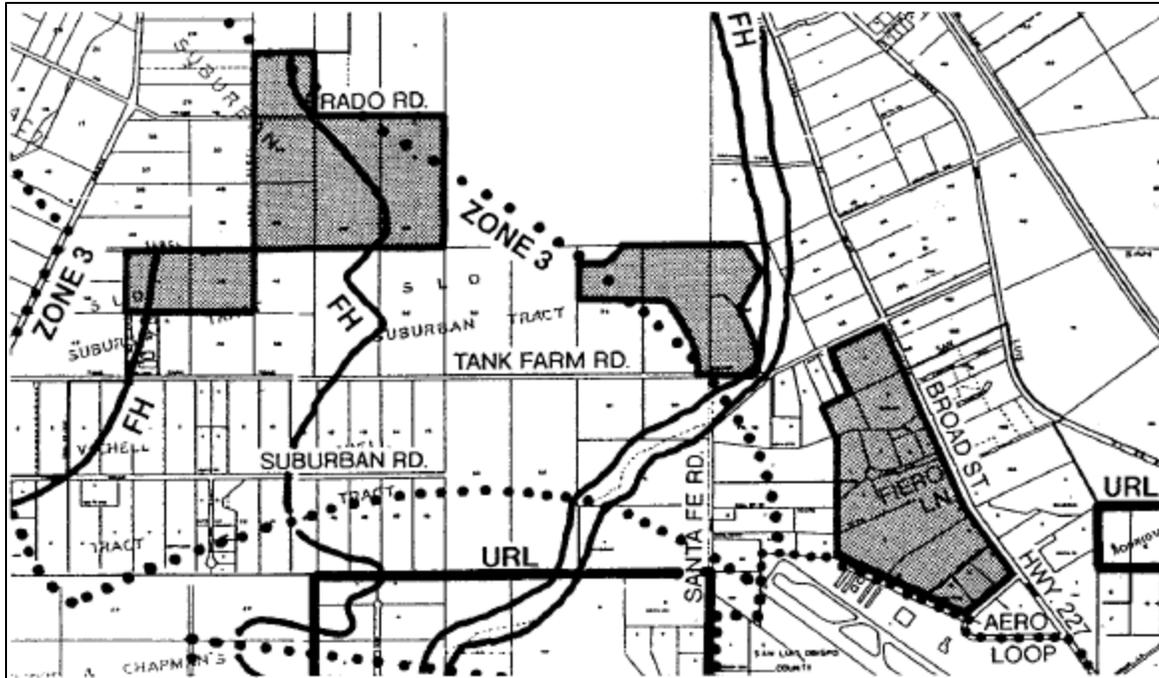
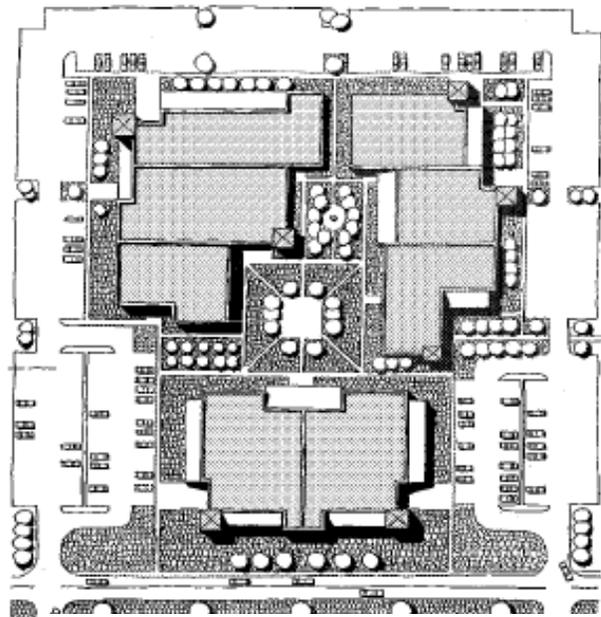


Figure 7-4: Business Park area

Each business park is intended to be master-planned as a unit, with all uses enclosed in buildings and characterized by relatively large building sizes and a campus-like setting that encourages pedestrian circulation. Large buildings will be suitable for subdivision into individual spaces for smaller firms or will be devoted entirely to a single user. The business parks are also expected to be designed to minimize the use of individual automobiles by accommodating transit, providing on-site day care, cafeteria and other services needed by employees, and by linkages to nearby residential areas via walkways and bikeways.

The business park areas are intended for full development after they are annexed and served by the City. Development under County jurisdiction may occur with some limitations on land uses and floor areas that can be supported by available on-site or community water supply and on-site sewage disposal systems.



Business Park concept

Industrial

Three areas are designated Industrial to accommodate uses requiring outside storage of materials or equipment that cannot easily be screened from view, and therefore are not allowed elsewhere in the planning area. Developments in these areas should use site designs and dense landscaping that minimize their visual impacts. Similar to the Commercial Service areas, these pockets of Industrial land are expected to remain under County jurisdiction with limited uses and floor areas until annexation to the City.

Public Facilities

Major County government offices are located within the city of San Luis Obispo. The County Airport is located outside the city limits within its urban reserve line.

San Luis Obispo County Airport

The Master Plan for the San Luis Obispo County Airport provides for continued operation of the airport. The airport is discussed in more detail in the Circulation Element, Chapter 5. The master facility plan serves as the land use plan and development program for the San Luis Obispo County Airport itself.

California Polytechnic State University

Cal Poly provides an undergraduate and graduate curriculum as part of the system of state colleges and universities. About 10,000 students live in the San Luis Obispo urban area, with 2,900 students living on campus. Enrollment at the university reached a peak of about 17,500 (full-time equivalent) students in fall 1990 but dropped by more than 2,000 students by 1995. The Cal Poly Plan and the campus Master Plan address academic and facilities needs respectively.

These planning efforts envision a gradual enrollment increase to the 1990 level within five to ten years, with attendant increases in faculty and staff. The Master Plan intends that new campus areas for housing, academic and applied research and development, as well as sports and recreation, will be located to the north and west of the existing campus core area.

The County encourages continued coordination between both of these planning efforts within the campus administration and with the larger community and county. Assessments are needed that fully review the potential impacts of enrollment and facilities expansion, including adverse impacts to the regional housing supply and transportation system. On- and off-campus housing should be provided concurrently as enrollment increases and be designed to serve student and faculty needs with apartments, condominiums and detached residences. Commuting impacts within the region could be avoided by providing enhanced transit and other types of transportation along with enrollment increases.

Cal Poly is encouraged to acquire by gift, lease or fee title those production agriculture lands shown within the City's "Greenbelt Plan" which would be beneficial to Cal Poly's agriculture programs. Such acquisitions would allow Cal Poly to replace campus agriculture lands lost to expansion of academic buildings, sports facilities, and on-campus housing. The acquired lands should be permanently retained as agricultural or open space.

7.4 Land Use Programs

The following programs apply within the San Luis Obispo URL to the specific areas listed.

1. Facilitate annexations. The County should work with the City to facilitate annexation of urban reserve areas to the City. If the City is unable to annex the airport area by 2001 or at an earlier date, the County should either amend the County general plan to allow establishment of less intensive development under longer-term County jurisdiction or conversely proceed with plans to provide urban services through expansion of the County service area or other similar mechanisms.
2. Airport Area Specific Plan. The County should continue to coordinate with the City and property owners to prepare an airport area specific plan or infrastructure plans that enables annexation to the City and will provide for development under City jurisdiction.

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

Program	Responsible Agencies	Potential Funding ¹	Timeframe ² (years)	Priority ³
1. Airport Area Specific Plan	Co. Planning, Public Works	CSA-22, CDBG ⁴	1-2	High
2. Facilitate Annexations to the City of SLO	Co. Planning, Public Works	N/A	5-20	Moderate

Notes:

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

7.5 Public Facilities, Services, and Resources Discussion

CSA #22 was established to finance the cost of consultants assisting with the preparation of a specific plan for the approximately 1,700 acres of land between the County airport and the city limits. This planning effort was intended to provide information needed to make future service decisions. Once the specific plan is completed, CSA #22 will either be terminated or amended to finance other services (possibly even construction of public facilities).

A drainage study conducted for the portion of the San Luis Obispo URL between South Higuera Street and Highway 227 (the airport area) recommended the implementation of a program of regional drainage detention basins and on-site detention basins in the airport area as development proceeds, in order to reduce downstream flooding impacts. This proposed program could be implemented through Flood Control District Zone 9, or through a separate district formed to serve the airport area. Such a district could be an expanded CSA #22, or a new community services district or other type of special district.

7.6 Public Facilities, Services, and Resources Programs

The following programs apply within the San Luis Obispo URL:

1. **Community Water Systems.** The County Planning and Public Works Departments and any other private agencies involved with community water systems in the airport area should coordinate with the City of San Luis Obispo to design any proposed community water systems to facilitate future integration with the City's system. Also, in order to provide adequate fire protection, manage demand for water resources and water quality, a plan should be prepared describing how community water systems can provide adequate fire flows for all structures.
2. **Hydrologic Study, Margarita Area Specific Plan.** The Margarita area is subject to periodic flood events, although it is located outside of the 100-year flood plain. The drainage and hydrologic aspects of the area should be studied in the Margarita Area Specific Plan.
3. **Airport Area Sewage Treatment Plan Funding.** The County should adopt a development fee ordinance for new development in the airport area to fund its share of the costs of sewage treatment plant expansion within the city of San Luis Obispo once the airport area is annexed, or to be used for construction of community sewage treatment facilities if annexation is not approved.
4. **Airport Area Wastewater Capacity Study.** In the event that the specific plan for the Airport Area is not funded, the County should work with other agencies and area property and business owners to fund and prepare an area-wide wastewater capacity study which would assess the area's ability to accommodate septic systems. This study would include, but not necessarily be limited to, (1) the groundwater basin's nitrate loading limitations, (2) soil characteristics, such as percolation rates, and (3) the location of high groundwater areas. The study should identify sensitive receptors, such as domestic supply wells and wetlands, within the affected area. The report should identify all feasible means to reduce or avoid potential constraints or impacts to groundwater and surface waters. Appropriate measures should be added and applied to future development within the airport area and possibly to areas outside the airport area, such as development of a nutrient management program for agriculture. A subsequent "master" study should be prepared to determine the best method(s) for processing wastewater within the Airport Area.
5. **Hydrologic Study, Froom Ranch Area.** Due to drainage concerns associated with Froom Creek, a hydrologic study should be conducted and appropriate mitigation measures adopted for proposed development in the Froom Creek area. Mitigation measures should be in accordance with City Public Works Department and County Public Works Department recommendations.

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

Program Title	Responsible Agencies	Potential Funding ¹	Priority ²	Timeframe ³ (Years)
Water Supply				
1. Community Water Systems in the City	Co. Planning and Public Works, City of SLO, private companies	N/A, fees, assessment district, Mello-Roos community facilities district	High	1-2
2. Hydrologic Study, Margarita Area	City of SLO	N/A	High	1-2
Wastewater Systems				
3. Airport Area Sewage Treatment Plant Funding	Co. Public Works	Developer fees	High	1-2
4. Airport Area Wastewater Capacity Study	CSA #22	Property owners	High	3-5
5. Hydrologic Study, Froom Ranch Area	City of SLO	N/A	Moderate	3-5

Notes:

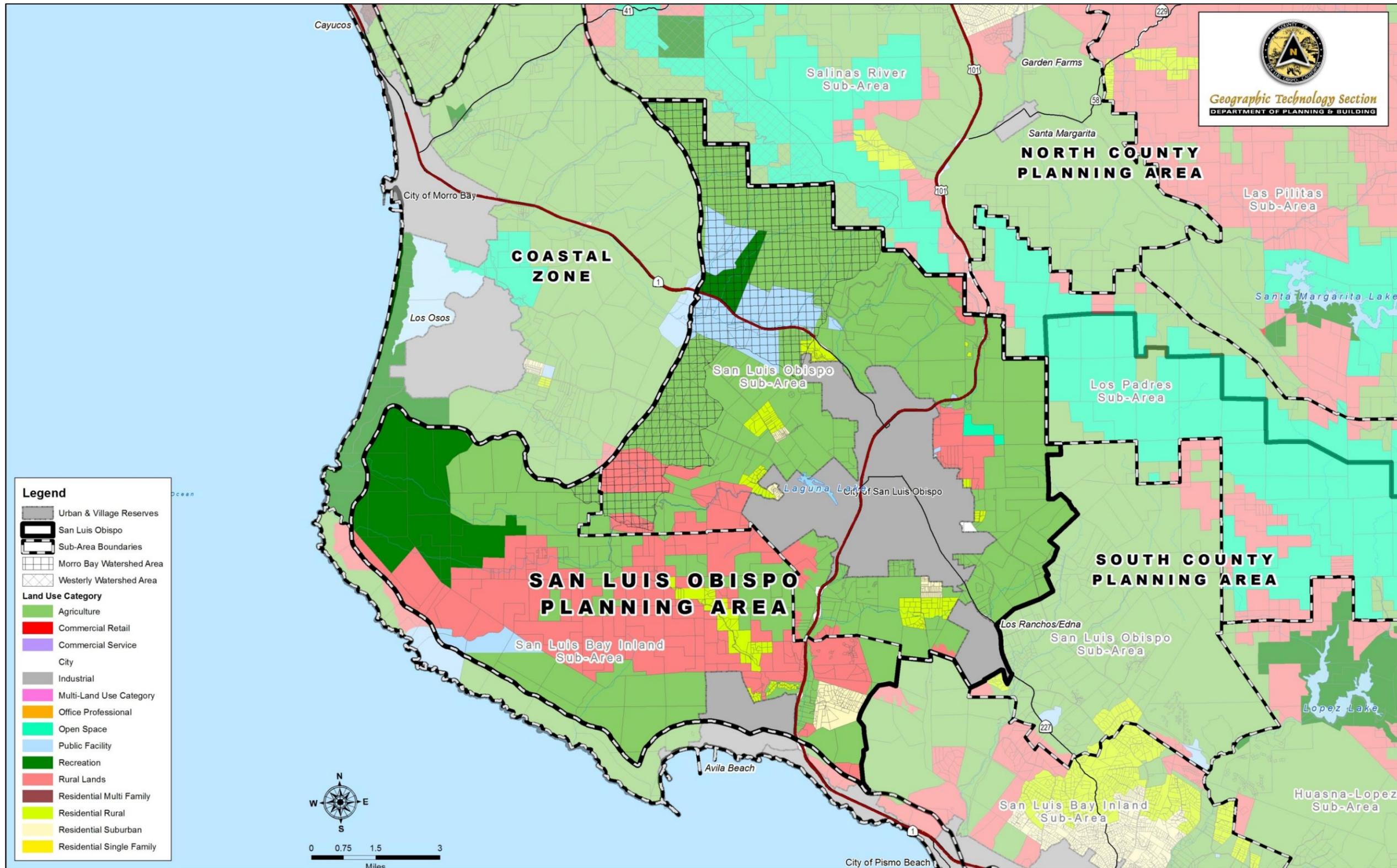
1. N/A in “Potential Funding” column means that the work would be performed by County staff within their budget. No special funding is required.
2. Priority listings are the relative importance within each timeframe: low, moderate, or high.
3. Timeframes are from the date of adoption of the San Luis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

7.7 Circulation Element

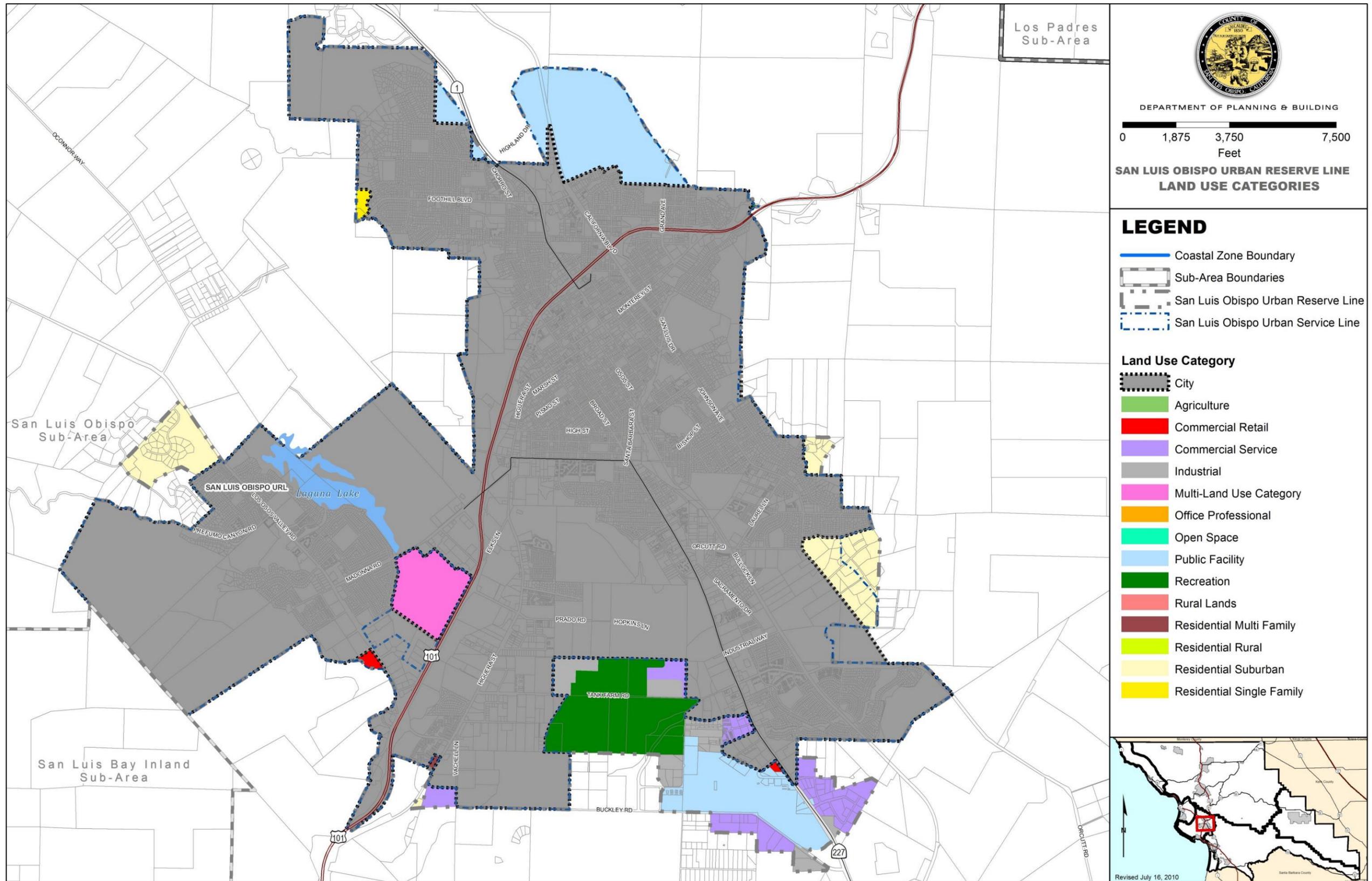
The following road improvements are anticipated in the San Luis Obispo URL:

1. **U.S. Highway 101.** The following improvements are anticipated in the San Luis Obispo planning area:
 - a. A full interchange is needed at Prado Road to provide better access to and from the airport area and the Central Coast Plaza - Laguna Lake area, and to relieve traffic congestion at the Madonna Road interchange and intersection of Madonna Road with South Higuera Street.
 - b. The Los Osos Valley Road interchange needs to be upgraded, including a new westbound/northbound on ramp, realignment of Calle Joaquin south (off Los Osos Valley Road) to match Calle Joaquin north, and widening of the bridge over Route 101 to four lanes.

2. **Highway 227.** If transportation systems and demand management techniques cannot maintain acceptable service levels, this roadway may require widening, (1) to four travel lanes between Orcutt and Tank Farm Roads, and (2) to four travel lanes from Tank Farm Road to Price Canyon Road, with turn lanes or pockets at intersections with Airport Drive, Buckley Road, Crestmont Drive, Los Ranchos Road, Biddle Ranch Road and Price Canyon Road, and signalization at Los Ranchos Road. Between Capitolio Way and Aero Loop Drive a landscaped center median and turn pockets at limited intersections should be constructed, as illustrated in Figure 5-2. Separated sidewalks, parkway landscaping, street trees, bus turn-outs and shelters should also be provided in this corridor.
3. **Calle Joaquin.** As part of any proposal to further develop the Dalidio-Madonna-McBride areas, the alignment and design of a road connecting Prado Road with Los Osos Valley Road should be evaluated and established. The Dalidio Ranch Land Use Category meets these criteria because the plan contemplates a connection of Calle Joaquin and because the conditions require contribution of a fair share of the cost of an overpass across Highway 101 connecting Prado Road with the Dalidio Ranch.
4. **South Higuera Street.** This roadway should be improved to four travel lanes with two bike lanes from the southern city limits to the proposed intersection with Buckley Road. The roadway should be maintained as two-lanes with two bike lanes from Buckley Road to Ontario Road, and the northbound 101 on-ramp from South Higuera Street should be closed.
5. **Los Osos Valley Road.** If transportation systems and demand management techniques cannot maintain acceptable service levels, the road may need to be widened to six lanes between Highway 101 and Madonna Road, and to four lanes west of Foothill. Shoulders should be provided west of Foothill that can be used by slow moving agricultural vehicles without conflicting with the bike lanes or bicyclists.
6. **Tank Farm Road.** Tank Farm Road should be improved as an urban arterial with four travel lanes, a landscaped median with turn pockets, two bike lanes, and two sidewalks separated from the roadway by landscaped parkways from Broad Street to South Higuera Street.
7. **Prado Road.** This roadway should be extended to Broad Street at Industrial Way and improved with four travel lanes, class I bike lanes, a landscaped median with turn pockets, and two sidewalks separated from the roadway by landscaped parkways. This road segment may also be appropriate for designation as State Route 227, in order to route traffic to 101 without traveling into town.
8. **Vachell Lane.** After Buckley Road is extended to South Higuera Street, terminate the existing north end of Vachell in a cul-de-sac, thereby eliminating the intersection of Vachell Lane and South Higuera Street.

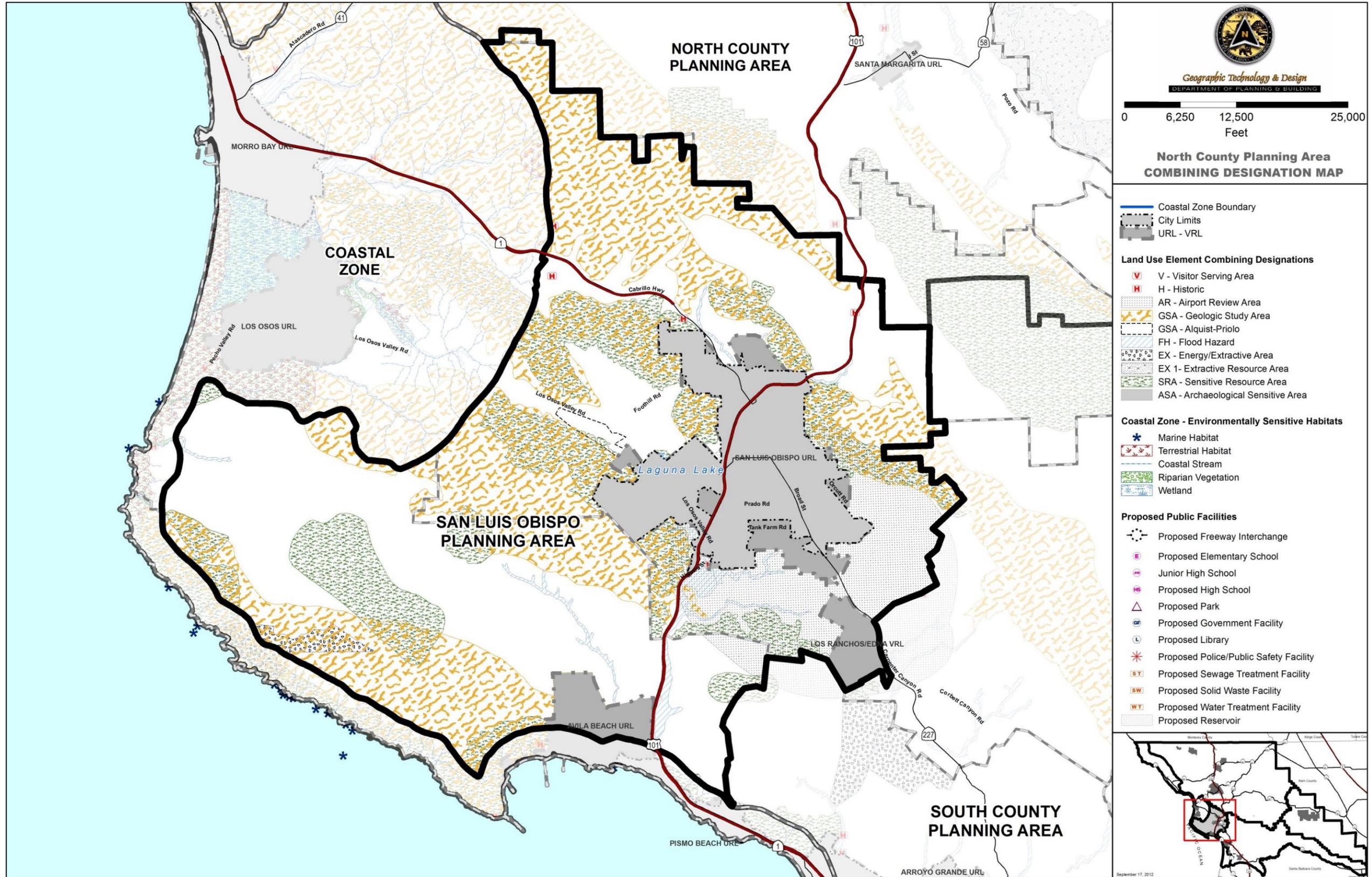


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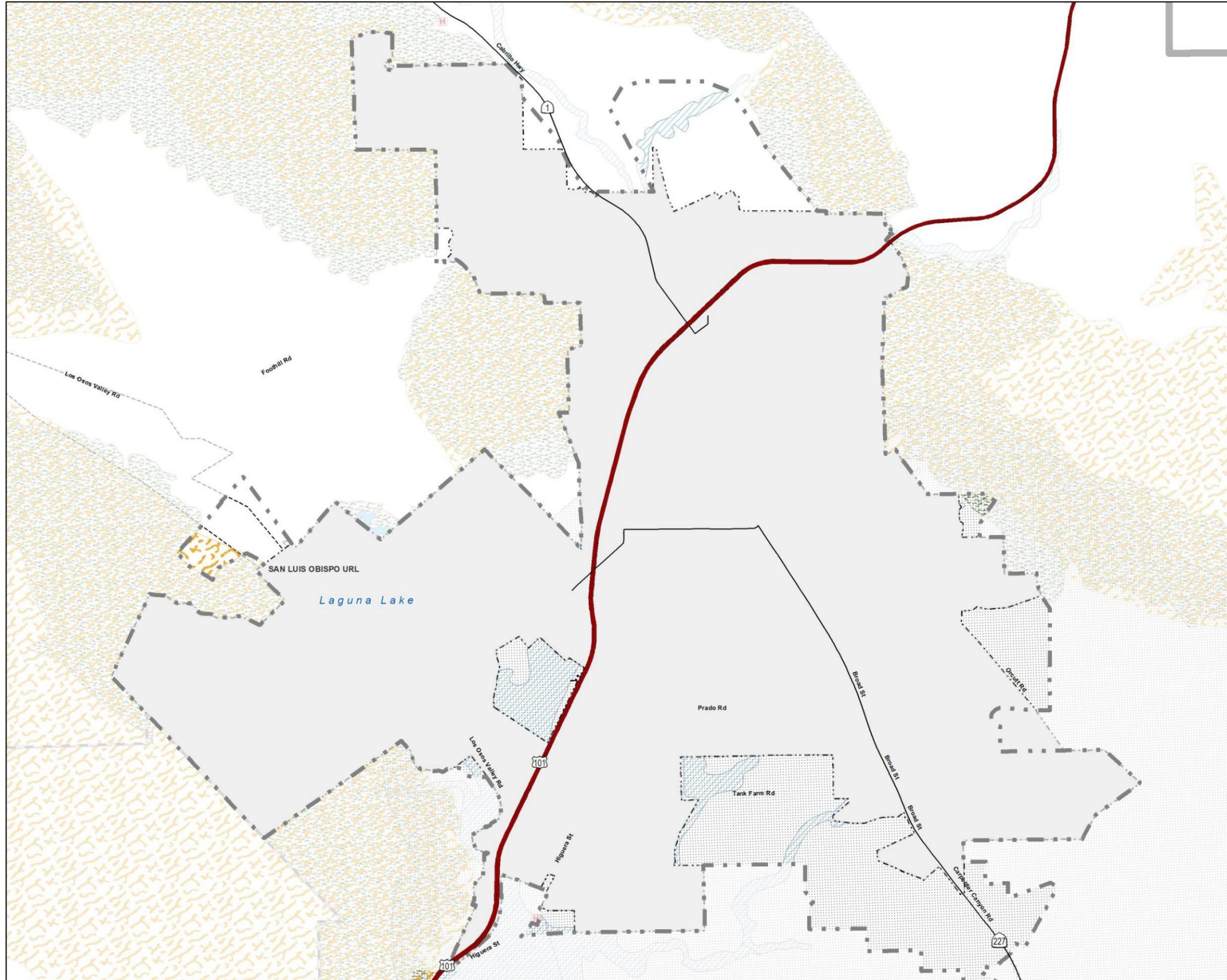
San Luis Obispo URL Land Use Category Map

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Rural San Luis Obispo Combining Designations Map

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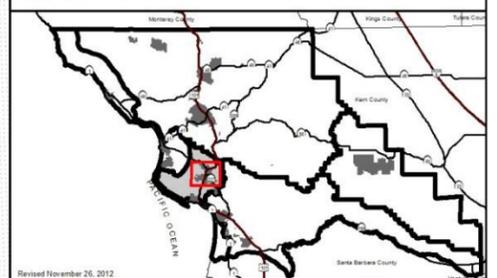


Geographic Technology & Design
DEPARTMENT OF PLANNING & BUILDING

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**San Luis Obispo URL
COMBINING DESIGNATION MAP**

- City Limits
 - URL - VRL
- Land Use Element Combining Designations**
- V - Visitor Serving Area
 - H - Historic
 - AR - Airport Review Area
 - GSA - Geologic Study Area
 - GSA - Alquist-Priolo
 - FH - Flood Hazard
 - EX - Energy/Extractive Area
 - EX 1 - Extractive Resource Area
 - SRA - Sensitive Resource Area
 - ASA - Archaeological Sensitive Area
- Coastal Zone - Environmentally Sensitive Habitats**
- Marine Habitat
 - Terrestrial Habitat
 - Coastal Stream
 - Riparian Vegetation
 - Wetland
- Proposed Public Facilities**
- Proposed Freeway Interchange
 - Proposed Elementary School
 - Proposed Junior High School
 - Proposed High School
 - Proposed Park
 - Proposed Government Facility
 - Proposed Library
 - Proposed Police/Public Safety Facility
 - Proposed Sewage Treatment Facility
 - Proposed Solid Waste Facility
 - Proposed Water Treatment Facility
 - Proposed Reservoir



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